

FASTEST AUTO IN WHOLE WORLD IS IN JUNK PILE

Barney Oldfield's Famous Christie Was the Fleetest of Its Generation; Wicked Old Freak.

Cleveland, April 20.—When Barney Oldfield retired from racing to enter the manufacturing field at the head of the Oldfield Tire company, one of his first acts was to reduce to junk the famous old Christie racing car that had served for some years as his pet war horse.

For distances up to two miles, the Christie was probably the fastest car of its generation. It carried to the honeyard the official world's speedway records up to two miles, as well as the record for one lap on the Indianapolis speedway—time 1:27.40. Its total of state and track records mounted well into the scores.

Headstrong and Treacherous.
Due to its unique construction the Christie was undoubtedly the most whimsical, as well as the most dangerous of speed cars.

Its front wheels keyed solidly to their axle which also served as the crankshaft of the engine. This construction permitted no differential, thus making it necessary for both wheels to turn at the same rate, regardless of the direction in which they might be pointed.

Omaha Has Cattery With Six Silver-Hued, Longhaired, Pedigreed Persian Tabbies

King of Cat Family Won First Prizes at Cat Shows Throughout the Country.

By JOHN KENNEBECK.

Omaha has a cattery. Six beautiful silver-hued Persian tabbies, bearing names that deserve rating according to Bradstreet and Dun dominate the home of Mrs. F. W. Miller, 3103 Dorcas street. These six, of the family Felidae, have registered pedigrees longer than a democratic ballot.



Don of Aldemoor.

Don of Aldemoor, a fluffy cat of silver-hue, perfect in bodily structure as to specifications given out by cat fanciers, is king of the Persian Garden cattery, so named by Mrs. Miller. Don of Aldemoor has many medals to his credit, won at popular cat shows in the east and middle west.

His mate in the royal sextette is Silver Lady Pat, born five years ago last St. Patrick's day; hence it's mischievous tricks.

The names of the others of the local cat kingdom are: Blue Juanita, Atta Boy, Princess Wetoha and Tommy Tagg. Blue Juanita, a dainty Persian animal, showing absolutely no natural marring in beauty or physical proportion, holds the names of 32 champions on her registered pedigree. And Blue Juanita shows a tricky pride being the chosen pet of the cattery.

Ball of Fluffy Hair.

Don of Aldemoor, king of the family, from his miniature throne of rest in the cattery, displays the appearance of a huge ball of fluffy hair, with a pair of glistening eyes blinking from below two pointed ears.

His domination over the others is evident. Silver Lady Pat, queen of the cattery, is the winner of first prizes at cat shows held in the state. At the Lockchave Cat club exhibition, held at Rochester, N. Y., in 1915, Silver Lady Pat was the first chosen for physical perfection and

beauty. She won first prize at the Ohio State Cat show held the following year at Columbus, O. Her royal mate, King Don of Aldemoor, won prizes at the Sphinx club in Kansas City in 1915.

Like Brothers and Sisters.

Mrs. Miller's success in maintaining her garden of Persian cats is due to an untiring care for them. Ever since she was a child, family pets, such as a dog or a cat, have kept her interested. An incident is related of her love for pets: When Mrs. Miller was a child, 5 years old, she was asked this question by a man who chanced to be delivering coal to her home: "Have you any brothers, little girl?" "Sure, I have," she replied. "A brother, Fido, and a sister, Tabby."

That was the beginning of Mrs. Miller's interest in family pets. To her 7-year-old daughter, Winifred, shown in the picture, is due the credit of the beginning of the Miller cattery. Mrs. Miller first became interested in raising Persian cats three years ago when her daughter, Little Winifred, then 4 years old, won a prize of a sum of money at a

popularity contest in Fremont, Neb. Her only request—rather demand—was that her mother buy her a long-haired kitten to play with. She won her request.

Grew To Be Family Idol.

