



AUTOMOBILES NOW ARE DRIVEN HOME BY DISTRIBUTORS

Western Studebaker Agent Brings Women Drivers to Detroit and Starts Them Home With Cars.

Detroit, Aug. 24.—That women engaged in the different lines of the motor industry, from driving cars in volunteer motor organizations to taking the place of male help drafted into Uncle Sam's mighty army, are adapting themselves to the change readily and efficiently is now an accepted fact. But Detroit, used as it is to kaleidoscopic changes, and caloused by years of experience with the magic of the motor industry, sat up and rubbed its eyes this morning in startled surprise.

Lined up in front of Plant 3 of the Studebaker corporation, in real military formation, business men and workers hurrying down town saw an even dozen new Series 19 Studebaker cars ready for a driveaway. Driveaways, of course, are no longer a novelty to Detroiters. They have long since become accustomed to seeing strings of bright, new cars being leaving town almost daily. But here was a new wrinkle. For, instead of an overworked mechanic, or a prepossessing looking dealer at the wheel of each car, there sat a smiling, well-dressed young woman.

Investigation disclosed the fact that these women were starting on a cross-country drive that would cause many a male veteran of the wheel to hesitate. They were brought to Detroit from a large city in the southwest by a prominent Studebaker distributor, anxious to make good his delivery promises to enthusiastic purchasers. With the army and navy depleting the ranks of available men drivers, and work aplenty to do at home for the men left behind, this live automobile merchant cast precedent to the proverbial four winds and signed up a full crew of ambitious young women to drive his cars from the factory.

But the dealer, who was acting as pathfinder for the caravan, could see no particular cause for excitement in this, the first big driveaway to leave the "Motor City" piloted exclusively by women. He merely called attention to the mechanical improvements that have been made in the modern car, which have made it possible to operate one with virtually no technical understanding of its makeup.

Storage Battery is Much Improved by T. A. Willard

"Nearly every car owner knows that T. A. Willard had a great deal to do with the starting battery," says Elmer Rosengren, local Willard expert, "but only a few know of the part he took in making electric starting and lighting practical for automobiles."

"Long before electric lighting was seriously considered, Mr. Willard had perfected a storage battery for lighting railway coaches and was familiar with every detail of the system. This was in the days when all motor cars were 'autos' and had to be 'wound up' when acetylene lights were the best to be had, and the spark came from a set of dry batteries.

"Electricity had one big job on the automobile that it didn't have on the Pullman—that was starting. As starting, even with the most economical motor, took considerable current the battery had to be kept well charged."

"One of Mr. Willard's biggest jobs in automobile starting and lighting was to make a generator that would keep the battery 'on charge' all the time except when the engine was going very slowly. He developed the extra-brush system of regulation which regulates the charging regardless of the engine speed."

"The most recent and perhaps the greatest contribution Mr. Willard ever made to automobile electric lighting is the threaded rubber insulation. By this invention the use of durable, long-lived rubber insulation in automobile starting and lighting was characteristic of Mr. Willard's ingenuity he solved the problem of inserting nearly 200,000 tiny threads in each one of the battery insulators."

"Drive In" Receipts Increase to Kansas City Stock Yards

Kansas City, Mo., Aug. 24.—Figures showing the number of "drive in" live stock received at the Kansas City Stock Yards for the first seven months of this year, show a decided increase as compared with figures representing similar receipts during the corresponding period of last year. While the truck system of marketing is yet in its infancy at this market, the receipts of stock brought in other than by rail this year, aggregating 72,887 head, an increase of 21,505 head, as compared with receipts from similar sources last year, are an important factor in total receipts. Each species of live stock, with the exception of horses and mules, is handled in trucks at Kansas City. Horses and mules generally are driven in. Some horses are received in wagons, but these are from nearby patrons, and the size of consignments and the distance of the haul do not make motor transportation necessary.

Bomb Plotter Fay, Escaped Prisoner, Caught in Spain



ROBERT FAY. CAPT. FILM SEC.

Robert Fay, who escaped from the Federal penitentiary at Atlanta while serving a term for complicity in bomb plots inspired by the German government, has been apprehended in Spain, according to announcement issued by the State department at Washington. Fay is said to have waived extradition proceedings and is already on his way back to this country. He was formerly a lieutenant of the Sixteenth Prussian infantry, and was convicted in 1916 of conspiring to blow up ships leaving American ports for allied countries.

Omaha Automobile Club Motor Topics

Oppose Center Parking

A discussion of the board of directors of the Omaha Automobile club at the board meeting on Wednesday on the merits of curb and center of the street parking of autos, resulted in a recommendation to the city commissioners to abolish all center of the street parking for the following reasons:

1 On streets where the long time central parking is allowed, curb parking for 30-minute periods is also allowed, and as a result the entire street is congested.

