

BOOST ELECTION OF GOODYEAR TO "HALL OF FAME"

Efforts to Secure Recognition of Inventor Who Discovered Rubber Vulcanization.

An effort to secure a place in the Hall of Fame for Charles Goodyear, the inventor of the process of vulcanization on which rests the whole rubber industry today, will be made this year by leading figures in the rubber world.

Elections to the Hall of Fame take place every five years, and 1920 is one of the years for making selections. Col. S. P. Colt, chairman of the board of directors of the United States Rubber company, has already inaugurated a movement to bring the claims of Charles Goodyear to the attention of the 100 electors who will vote on candidates, and as a first step has written a letter of formal nomination to Robert Underwood Johnson, director of the Hall of Fame.

The claims of Charles Goodyear have been brought to the attention of electors at past elections in an unostentatious way, but rubber had not attained, even so late as the last election in 1915, the place of importance in American business it holds today. In 1914 the total production of rubber goods in the United States amounted to only \$320,000,000. In 1918 the output was nearly four times as great, \$1,220,000,000.

Discovery Was Accident. Goodyear's discovery of the vulcanization process is one of the romances of the history of invention. One of the reasons why he is especially entitled to recognition is that he understood clearly the importance of the results he was seeking to attain, and though he finally by a mere accident discovered the solution of his problem, it was not accidental that it was he who found the solution for he had devoted his entire energy to the subject for years.

Though born in New Haven, Conn., Goodyear spent much time in New York City and in various towns in Massachusetts. It was in Woburn in the latter state where some rubber fell accidentally from his hand upon the top of a red-hot stove that he learned that the application of heat was the one additional element needed in the solution of the problem. So intimate was his acquaintance with his subject that the change produced in the rubber by its unexpected contact with

"Run Around Money Belt" Will Traverse Greatest Farming District in U. S.

Results of the First National Motor Truck Reliability Contest Which Starts From Omaha Next June Will Be Worth Thousands of Dollars to Manufacturers of Machines Entered.

Results of the First National Motor Truck Reliability Contest which is to be run out of Omaha, with a return to Omaha, next June, will be worth thousands upon thousands of dollars to the manufacturers of motor trucks throughout the United States. The "Run Around the Money Belt," as the contest has come to be known, will traverse that great farming district in which the manufacturers of motor trucks will transact an enormous amount of business in years to come.

Introduction of the pneumatic tire has been a boon to the farming and business communities of the great middle west—in fact, it is claimed that the pneumatic tire has accomplished more for the motor truck than was accomplished for the bicycle away back in the early 90's. Pneumatic-tired farm trucks enable the farmer to make use of motor-driven vehicles for every purpose.

The National Motor Truck Reliability contest will be limited to trucks of every size up to and including three and one-half tons, using pneumatic tires. Interest of the farmers in trucks so fitted will be shown in every town and city on the route of the tour. Farmers will come from miles around to see the vehicles and to learn particulars of

the stove was recognized by him as of vital importance.

Inventor Was Poor. Large sums of money had been invested and lost in rubber manufacture before Goodyear brought his process to completion. Goods that looked all right were made up, but cold weather made them stiff and brittle and in summer they became soft, and decomposition in hot weather gave them an offensive odor.

Goodyear was born December 27, 1800. In 1834 he began his rubber experiments, but it was not until the spring of 1839 that the stove incident occurred. His process was not fully perfected until 1844. He received the grand medal of the world's exhibition at Paris, the great council medal of the exhibition of all nations at London, and the ribbon of the Legion of Honor from Napoleon III. He died at the old Fifth Avenue

the run. They will watch the progress of the contest as reported in their home papers, and will not be given an opportunity to forget the contest later, as moving pictures will be taken throughout the nearly 3,000 miles of the route and will be exhibited at all points where the farmers will be able to see them. Thus the run will live in memory for months following the actual passage through a district.

Skeptics along the route will be convinced of the efficiency of the pneumatic-tired motor truck. The general plan of the first national reliability contest was outlined in this way to The Omaha Bee, which quickly undertook the underwriting of the event for the good of the industry in general and which offered The Omaha Bee trophy for competition. This will be the main trophy for the event, but there will be others for the different classes.

The American Automobile association, through its contest board, realized the value of the contest, and issued its sanction, and Omaha organizations, including the Automobile club, the trade association and Chamber of Commerce, gave their approval and are assisting in every way, within their power to give the event prominence for the general good of the motor truck and for the city of Omaha, its sponsor.