Not only did Baby Winifred become solely interested in her new playmate, but the Persian tabby grew to be an idol in the Miller household. The next cat Mrs. Miller bought was Lady Gertrude, that gave birth through a Caesarian operation to the kitten, Julius Caesar, shown in the picture. During the three years of success that has marked Mrs. Miller's interest in her cattery, she has raised and disposed of nearly 100 registered Persian cats.

Incident with her cattery, Mrs. Miller says she will take up with the board of Ak-Sar-Ben governors the proposition of holding cat shows annually during the Ak-Sar-Ben pageants.

When asked whether her husband was averse or "hostile" to cats, Mrs. Miller said: "My husband is with me in raising them. He is as fond of the pets as I."

TRUE WORTH OF CARS WILL TELL SAYS RUESCHAW

Mitchell Executive Explains Why New Victory Model Is Making Such a Hit.

"It's only a question of value for the money," said Vice President R. C. Rueschaw of the Mitchell Motors company, Inc., of Racine, Wis., when questioned by a reporter about the wonderful impression made by the New Mitchell Sixes.

"Eighteen months ago we decided that the one way to put the Mitchell on the map at the head of its class was to give the buyer an unheard of value for his money. We did it, and the result is this stampede to the new Victory model."

"By the greatest value, I don't mean the biggest car or the shiniest car for the money. A long wheel-base and a shiny coat of paint are cheap and easy to turn out. But the public isn't fooled long and they soon find out what's under the paint."

"The car that has endurance, in chassis and body, the car that has economy, that has ease of handling, and comfort of riding, such a car at a reasonable price is what I consider a good value. We have built that kind of a car in the New Mitchell Six."

"And after it was all built, tested out and finally approved as being the best car we knew how to turn out, then—and not before then—we set down and figured out the cost. The narrow margin which sound business would permit was added to the cost and as a result we have a degree of value for the money that is unique in my experience."

"Human nature is human nature," concluded Mr. Rueschaw. "Whether you are merchandising buttons or battleships. People will go to the shop where they can get the most for their money just as surely as water seeks its own level. They get the most for their money—highest value—in the New Victory model. So after all it isn't surprising that it is the preferred car this year."

Japan Has Fertile Field for the Sale Of American Autos

Japan offers a fertile field for the American automobile manufacturer, according to statements made by two Japanese naval officers who recently visited the works of the Franklin Automobile company at Syracuse, N. Y., as part of a tour of inspection of American industrial enterprises known for their scientific management.

The two were Engineer Commanders Yoschi Nishi and Tokici Kodachi. Both are in this country to supervise the purchase of several million dollars worth of supplies and to cull ideas of scientific American factory management to take back with them. They are in charge of the electrical and mechanical engineering projects of the Japanese navy, and while here they visited scientific leaders in several different enterprises, including the Bethlehem Steel works, Franklin Automobile company, Westinghouse Electric and Manufacturing company, and several others.

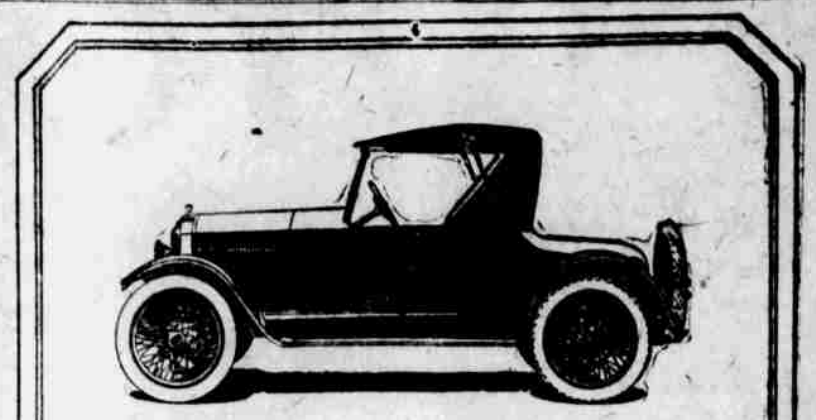
Corn That Bought Car In 1913 Buys Car Today

It is a far cry from the old days of barter and trade to the present system of commercial exchange. Today corn, steers and alfalfa are transmuted into dollars, which, in turn, are exchanged into automobiles, sewing machines and reapers. The dollar, originally intended as the idle wheel of trade, has now become the governor. When the dollar shirks in value distributors are prone to say that the price of automobiles, sewing machines and reapers has risen, and vice versa.

