



AUTOMOBILES



Omaha Auto Dealers Entertain German Turners Enroute to Denver



Omaha Autoists Who Entertain Germans Enroute to Denver

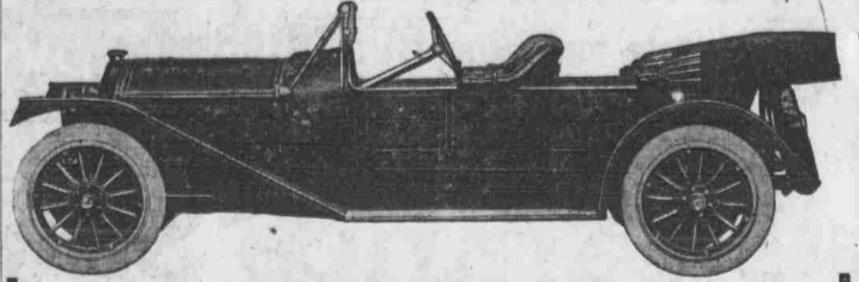
Conveying the Chicago representatives of the Turnverein who stopped off in Omaha Tuesday, were fifty automobiles, the property of various German citizens and a few auto dealers. The performance of these cars was remarkable, in that not so much as one stop was made for repairing engines or tires.

The police officers, who acted as marshals for the affair, say that they have never been and never expect to be so fortunate as they were Tuesday. Even the extreme heat did not effect the tires or the engines.

As the twenty-five mile trip was made over all classes of roads and up every grade of hill, the owners are jubilant and each maintains that his car is superior to any other.

Henry Rohlf, as chairman, and other members of the committee, not only professed cars themselves, but obtained the consent of their friends to use their cars. Among the prominent German citizens who furnished machines were Hugo Biez, E. H. Lulkart, A. L. Meyer, Hans Bock, Henry Kruger, F. Haarmann, E. C. Harm, Charles Storz, Adolph Storz, J. Haarmann, Hans Amussen, John Nittler, William Stocker, Henry Rohlf and others. William Pfeiffer furnished the big two-ton trucks; Freeland Auto company, the two light trucks in addition to several touring cars, and Philip B. Day furnished several of his Ohio cars.

National "40"



FIVE-PASSENGER TOURING CAR, \$3300

Money cannot buy better materials than used in the National cars.

TRAYNOR AUTO CO.

2512-14 Farnam Street

Omaha, Neb.

NOW PAST INTO OBLIVION

Many of the Old Landmarks of Horse Age Have Gone Into Disuse.

AUTO HAS DRIVEN THEM BACK

Modern Means of Transportation Has Usurped the Position in a Most Satisfactory Manner.

You ask what has become of the hitching post, the carriage stepping stone in front of the big white farm house, the livery stable and the blacksmith shop. They've gone the way of the "good old days," the spinning wheel, the andirons and the bootjack.

The motor car has relegated them to the day of fond memory. Days we sometimes like to recall, but days we could never think of going back to. In place of the hitching post and the carriage stepping stone has come the gasoline filling station. In place of the livery stable has come the modern garage, and the old-fashioned roadside smithy has been turned into a modern automobile repair shop.

The motor car has brought many changes, but with the changes has come prosperity. The foundry that once turned out ornamental hitching posts with a horse's head, or a little iron jockey patiently waiting to hold old Dobbin's reins, is manufacturing automobile parts. Where one moulder was employed making hitching posts a hundred are now moulding crank cases and rear axle housings. The pattern maker, who once designed iron hitching post jockeys with forms that would shame Venus de Milo, is now making differentials, transmission gears or crank shafts. The liveryman who sold his old broken down nags and started a garage is making more money

than he ever dreamed was in the livery business. He is making more money and making it easier, because he is giving more and better service for the money.

The blacksmith who was wise enough to turn his smithy into an up-to-date repair shop also has been struck by the tidal wave of prosperity. He has become a motor car expert and can repair anything from the little runabout to the big six-cylinder limousine.

The hitch rack around the country court house is no longer crowded with wagons and carriages on Saturday. It's lined two deep with automobiles. The farmer, who formerly loaded the family and all the hands into the wagon on Saturday and spent the whole day in town doing a little trading, now drives to town in his automobile, does his shop-

ping and is back on the job in two hours. He has learned the value of the conservation of time the same as the busy business man in the big city.

Big Time Saver.

The automobile is the biggest time saver that has ever been adopted by the American farmer. When some small part of an implement breaks during the busy season the automobile is hurried off to town for a new part and in less than an hour the machine is running again. In the days before the automobile the farmer was fortunate if he could get the new part from town in a day.

The gasoline motor has played its part in making the automobile the popular method of transportation, but without the pneumatic tire the motor car would be limited to improved city streets and boulevards.

The fact that the motor car is equipped with pneumatic tires and can be successfully operated over most any roads traveled by horse drawn vehicles, is one thing that has made it popular and brought about its wonderfully rapid development.

