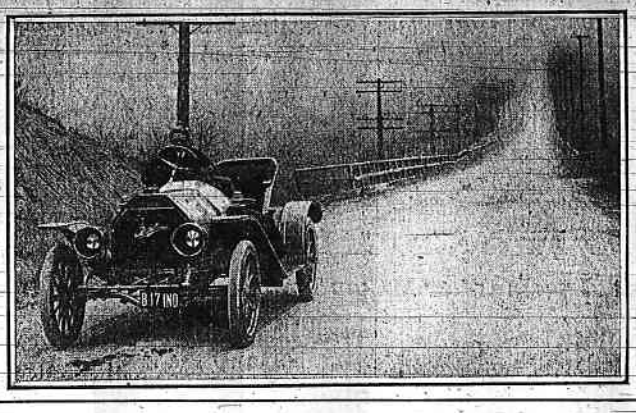
Largest Fireproof and Best Equipped Garage in the Middle West.



Watch for our Records in Grade-climbing Contests all Next Week.

A regular Stock Overland $1250 car making ***Michigan Hill*** in 39 seconds.
There is no hill-climbing contest this year to prove real merits at going uphill, but the Success of

Stoddard-Dayton and Overland Cars

last spring on Michigan hill in **Winning Every Prize Offered,** leads us to believe we could do equally as well this year.

When an automobile owner goes touring he wants ***power, ginger and vim.*** Catalogue claims don't help you up the hills or through the mud holes. Half the pleasure in driving an automobile is the satisfaction of knowing you ***can*** get there! Ten years experience is back of our selection of cars we offer our patrons. We can not afford to sell you a car not the best to be had in its class and price. Our guarantee on the cars we sell is worth something for you to consider ***before*** you purchase (***not afterwards***). We offer you choice of sixty models.

The National, $2750 to $5000. The Stoddard-Dayton, $1500 to $4000. The Overland $1250 to $2250.
The Maxwell, $500 to $1750. The Baker Electric, $1600 to $3500.

You Owe Your Own Best Interests an Examination of Our Line

The Fisher Automobile Co.

400-424 North Capitol Ave.

(Established 1898)

CARS PROVE EXCELLENCE

OLDSMOBILES SHOW WORTH

BY STANDING THE TESTS OF HIGH EXAMINATION AND SERVICE, THESE CARS HAVE WON DESERVED RECOGNITION.

The Oldsmobile is one of the autos which will be featured during the big show week and which bids fair to attract considerable attention. In speaking about this car, the managers of the Indiana Automobile Company made the following remarks:

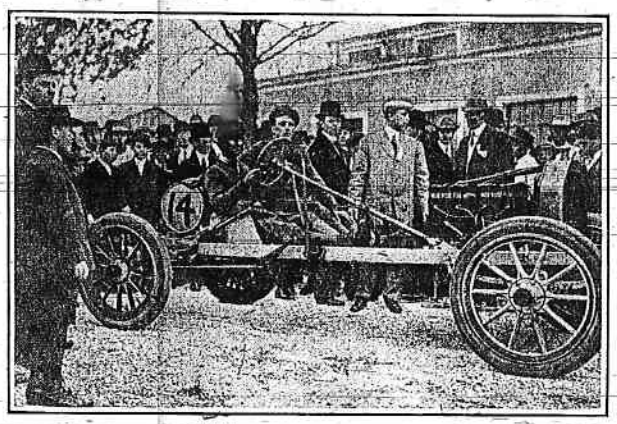
"These cars are the product of many years of experience, together with ample capital and adequate manufacturing facilities. We do not believe such a product is possible without the preceding years of experience, no matter what the equipment or inventive genius of the maker may be. We have been building automobiles for left years, and gas engines for a still longer period. Today the Oldsmobile, irrespective of price, is known as one of the world's great cars; price considered, it is the standard of value everywhere.

"Without further prologue, we present the 1909 Oldsmobile—four and six-cylinder, touring car, roadster, toy tonneau, limousine and landaulet—as a car which proves its pedigree in action as well as in design.

"The model '20' car is put on the market to meet the demand for the low-priced, four-cylinder car. It has behind it the usual Oldsmobile guarantee of quality, and the general lines are characteristic of our larger models, the reputation of which is so well established as to need no mention here.

"A careful examination will convince that this car is worthy of its place in the Oldsmobile family, and a demonstration will prove its wonderful roadability—and the great ease with which it can be handled." Herein follows a complete descriptions and improvements in detail construction will be found. The end sought is the further perfection of a car which

Buick 100-Mile Record Breaker.