It remained for an astute Cadillac distributor of the middle west to point out the fallacy of such talk. A few days ago a farmer walked into the salesroom of this distributor, who had sold him a Cadillac six years ago. The farmer asked the price of the current model.

"Whew!" said the farmer. "You want \$1,500 more for this car than I paid for the one I bought in 1913. It will cost me a carload of steers."

This led the distributor to advance an argument which gets back to fundamentals. "Yes, it will cost you a carload of steers," he said. "Yet the new car is twice as good as the one you bought six years ago; and after all it will cost you less than the 1913 model. Your 1913 model cost you a carload and a half of steers," said the distributor.



Scripps-Booth

THE Scripps-Booth is a comfortable car to ride in and an easy car to drive. The roomy, deep upholstered seats reflect only a small measure of the comfort they afford. The power and flexibility of the valve-in-head motor gives you the means to meet every emergency and need, with speed up to sixty miles an hour. What's more, this motor is as economical to operate as it is powerful. Twenty miles on a gallon of gasoline is a regular performance of this capable car.

HANSON-TYLER AUTO CO.
Joe Elfred, Mgr.
2514 Farnam St. Omaha, Neb.
Ft. Dodge, Sioux City, Webster City, Ia., and Sioux Falls, S. D.



Cole Aero-Eight Distinctive Through Custom-Built Body

The Cole Aero-Eight has elevated itself to a distinctive new place in the automobile field by coupling with the advantages of the stock product the exclusive individuality of custom built bodies.

The same coach builders who furnish the standard bodies for the various Cole Aero-Eight models are building in their plants the special custom jobs for the highest-priced automobiles on the American market.

Every model produced by the Cole Motor Car company has a distinctive, exclusive style not to be obtained in any other make of car.

Each model produced has been so distinctive that the company is called upon to refer to models by entirely new names in order to convey an idea of the characteristics embodied in the newer cars.

The Finish

All japanned bodies get dull in a painfully short time after they go into actual service and this is true of some rather high-priced cars. It is a good plan when the car is new and before it has lost its first bloom, to take it to a good carriage builder and have him give it a coat of high grade coach varnish. Give him plenty of time to let it dry. This will preserve the luster much longer than it would ordinarily last.

Columbia Motor Company Forced to Add to Factory

The question—"How is the automobile business?"—is being asked this spring by thousands of people both in and out of it.

In view of the tremendous proportions in which the business has grown in the past three years, the subject is of vital importance to a very large percentage of the population of the country.

One answer to the question appeared several times in the Detroit papers during the past week, in the shape of a display advertisement run by the Columbia Motors company, manufacturers of the Columbia Six, advertising for 100,000 square feet of additional floor space.

It seems that the Columbia Motors company have made all plans for the erection of a new plant, which they will get into next fall. But the demands for automobiles this spring have far exceeded their calculations and have made it necessary for them to get additional space immediately.

Lexington Tourabout Is Recent Creation

The "Lexington Tourabout," the Lexington Motor company's latest creation, is among the really new models, asserts W. L. Killy of the Noyes-Killy Motor company.

The "Tourabout" is a rakish-looking car, just unconventional enough to be distinctive, but retaining the comforts of the larger touring models. It has a capacity of five passengers. It boasts a 122-inch wheel base and 56-inch semi-elliptic rear springs, which combine in making it a comfortable riding car.