When the first pneumatic automobile tire was made sixteen years ago—in the factory of the Diamond Rubber Company at Akron, O., the foundation was laid for the automobile industry. That tire made possible the development of the automobile industry as it is today. That first tire did something else. It started tire-makers on a scientific search into the real facts of the tire building.

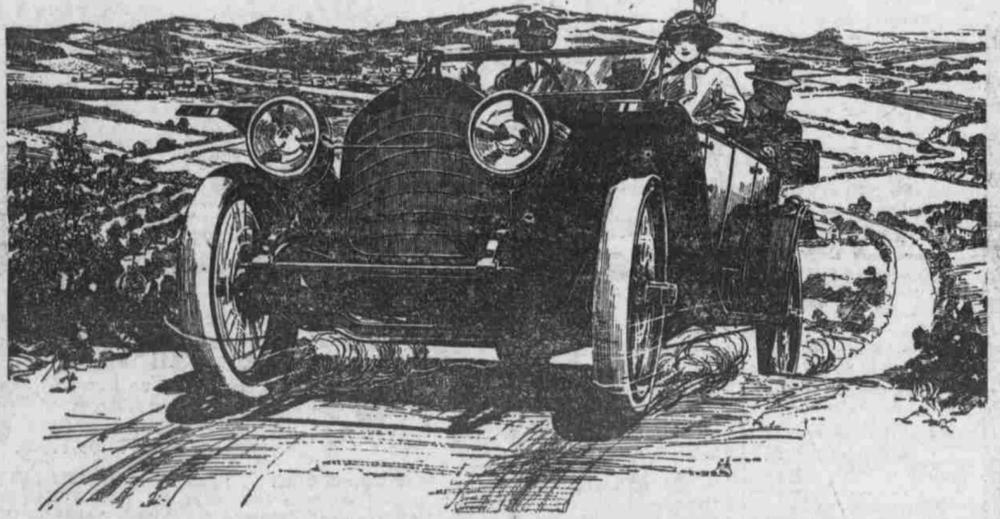
In the early days of the tire industry little was known about building tires by scientific methods. Tires in those days were uncertain things so far as mileage was concerned. Since then tire manufacturers have made cautious, but certain improvements from year to year, until today the automobile tire has reached a state of perfection where the motorist has a definite idea of the mileage he may reasonably expect from a tire.

MANAGER OF OMAHA BRANCH OF RAMBLER MOTOR CO.



J. M. GAFFNEY.

A Car of Character-Beauty that is Rare

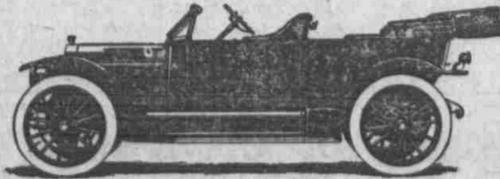


IN the Cross Country the public finds an expression of your own good taste. There is in this car a certain something which gives it character beyond outward grace.

To the eye it presents a pleasing picture of straight flowing lines and graceful curves. Rarely does it pass without remark. Long, low and balanced perfectly, its silent dignity of movement, so much admired on the boulevard, may be attributed to those same qualities which make possible its sturdy performance on the road.

Like a fine horse, it inspires the owner's pride and gives him rank in his neighborhood as a man whose taste is to be admired.

The radiator is high and distinctive in design. The large electric front and flush electric dash lamps make it a car easily distinguished among many. Trimmed in nickel, with body, fenders and fillers of black enamel, its appearance is striking.



The Cross Country, \$1,875

The fenders are broad, strong and sturdy. The doors are wide and the compartments large enough to accommodate the family. Long and low hung, you can whip this car around the corner in a jiffy and the rear wheels hug the road.

It's a car to delight a woman's eye. To her rare good taste will appeal its perfect proportions and its superb finish. To this we may attribute the greatest pleasure in its ownership.

A beautiful four-color reproduction of the Cross Country, from an oil painting by R. Philip Brainard, is ready for mailing. See the Cross Country by all means, at any Jeffery branch or dealer's display room, but send for the picture anyway.

The Rambler Motor Company
2052-2054 Farnam Street,
Omaha, Neb.

Rambler
Motor Cars

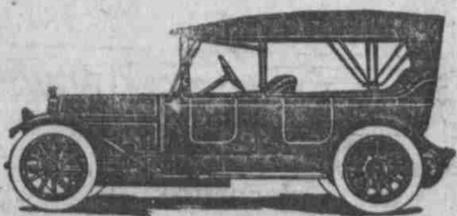


C. S. MCKEE,
Local Manager
Inter-State Automobile Co.

Your ~~Inter-State~~ Six
Always Leaves
The Truthful
Impression of
Service —
Safety —
Comfort—and
Convenience—



MORE Inter-State motor cars have been sold this year than ever before, and when you buy the Inter-State you have bought the best



The Price of the ~~Inter-State~~ Six is Measured by Honest Worth

6-Cylinder—48 H.P. 132-Inch Wheel Base—Electrically Started and Lighted \$2750

YEARS of splendid service are yours when you buy an Inter-State.

Nothing better at any price.

Inter-State Automobile Company

310 South Eighteenth St., Omaha, Neb.