

Balloon Tires Explained--- Equipped Hupp Displayed

It is now the balloon tire that occupies the public mind," states J. W. Zuck, vice president of the National Automobile Company of Chicago, distributor of Hupp tires. The Hupp tire was one of the first to recognize the merits of this old new idea.

John P. Palmer, the well-known tire engineer, originator and inventor of the Hupp tire, and an associate of the Hupp company, has always maintained that automobiles were underdeveloped, with consequent over-inflation of tires to carry the load imposed on them. As long as ten years ago he was making actual tests of tires now incorporated in balloon tires.

In May, 1914, at the Indianapolis speedway, John P. Palmer made a series of tests with low pressure tires on racing cars, driven at high speeds by registered AAA drivers. In some of these tests, tires were taken as fast as 80 miles an hour, with front tires inflated to 100 pounds and rear at 20, with less roll and better steering than had in current tires at seventy to ninety pounds air pressure.

John Palmer's tire of ten years ago was in principle, it was constructed with this advantage and functioned at low pressure, but certain practices in the engineering were at that time undeveloped. Mainly, tires of that day were out of balance. Treads would not stay on, and cord tension and angles still presented an unsolved difficulty. Tires gave more or less trouble and lacked dependability.

During all this time, though, constructive work has been going on. Tires have been continually improved in dependability and durability. The third factor—comfort—is now achieved in the present Hupp balloon cord tire—an advance and forward development in the construction.

Balloon tires are here—and they are here to stay. The motorist has not only accepted them, but has gone one step further—he demands balloon tires.

As yet, only a comparatively small number of the motoring public have experienced the comfort and satisfaction of riding in balloon equipped cars. That small number, though, by its intense enthusiasm, loyalty and widely proclaimed, has impressed tire manufacturers and car manufacturers alike.

Now, what is this wonder tire—about which so much has been written in the papers and magazines—broadened over the road and which is one of the principal features of this year's auto show, how is it different? What does it do? What does it look like?

The balloon tire is a larger, rounder tire, usually of smaller wheel base diameter. It is lighter in construction, more flexible, and at approximately half or even less capable of carrying.

The results attained by this type of tire are truly astonishing. It gives so much and demands so many advantages that the few features that cannot be called desirable are almost lost sight of.

Real riding comfort, never before achieved, is revealed to the motorist riding on balloon tires. Road irregularities are ironed out and the ordinary obstacles rolled over with an absence of shock and car vibration that is immediately noticeable. The reason is that the balloon tire functions best under service conditions, wherein the full benefit of compressed air as a cushioning agent is available. The tire of ordinary construction, with its air pressure of 25 to 30 pounds, hits and bounces over road obstructions. The shock is transmitted to every part of the car, and in every occasion, down through it may be by springs and cushions.

The balloon tire hits the same obstruction, but instead of bouncing over it, rolls over. The big flexible tire, with an air pressure of only 20 to 25 pounds, envelops—swallows, it might be said—the same obstacle, absorbing the greater part of the shock in itself.

Out of the outstanding advantages of the balloon is the added safety it gives to driving. Severe and even deadly tests have been made on wet, slimy, black pavement, icy rain frozen streets with surprising results, results that cannot be questioned.

Some comment is heard that balloon tires give a car a rolling or swaying motion. This is not a factor at all in Hupp balloon tires. There are several reasons for this: shape of the tire; construction of the bead and lower sidewall.

Balloon tires do not make their appeal with a promise of greater mileage. Reports indicate about the same general average as is secured with tires of standard construction. Even if this average mileage were less, the many advantages of balloon tires would still favor their use.

These are some of the primary reasons, which make the balloon tire possible. It is more than likely that the motoring public at large will so express its preference for this type of tire that the tire engineer will in the future devote his energy to the further development of the principles on which it is constructed, the principle and idea of low pressure which John P. Palmer advanced ten years ahead of the times.

A Huppmobile coupe equipped with Hupp balloon tires will be featured by Smith and Fries at the auto show.

One of the features of the automobile show entertainment Thursday night that is sure to please is the appearance of the chamber of commerce quartet, Messrs. G. L. Dutton, Elmer Stoddard, Sherwood Williams and G. S. Birnie never fail to please.