The "Tourabout" is equipped with all the Lexington engineering features. The Moore multiple exhaust system, an exclusive feature, affords an increase of 22.8 per cent in horse power and materially reduces fuel consumption, thereby insuring nominal running cost. The "finger-emergency" brake, controlled by a lever readily accessible to the hand, is insurance against accidents.

Adjusting Front Wheel Bearings

To adjust front wheel bearings put a jack under the front axle so that the wheel swings clean of the floor and then remove the hub cap. Remove the cotter pin from in front of the lock nut with the pliers. A thin lock washer comes off next. Now grasp the spokes directly below the hub and with the right hand in a perpendicular position, grasp the upper edge of the tire. Work the wheel back and forth to detect any looseness. There should be a barely perceptible looseness, and if there is more than that tighten up the lock nut a trifle. If there is no looseness whatever, loosen the lock nut about a quarter of a turn. The wheel should oscillate when the adjustment is exactly right.

To Clean Ring Grooves

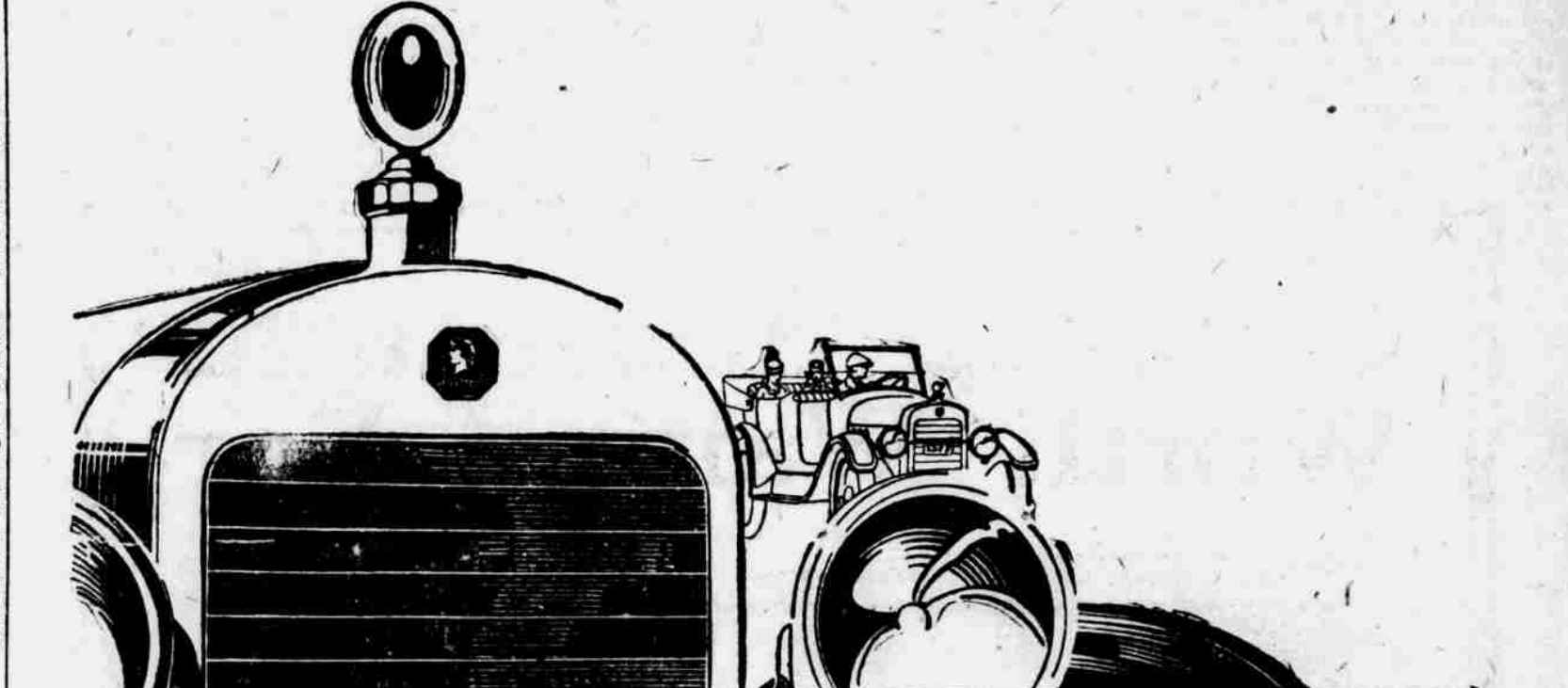
An excellent tool for cleaning the ring grooves in the pistons may be made by grinding a piece of an old piston ring of the proper size to a chisel edge and fitting it, if desired, into a handle of some kind. This tool will clean the groove of carbon or other foreign matter acting on both bottom and sides at once.