Death in New York in July, 1860. Death found him insolvent and his family heavily in debt. Though he made no fortune for himself great wealth has come to many through his invention.

Douglas President Returns From Chicago Auto Show

George Christopher, president and general manager of the Douglas Motors corporation, returned Thursday from Chicago, where he attended the automobile and tractor shows. He was accompanied to Omaha by R. C. Greth, director of sales and publicity in the southwestern states for the Douglas Motors corporation. Mr. Greth formerly held a similar position with the Cleveland Tractor company and has been given the credit for putting over that tractor in the great southwest.

Texas Dealers to Visit Omaha On February 20

Louis Kibbe, of the Kibbe Tractor and Implement company of Dallas, Tex., has written George Christopher, president and general manager of the Douglas Motors corporation, to expect at least two Pullman carloads of Texas dealers in February. An excursion will be run from Texas to Omaha and the Texas dealers will arrive in Omaha February 20. They will visit in Omaha for two days.

ONE AUTOMOBILE FOR EVERY TWO FAMILIES IN 1921

More Than 7 1-2 Million Cars In Country for 1919—Gain Of 26 Per Cent Over Previous Year Statistics Show.

Cheer up, Mr. Strap-Hanger, you've got a seat coming. And not very far off, either. Maybe just a year hence. According to the predictions of statistical experts, there will be one automobile to every two families in the United States by January, 1921. If you are not a member of one of these families there will be room in the street cars.

Statistics of the B. F. Goodrich Rubber company, who have just completed a count of the motor vehicles of America, are looking forward conservatively to 10,000,000 cars in 1921. This means approximately one car to every 10 persons, or, figuring three and one-half persons to a family, one car to every two households. Your chances of having a car in the family are therefore 50-50.

The Goodrich count on automobiles and trucks now in operation is based on official figures from every state in the union. The registration of motor vehicles for 1919 was 7,555,269 and for the year of 1918 was 6,023,605—an increase of 1,531,664—a gain of 26 per cent. The increase of 1918 over 1917 was 23 per cent.

All dealers and motorcycle registrations have been carefully deducted. The figures present the first complete authentic report.

The registration by states for both 1918 and 1919 and the percentage of increase in each state follows:

State	1918	1919	Pct. of Inc.
Alabama	46,158	62,000	34.5
Arizona	23,975	29,900	24.5
Arkansas	41,458	49,450	19.3
California	437,878	441,101	30.4
Colorado	80,000	112,126	40.3
Connecticut	84,902	105,419	24.2
Delaware	12,855	15,098	18.2
Florida	47,059	58,252	23.8
Georgia	89,160	124,328	39.0
Idaho	22,252	46,352	45.1
Illinois	389,135	478,450	23.0
Indiana	227,164	272,258	22.1
Iowa	187,544	244,167	30.2
Kansas	189,599	228,329	20.4
Kentucky	65,854	72,754	12.2
Massachusetts	193,497	250,300	29.4
Mississippi	78,145	104,353	34.8
Missouri	40,099	48,000	20.0
Minnesota	157,544	244,167	30.2
Montana	103,267	288,219	27.0
Nebraska	175,370	197,300	12.5
New Hampshire	24,984	30,008	20.5
New Jersey	154,875	192,000	25.0
New Mexico	18,893	23,030	21.3
Nevada	8,160	9,208	14.0
New York	417,924	600,000	43.0
North Carolina	72,300	106,125	46.8
Ohio	417,400	514,500	23.0
Oklahoma	120,800	151,200	25.0
Oregon	66,607	79,762	19.8
Pennsylvania	393,972	414,485	5.2
Rhode Island	30,585	42,000	37.5
South Carolina	65,400	67,981	22.7
South Dakota	86,121	102,701	19.3
Tennessee	250,201	310,100	23.9
Texas	250,201	310,100	23.9
Utah	22,228	34,100	53.5
Vermont	22,550	28,806	28.0
Washington	118,905	175,886	48.1
West Virginia	38,400	60,203	56.8
Wisconsin	196,844	232,300	18.1
Wyoming	18,150	21,372	32.3
Total	6,023,605	7,555,269	26.0

* Denotes states in which registration a few days of December had to be estimated.

The race between New York and Ohio for supremacy in number of

registrations has turned decidedly in favor of New York—the Empire state leading by a comfortable margin, the percentage of increase, too, being greater.