The Buick racer is sold by the Buick-Leasy Company. The accompanying picture shows the machine which won the

FAVORS THE CADILLAC

NATURE OF SHOWS CHANGES

DECLARING THAT FORMER EXHIBITIONS TRIED TO DEMONSTRATE ONLY THE "GO" POWER, SALESMEN EXPLAIN METHODS.

Declaring that the first automobile shows tried to demonstrate only that cars would "go," the managers of the Cadillac Automobile Company had the following to say concerning the cars which they will exhibit during next week's show:

"To some of the initiated, an automobile is an automobile. To them, all automobiles appear alike, to a greater or less extent.

"At the earliest automobile shown the main object of the exhibitor was to prove that he had a motor-propelled vehicle which really could 'go'—at least, some of the time. This was demonstrated by running the machine around the exhibition hall.

"Pessimists and doubters, as usual, declared that the horseless carriage, as it was then styled, would never be anything but a mechanical toy, that it would never become a practical machine.

"From that day to this, the history of the automobile, taken as a whole, has been one of rapid development and improvement.

"In the beginning, little thought had been given to the working out of the thousand and one problems which later confronted the manufacturers in their endeavors—to attain perfection; but these problems have since been solved, with varying degrees of success.

Question for Purchaser.

"What now should concern the purchaser is: Which car has reached the greatest degree of development and embodies the most advanced improvements

CARE DECREASES COST

Hints Heard Down Auto Dealers' Row

It is the endeavor of the contest board to cause all clubs affiliated with it to feel that the success of automobile contests and of automobile interests generally during the coming season depends upon the cordial co-operation of every club with the national body in this particular. At the first view, and while the question is still new, individual clubs may be inclined to regard their own ways as the best and their individual right to regulate contests as being of supreme importance. But this feeling—found to wear off as the matter is studied from the broader viewpoint of the good of motoring generally. Wheels may seem of first place, to arbitrary dictation to an individual club here and there will appear clearly, on further consideration, to be wise regulation in the interests of the whole automobile industry. This is the way the executive committee regards it, and their feeling is that all loyal clubs will gladly co-operate with the national body of which they are a part. This confidence is based upon the knowledge that the A. A. A. is the right and that the manufacturers unanimously support its position.

It is generally understood that one of the purposes sought to be accomplished in the contract between the A. A. A. and the Manufacturers' Contest Association was uniformity in rules and classifications in contests throughout the country. The object of this is obvious. That the manufacturer might know what conditions he would have to face in entering his car in any section of the country. It was concededly only fair that any manufacturer in America should be in a position to know at the beginning of the season the rules and classifications applicable to any contest, whether it was to be held in New York, Chicago, Buffalo or Sacramento.

The contest board is in receipt of a request from representative automobile manufacturers who met in New York recently that the board adopt the rule that "only makes of automobiles or over be eligible to take part as contestants or drivers in the annual tour of the American Automobile Association."

The board has taken the request under consideration, but has announced no decision as yet. However, in view of the cordial relations existing between the manufacturers and the contest board, it would be regarded as discourteous, to say the least, to refuse compliance with this request.

With the near approach of the season for automobile contests in the country, the contest board of the A. A. A. looks for the cordial support of every club affiliated with the national body in carrying out the features of tours, rules and classifications embodied in the recent agreement entered into by the A. A. A. and the Manufacturers' Contest Association, composed of the N. A. A. V., the A. L. A. M., the A. M. C. M. A. and the Importers' Union.

The contest board is sending to each club affiliated with the A. A. A. official sanction and entry blanks to be used when promoting contests. The privilege of the latter is to be incorporated in the entry blanks used in the local contests.

Indications point to the elimination of women as drivers from the annual Glidden tour of the A. A. A.

KITNEY FAVORS CADILLAC

The Cadillac Motor Car Company is in receipt of a letter from Hon. W. Sandford, Australia, handling the Cadillac for Australia and Tasmania, in which he says Sydney is very enthusiastic over the Cadillac. Thirty Mr. Sandford is a native Australian and before taking the Cadillac agency spent some time at the Detroit factory, thoroughly familiarizing himself with the car in its entirety.

Guglielmo Fehling, Cadillac agent at Buenos Aires, Argentina, is on his way to Detroit to arrange for shipments of Cadillac Thirty cars, having already placed orders for a number of them.

The Answer to