LEGION SHOW IS MEETING WITH A JOVIAL WELCOME

The immediate success of the American Legion automobile show, an annual affair beginning with this year, has gained a great deal of satisfaction among all citizens in its progress.

The Legion men are having the auto show a big game, an interesting game that they say "the bigger they come the bigger they fall." Much credit must be given the local post who made an automobile show possible this year.

The auto dealer is delighted with the show, inasmuch as it gives them one of the best chances of the year to "show off" their new models to a representative group of people.

And the public in general are likewise enthralled. Not only will they be able to see a beautiful display of automobiles, accessories, etc., but in addition they will be presented a style show, a band concert, a vaudeville, dancing and a play of other entertainment.

L. J. Basse, in stating why automobile shows are being placed, made it clear that they were not attempting to change the people for looking at the show, but on the other hand were charging them for the revealing entertainments which are being secured at some cost.

G. O. P. CONTEST TO BE FEATURE

Republican Fight in Nebraska Primaries Promises to Be Interesting.

OMAHA, Neb., (AP)—A clear cut state presidential preferential contest between President Calvin Coolidge and United States Senator Hiram W. Johnson has developed in this state during the last two months and the issue will be decided, probably without the injection of other candidates in the primary here on April 1.

Supporters of each have been at work for some time and both sides express confidence in the outcome. The democratic contest for presidential preference, however, is somewhat clouded. The contestants have up until a few days before the primary, which is to be held on April 1, been in the hands of the candidates, William G. McAdoo, former Governor of California, and Charles H. McNamara, who was at that time mentioned as a presidential possibility. However, since Governor Bryan has announced he would be a candidate for re-election as governor and would not enter the presidential race, no other democratic candidates have put in an appearance thus far.

After saying for some time that he would not be a candidate to succeed himself, Senator George W. Norris has finally come out for re-election and it now looks as though this contest may be confined to the senator, former Congressman Charles H. Ryan, whose platform indicates he is an administration man, and Lieutenant Governor Fred Johnson of Hastings. Ryan has come out for virtually all of the leading Coolidge policies except that he promises support of the soldier's bonus. On the democratic side, Frank C. McHugh, a business man of Valley, Neb., is the only candidate for U. S. senator that has thus far filed.

Three candidates are in the field for the republican gubernatorial nomination while Governor Bryan is the only democratic candidate in the field to date. The republican candidates are C. H. Gustafson of Lincoln, A. N. Mathers of Gering and Adam McAdams of Beatrice. Gustafson was formerly connected with the Farmers' Union and at one time president of the United States Grain Growers' Inc. McAdams was a candidate of the national gubernatorial primary and was only beaten by the republican nominee, Charles Randall of Lincoln, by about 200 votes in one of the closest and most sensational contests Nebraska ever experienced.

COULD REDUCE CAR ACCIDENTS

Proper Means of Applying "Safety First" Will Do Away With Traffic Troubles.

Proper regulation of traffic and the education of motorists are the two most needed requirements for the reduction of number of traffic accidents, according to J. H. C. Hardy, president of the Auto Motor Works and a member of the National and safety committee of the National Automobile Chamber of Commerce. He declared that every automobile association, dealer and owner should be pressing on their city and state officials until progressive plans of traffic regulation and education were accomplished.

In the regulation of traffic Mr. Hardy advocates the following salient ideas:

will be governed by the same set of rules. Designating certain streets that have no street car traffic is a necessary feature of the automobile age.

Enforcing the driving of automobiles on principle city thoroughfares that carry heavy traffic. This can be done by closing right and left hand lanes at each corner.

Increasing traffic police on all important intersections in the city and on important main and cross roads crossing out of the city on week-ends and holidays when traffic is heavy.

Strict enforcement of the old rule, low speed limit, that slow moving vehicles must be to the right of the road, with the right to pass both in and outside of it.

SEPARATE SHEEP FROM GOATS TO RELIEVE TRAFFIC

A novel plan is proposed to relieve the traffic congestion in downtown Boston, city of narrow and crooked streets. It is to separate cars into "goats" and "sheep," using the best interest of the license fee and allow the "sheep" to come down town on "odd" dates, while the "goats" can visit and shop on "even" dates.

Naturally, the proposition has met with tremendous opposition on many grounds, to which the proponents of the idea refer that it is better to be allowed downtown three days a week than no days at all, and that if something must soon be done to relieve the traffic situation, a complete prohibition of all auto traffic in the restricted area will result.