An analysis of the figures disclose that five states have more automobiles and trucks registered within their individual confines than the entire continent of Europe. These states, New York, Ohio, Illinois, California and Pennsylvania, have a combined registration of 2,445,556—30 per cent of the entire country's registration.

The state of Washington surpasses Maryland in the distinction of having the largest per cent of increase. Maryland's 1918 increase over 1917 was 82 per cent, while Washington comes along with a 48 per cent gain over 1918. North Carolina runs a close second, 47 per cent in place of its 50 per cent increase in 1918 over 1917.

The figures reflect that the automobile industry—the third largest in the country—is in an era of almost limitless expansion. It has converted those with pessimistic views of the future of the internal combustion engine as a means of vehicle propulsion into genuine optimists. It has forced nation, state and county to establish good roads building campaigns in equal stride with the trend of motordom.

Automobile Notes From All Over the Motoring World

Parent Motors company of Buffalo announce the adoption of Cameron air-cooled motors, and will exhibit completed jobs at the Buffalo Automobile show March 1. The company plans to produce 5,000 cars during 1920.

Darwin S. Hatch, editor of Motor Age, Chicago, one of the publications of the Class Journal company, died January 20 at his home in Chicago of pneumonia. He had been editor of the Chicago publication for about nine years, having succeeded C. G. Sinsabough with the latter resigned to become editor of Motor.

Goodyear Tire and Rubber company, Ltd., of Canada will increase its capital stock from \$3,000,000 to \$3,000,000. The present preferred stock will be retired. Earnings of the Canada company have grown from \$91,070 to \$13,976,349 yearly. Goodyear also announces plans for big extensions at the Akron and Los Angeles plants of the company.

H. E. Selig has been promoted by the Republic Motor Truck company to the position of assistant sales manager. He was head of the credit department, the promotion being return for faithful service since the start of the company. W. R. Tomlin, assistant of Mr. Selig for many years, succeeds him as the head of the credit department.

Henry Fournier is dead. He resided in Neuilly-sur-Seine, Paris. Fournier is noted in America through having brought the first motor-driven bicycle to this country. He rode exhibitions throughout America as high as \$300 a mile for many months and proved a real sensation through his daring on small tracks, doing as high as 40 miles an hour on the 10-lap track in Madison Square Garden, New York. Fournier was at one time bicycle champion of France and

Europe. He took up motor car racing after his American circuit of motorcycle exhibitions and won the classic of France, the Paris-Bordeaux race of 1900.

W. H. Fahrenback, a well known lawyer of Cleveland, has been elected first vice president of the Curran-Detroit Radiator company. A. F. Thibodeau, vice president of the Detroit Refrigerating company, has been elected to the Curran company board of directors, and also to the position of second vice president. E. T. Curran, president of the company, has plans concluded to establish in Los Angeles a factory for the manufacture of the radiator and will shortly make a trip to the Pacific coast for this purpose.

Frank J. Mooney, veteran advertising man, has joined the Walter F. Zimmer company. Mr. Mooney has long been with Theodore F. MacManus, Inc., joining the latter organization after many years as advertising manager of the Hupp Motor Car company. Mr. Zimmer is rapidly gathering into his organization many leaders in the advertising agency field.

C. Arthur Benjamin, known for years as sales manager of the H. H. Franklin company and later of the Alco company, is now sales and advertising manager of the Argonne Motor Car company, Jersey City. The company made an exhibit at the Commodore hotel, New York, during the national show. The Argonne is a custom built car listing at \$4,500. It will be seen in a private exhibit at one of the Chicago hotels during the national show.

TELLS TALES OF DRIVING CAR OVER HOLY LAND

British War Correspondent With General Allenby in Palestine Sings Praises of Sturdy American Auto.

W. T. Massey, noted British Journalist, now recording the price of Wales tour through Canada and the United States, for the London Daily Telegraph, was official war correspondent with the English army, under General Allenby, which wrested the Holy Land and Syria from the Turks.

When telling of his experiences, he says that he "used a Ford in many a journey from Beersheba to Jerusalem and to Nazareth, Damascus and Aleppo" and that "in Allenby's final push, this trusty old car took me more than 4,000 miles in six weeks and I believe within one year it traveled over 30,000 miles in a country where roads are few, and these the worst in the world."