2 On streets where center of the street parking is allowed, the danger element is increased to both car pulling out of parking space and to car passing with flow of traffic.

3 Traffic is slowed down considerably by center of the street parking on many streets.

To Stop Stealing

The attorney general of Nebraska writes the Automobile club as follows: "The county attorney of any county in Nebraska can file complaints and can compel car owners, as any other witness, to appear and testify, and can arrest and hold, if necessary, for such purpose." If the car owners of Omaha are in earnest in their desire to prosecute thieves they may stand firm for prosecution.

Protest Tax

The American Automobile association, with which the Omaha Automobile club is affiliated, has protested to Hon. Claude Kitchen, chairman of the ways and means committee, on the proposed tax on machines now in operation and on gasoline.

The A. A. A. protests on the point that the taxation hits the comparatively poor man who is using his car for strictly business purposes. Further, the A. A. A. protests against a tax on automobiles unless a similar tax is levied against all other forms of transportation.

The tax on a gallon of gasoline, the A. A. A. believes, will not bring in the revenue anticipated, for the reason that the revenue will depend on the mileage, and the tax of 10 cents will compel thousands of owners to store their cars rather than pay the extra cost. This storing of cars would defeat the urgent demand of the government that car owners use their cars as much as possible for business purposes to relieve railroads of the short haul stuff.

Auto Service Flag

The Omaha Automobile club has ordered a service flag with a star for each of the 30 members now in the service.

White Pole Road Good

The White Pole Road across Iowa is now in good condition. Grading is in progress near Lewis, but nothing serious to stop traffic.

Grading R. to R.

From the Bluffs to Neola, here and there, grading is in progress and condition not good. Too reach Neola and points beyond, take White Pole to Quiek, and two miles east at church, take road north through Bentley to Neola, nearly a straight shoot.

O. L. D. is Fair

The O. L. D. is reported only fair most of the way to Lincoln. Lincoln to McCook, fair to good. McCook to Denver, some chucky spots.

Omaha-Minneapolis. The club car recently covered the route and found Lincoln Highway to Denison on Lincoln Highway; Denison to Spirit Lake on Spirit Lake Airline; Spirit Lake to Armstrong east on Imperial Highway; Armstrong to Fairmont; Fairmont to Mankato, Farabault to

Minneapolis, to be as good as any other route on the average. Jefferson Highway is reported chucky north of Des Moines for a great many miles.

Tourists bound for Okoboji and north run east 1 mile at Kiron to Old Kiron, then north four miles, and east 1 mile back onto main highway, to avoid grading in progress. The eleven miles of grading north of Odebolt is completed and cars going through without trouble.

Lincoln Highway.

Lincoln Highway east to Cedar Rapids reported good; Cedar Rapids to Clinton, fair to poor.

Lincoln Highway west reported fair, only, with some very rough going between Valley and Central City, Grand Island to Kearney good, Kearney to North Platte, fair to good, North Platte to Cheyenne, some chucky spots.

Thirty New Members.

The board of directors passed on 30 new members at the Wednesday board meeting. This makes 160 new

members in about five weeks' time. The cost of joining is only \$5 entrance fee, and \$2.50 dues to end of year, afterwards \$5 a year dues.

Persistent Speed Menaces.

An anonymous letter was received by the club asking that action be taken to prevent persistent speeding and reckless driving on the streets. "Citizen" (as the person signed himself) enclosed clipping regarding the arrest of Al Schultz twice in recent weeks on a speeding and reckless driving charge. In answering to "Citizen" the club advises that everything possible has been done to induce the courts to keep a record of speeding charges so that they can tell who is who when a person comes up. A maximum fine for second offenders might help stop the trouble. A city ordinance might be passed providing a fine for first and second offense, with jail sentence for a third time up, or better still, revocation of license for a certain period.

TIMELY TIPS FOR MOTORISTS GIVEN BY OLDS DEALER

Local Agent Offers Suggestions for Economy and Extending Life of the Car.

"There is much that any car owner, whether or not he is a mechanic, can do to make sure he is getting the most out of his machine," says Charles A. Tucker of the Nebraska Oldsmobile company. "In the first place, he can make

sure that his carburetor is set to feed the leanest practical mixture of gas into his engine. This makes a world of difference not only in the amount of fuel consumed, but in the condition of the motor. If a too rich mixture is used, the combustion chambers and valves will foul quickly and this means a trip to the service station that will involve considerable expense. If a man does not trust himself to make this slight adjustment, it is only a moment's work for an experienced garage man. Of course, everyone finds it necessary to change the carburetor when winter comes, but it is advisable to check up three or four times during the year to make certain of best possible results.