What is Boston's problem in an every road in center; it is already present on many main traveled routes. And the problem on the road can be met by widening the highway. Boston can not widen many of her streets without destroying herself in the process.

"The whole matter turns on a complete prohibition of the most important interest and vital import to all who are considering the building of a new road or the resurfacing of other improvements of an existing road; that it be built wide enough now, and with sufficient land acquired now, to permit still further widening when the traffic of the future demands it."

The businessmen have already shown dreaming of holding an auto show in this La Grande arena. That is one of the benefits that the national guard unit will bring to this city.

DURANT MAY ADD 'MILLER'

Eight-Cylinder Specially Designed Car Is Mentioned as New Possibility.

LOS ANGELES.—Will Durant, motor and auto editor of the Los Angeles Times, has been talking with the Miller Motor company of California, thinking it will when W. C. Durant and his engineers are out on the road the eight cylinder car that Harry Miller of Los Angeles, the world's famous builder of racing automobiles, has offered for the public to use on the road.

"Miller" has long had in contemplation this new year's present for "the old man." He, George H. Post, factory manager of the Durant Motor company of California, and George H. Dunlap, former president of the Oakland Motor car company and more recently head of the Lincoln Motor company, builder of the high quality cars bearing his name, who is now allied with the Durant interests in California, left for New York last week. They took the new Miller product with them in an expensive car. If "W. C." should show the interest in the California design, it would be a complete revolution in the car business, creating the new car through every sort of road test that they could conceive and that it is not intended to answer any of the strict requirements of the state of California.

It was Miller's success in the construction of a powerful, light, jump last eight-cylinder in a small space an evidence of his racing team that the possibility of building a passenger car for actual every day use around the motor. Harry thought so too, and we have the Durant-Durand automobile that is this time has probably reached New York.

During his visit east "Miller" will no doubt combine pleasure with business. After handling over his job to his father for examination and approval, the young sportsman will go to Indianapolis to begin practice for the great Hooper classic, which it is the fond ambition of his sporting life to win.

J. D. Lynch, local dealer, has both the Durant and Star on exhibit at the American Legion automobile show.

Alaskan Port-Enjoy Year Of Unusually Activity

JUNEAU, Alaska, (AP)—Boris of Alaska handled the greatest amount of business in their history during the year just closed, according to a report made by John C. McBride, collector of customs here.

During the year, 2,550 vessels entered Alaskan ports, compared with 2,980 the year before, and 2,221 in the previous banner year of 1920.

The last 12 months also ended with a bumper period for tonnage handled, both foreign and domestic. In the domestic trade there were 474,885 tons entered and 473,103 tons cleared. In the foreign trade the tonnage entered was 317,366 and that cleared 152,222.

In the domestic trade 1,258 vessels were given clearance papers by Alaskan ports, and in foreign commerce the ships cleared numbered 152.

PHILIPPINES GAIN FAST IN OVERSEAS COMMERCE

MANILA, (AP)—The total foreign and domestic trade of the Philippine Islands for 1923 amounted to \$208,552,737, compared with \$172,500,000 for the previous year, an increase of \$36,052,737, the bureau of customs reports.

The exports for 1923 amounted to \$129,752,990 and the imports to \$78,799,747, showing a balance of trade in favor of the Philippines of \$50,953,243.

The customs records show that during 1923 the price of sugar exported was much higher than that obtained in 1922. The total exports of sugar in 1923 were approximately 239,181 tons valued at \$39,541,423, against 258,275 tons valued at \$29,582,359, in 1922.

"See, when you cut here you needn't shut off the pipe," said the indignant restaurant keeper. "The parson just a force of habit," said the baseball umpire.

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Cases of boys being organized in to match and jeered by police modern days, although rare, came Judge Gorman said.

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and robbery were the majority of the charges. Today there is an increasing seriousness of the crimes committed by boys. Automobile stealing is prevalent. Theft of a serious nature, burglary and the carrying of firearms are common charges brought against boys under sixteen years old.

"The most dangerous sign, in my opinion," he continued, "is the increasing seriousness of the crimes for which boys are arrested today, according to Judge James F. Gorman, of the juvenile court here, who for ten years has been studying child delinquency.

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