"In the Sinai country it is very sandy and it is quite a common sight to see a Ford running along with two rolls of wire netting secured to the foot boards. When the car gets to a place where the sand

is impassible, the driver unrolls the netting over the roadway and thus an easily passable wire road is constructed; in fact in some parts of the country permanent wire roads have been made and over these the car runs along easily and smoothly, at 30 miles an hour."

Mr. Massey also stated that the Ford played no small part in helping "to deliver the Holy Land and Syria from the Turks," and that his "old 1080 Ford was the most wonderful car in the war." So highly does he regard the merits of the Ford car that he has asked permission to address the men of the Ford factory, who make Ford cars, to tell them his experiences and thank them for their good work in building such reliable motor cars. He expects to visit the Ford factory on the day the prince of Wales visits Windsor.

Annual Meet of Douglas Stockholders Next Month

The annual meeting of the stockholders of the Douglas Motors corporation will be held at Omaha Tuesday, February 10. There are now 978 Douglas Motors stockholders, and it is expected that a large and enthusiastic crowd will attend this meeting. The Douglas factory is working full day time capacity.

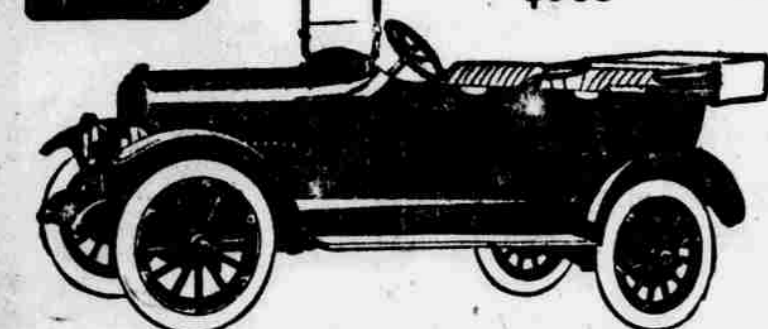
Leaking Valves.

The first hint of leaking valves is a hissing sound in the cylinders when compression occurs. The best method of following this clue is simply to turn over the crankshaft slowly, listening meanwhile to determine the location of the leak.

DORT

Quality Goes Clear Through

TOURING CAR \$985



No matter how impressed you may be with your Dort when you purchase it you have a far higher opinion of the car six months or a year later.

It is when you look back over the daily record of its service for a long period that you completely appreciate the value of your investment.

The finest qualities of the Dort reveal themselves only in actual service. It maintains its even performance and riding comfort.

It registers the same high mileage per gallon of gasoline and quart of oil month after month.

It stays "tuned up" and sweet running. That is why the Dort stands so well with its owners.

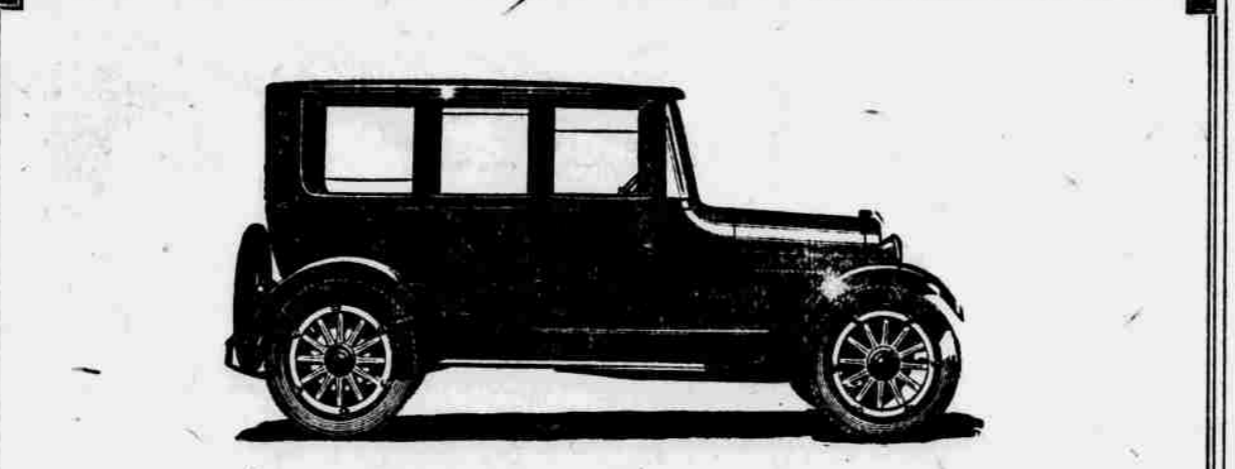
PRICES

Touring Car	\$ 985
Roadster	985
Fourseason Sedan	1535
Fourseason Coupe	1535

F. O. B. Factory
Wire Wheels and spare tires extra

TOOZER-GERSPACHER MOTOR CO. DISTRIBUTORS
Omaha, Neb. 221-13 Farnam St. Des Moines, Ia. 307 Tenth St.
Raapke Motor Car Co., 24th and Harnay Sts. Omaha Retail Dealer.
Omaha Auto Show March 1 to 6.