Loosening Inaccessible Nuts

The best way of loosening large and inaccessible nuts, which are sometimes found about the chassis, is to use a socket wrench of the proper size with a big Stilton wrench to furnish the leverage. This combination will handle almost anything.

To Remove Cap Screws.

Difficulty is usually encountered in removing the two hexagon cap screws at the corner of the Ford transmission cover, next to the universal joint. Cut a slot in the head of each of these screws, which may then be removed and replaced by means of a screwdriver.



Watch for This Radiator

WE are glad to announce that we have secured the distribution of the Columbia Six throughout this territory.

Why did we take it on? It was this way:

It is only stating the truth to say that we have made such an unusual success in handling other cars that practically every car manufacturer has noticed it.

When we decided to take on another car, we were offered our pick of several of the best known cars.

But it was a mighty important business move—vital to us and our customers.

We moved slowly. We spent five months making our decision. We compared the histories and personnel of the companies. And we chose the Columbia.

We chose it because we have watched the growth of this durable light six for several years past. We knew the men behind the company—a group of five veteran automobile manufacturers who have been responsible for the success of several of the largest companies.

We chose it because it provides several very important features which can be found on no other car at any price. For example, the automatic motor temperature control accomplished by a thermostat and radiator shutters which actually increases the motor efficiency over thirty per cent.

That's why we picked the Columbia. That is why we can enthusiastically back it with our personal reputation and recommendation—why we say to each and every buyer in this territory that the Columbia Six is the greatest motor car value on the market today.

Splendid Well-Known Units Used in Columbia Six

- 1. Tilden Front and Rear Axle.
- 2. Continental Red Seal Motor.
- 3. Harrison Radiator—Thermostatic Control of Shutters.
- 4. Spicer Universal Joints.
- 5. Borg & Beck Clutch.
- 6. Detroit Steel Products Company's Springs.
- 7. Ward-Leonard Starter.
- 8. Atwater-Kent Ignition System.
- 9. Stromberg Carburetor.
- 10. Frost-o-Lite Storage Battery.
- 11. Painted and Trimmed by the American Auto Trimming Co.
- 12. Pantaste Top.

Dealer's Proposition now ready. Come at once and see this remarkable car—Five-Passenger Touring at \$1600—Four-Passenger at \$1745 (with 5 Wire Wheels), and Sedan at \$2445. All Prices F. O. B. Detroit

Columbia Motor Co. of Nebraska
2026 Farnam Street.
"The Gem of the Highway"

Columbia Six

OMAHA ATHLETIC CLUB
1919

Allen Association

Allen automobiles are associated with all manner of social and business activities.

- You will find Allen automobiles in front of the most exclusive clubs and on the most modern farms.
- In fact, you will find them in places where unfailing service and true economy are required.
- The advantage of the light car of known value is becoming more evident each day to those who are acquainted with the motor car situation.

Open or Closed Models
Touring Car \$1195
Sedan \$1695
f. o. b. factory

Standard Motor Car Company

Carl Changstrom, Pres.
2020 Farnam St. Omaha, Neb.