"Here at the Oldsmobile garage we never get through warning new owners particularly, that lubrication is the very life blood of an automobile. An improperly oiled and greased car is on the short route to the junk heap, and in these days especially it

is a shame to allow good machinery to deteriorate through negligence. "The use of good graphite grease in universal joints will give far more mileage than ordinary cup grease. If this connection, it is absolutely essential to screw the plug in tight after filling to prevent otherwise unavoidable leakage.

"Practically all ignition, starting and lighting troubles can be avoided by having the storage battery tested at fortnightly intervals and by checking up once a month or so to make sure that all the electrical connections are snug."

Commutator Lubrication.

Grease never should be used for commutator or timer lubrication. Cylinder oil is the proper lubricant for this part and it should be used only sparingly. This applies to all commutators or ignition distributors. When grease is used here it frequently serves to prevent the commutator arm from making contact.

A Straight Talk On What the Cadillac Is and What It Will Do for You

THERE is a pronounced tendency today among prospective owners of new passenger cars to make close inquiry upon points which they have been accustomed completely to disregard; to investigate where once they only took for granted; to consider the future where demonstration-day performance and appearance would formerly have sufficed; to invest where they used to buy.

The active man or woman of today wishes to insure himself of a safe, dependable, comfortable and economical means of transportation for years to come. These qualities are, and can only be, the direct result of correct design, fine materials and workmanship which is nothing less than exact.

What the Cadillac Is

The Cadillac is a passenger vehicle of the most painstaking construction that the Cadillac Motor Car Company can build.

The eight-cylinder V-type power plant was introduced by Cadillac as a new principle. It is in the fourth year of production. More than 60,000 are in use.

The design affords an actual overlapping of power impulses and continuous turning effort. The power is ample for any road condition. The operation is quiet.

The carburetor is designed and built by Cadillac. A "built-in" leaning device economizes fuel. The fuel piping is protected by fiber clamping blocks.

The ignition is simple and reliable, with a double set of contact points and a special grade of wiring.

Thermostatic control in the cooling system keeps the temperature of the engine at the point of maximum efficiency. It was developed and introduced by Cadillac.

The multiple-disc clutch is easy to engage or disengage, because the leverage is especially compounded. The brakes are dependable and unusually easy of application. They are equalized to avoid skidding.

The steering is easy, untiring and dependable, and the factors of safety are high. Ease of Cadillac control amounts to fascination.

Electric starting and lighting was introduced by Cadillac in 1911. The service is reliable and uninterrupted. Especially heavy plates are one factor in the extraordinarily long life of the storage battery. The wiring is protected by circuit breakers instead of fuses.

One of the reasons the car lasts such a long time is because the frame is so rigidly constructed. It is eight inches deep in the center and has five cross members.

The little wants of the motorist are anticipated by complete standard equipment, including such unusual features as a tilting headlamp reflector to deflect light rays and prevent glare; a power tire pump; a pane of beveled plate glass in the rear of the one-man top; an eight-day clock and complete tool equipment.

What It Will Do For You

It will give you a consistently high standard of performance. The flexible engine meets slow speed requirements without gear shifting, with immediately available power for rapid acceleration to extreme speeds. Long distance travel, which war conditions have made more than ever the function of the motor car, is practical and pleasurable in a Cadillac, because it is capable of sustained speed without noise of noticeable vibration.

It will give you dependability—the capacity to withstand hard usage day after day and year after year. Cadillac serviceability may be compared with that of a faithful watch.

It will give you safety, because it will keep the road, and because the factors of safety are so high, not only in parts like the frame, the wheels and the steering and braking systems, but in such details as the bolts, rivets and pins.

It will give you comfort, because the weight is scientifically distributed and properly sprung, and because the seat cushions and backs are so deep and restful.

It will give you economy in first cost, because the Cadillac Motor Car Company is the largest producer of high-grade motor cars in the world, and because the Cadillac manufacturing methods are so efficient. The present Cadillac is the result of sixteen years of undivided attention to the production of high-grade passenger cars. These facts mean maximum intrinsic value per car.

It will give you economical maintenance, because quality is the truest economy. Sturdy construction and fine workmanship, for which Cadillac shops are eminent, mean long life and a minimum of repairs. More than 1,000 operations upon parts are accurate to the one-thousandth part of an inch, and more than 300 are accurate to the one-half-thousandth of an inch. A fine fit between moving parts reduces wear to a minimum. Service is put into the car beforehand.

It will give you beauty which you will not tire of. People are not buying things today which they may soon wish to discard because the styles have changed. Cadillac appearance will protect your ability to use your car and be proud of it for an indefinite length of time.

Immediate delivery on a limited number of closed and open types

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