DORT MOTOR CAR COMPANY



The New "Six" Motor Reo's Latest Achievement

A finer, yes much finer motor, is part of this year's Reo. Something that has been in the making since before the war. Now it is ready and it's a real improvement.

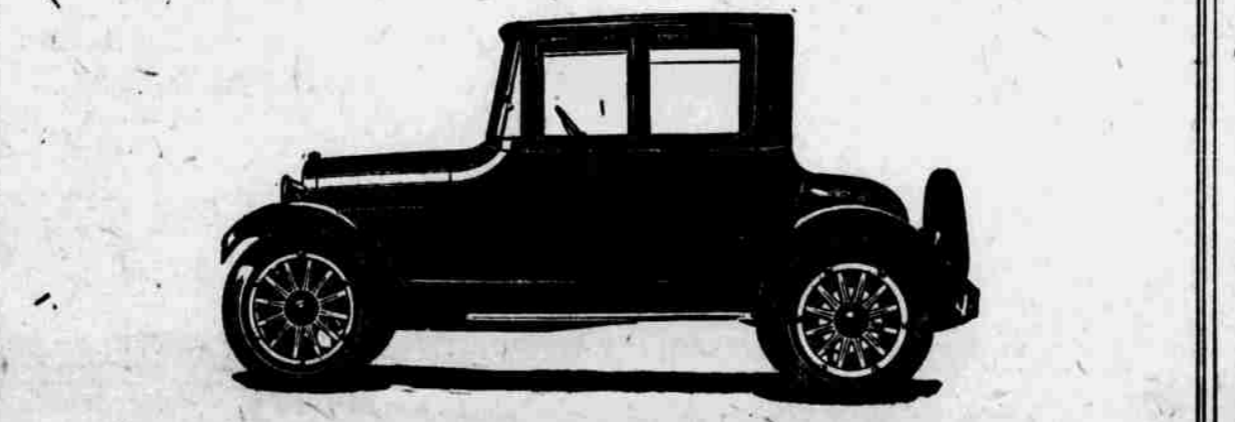
The Sedan and Coupe models have always been favorites among city folks because of the excellent equipage and the absence of mechanical trouble.

This new engine means an even greater success. Greater efficiency, less noise, less trouble. To a man or woman familiar with the Reo these improvements will mean "a car as nearly perfect as man can build it."

We Will Be at the Omaha Auto Show — Will You?

Make our office your headquarters while in Omaha. Whether you handle Reo's or not you are welcome.

A. A. Jones Co. Hastings, Nebraska. Distributors for Southern and Western Nebraska.
Jones-Opper Co. Omaha, Nebraska. Distributors for Eastern and Northern Nebraska and Western Iowa.



Western Motor Car Co.

OMAHA'S FINEST PAINT SHOP

Now Ready to Serve the Public. Double Heated Drying Rooms. Dustproof Varnish Rooms. Highest Grade Materials. Experienced Factory Mechanics. PHONE FOR OUR PRICES.

WESTERN MOTOR COMPANY

Farnam at the Boulevard THE HOUSE OF EXCEPTIONAL SERVICE

Maibohm

Ginger!!

Rollicking along like a thoroughbred, Maibohm tears up a hill as joyfully as it welcomes a long, level stretch of road. Let your eye run along the shapely lines of Maibohm's nimble body. Test the drowsy comfort of cowhide cushioning and satiny spring action. Open Maibohm up on a curve and feel it hang tight to the road. Spicy—that's Maibohm in looks and action.

Touring Car, \$1,495 f. o. b. factory
Sedan, \$2,395 f. o. b. factory

John M. Robbins Motor Co. Phone Tyler 216
2054 Farnam St. MAIBOHM MOTORS COMPANY SANDUSKY OHIO

Will Exhibit at Omaha Auto Show March 1st to 6th