Veracity automobiles. Second edition. Smith Automobile Co., Topeka, Kansas

This catalog of the Smith Automobile Company promotes its line of "Veracity" automobiles. It discusses the different models, parts, and optional features available. A newspaper clipping from the Topeka Journal (March 9, 1946) is pasted in the front of the catalog. The clipping notes the discovery of a Smith car in a barn in or near Topeka.

Creator: Smith Automobile Company

Date: 1904

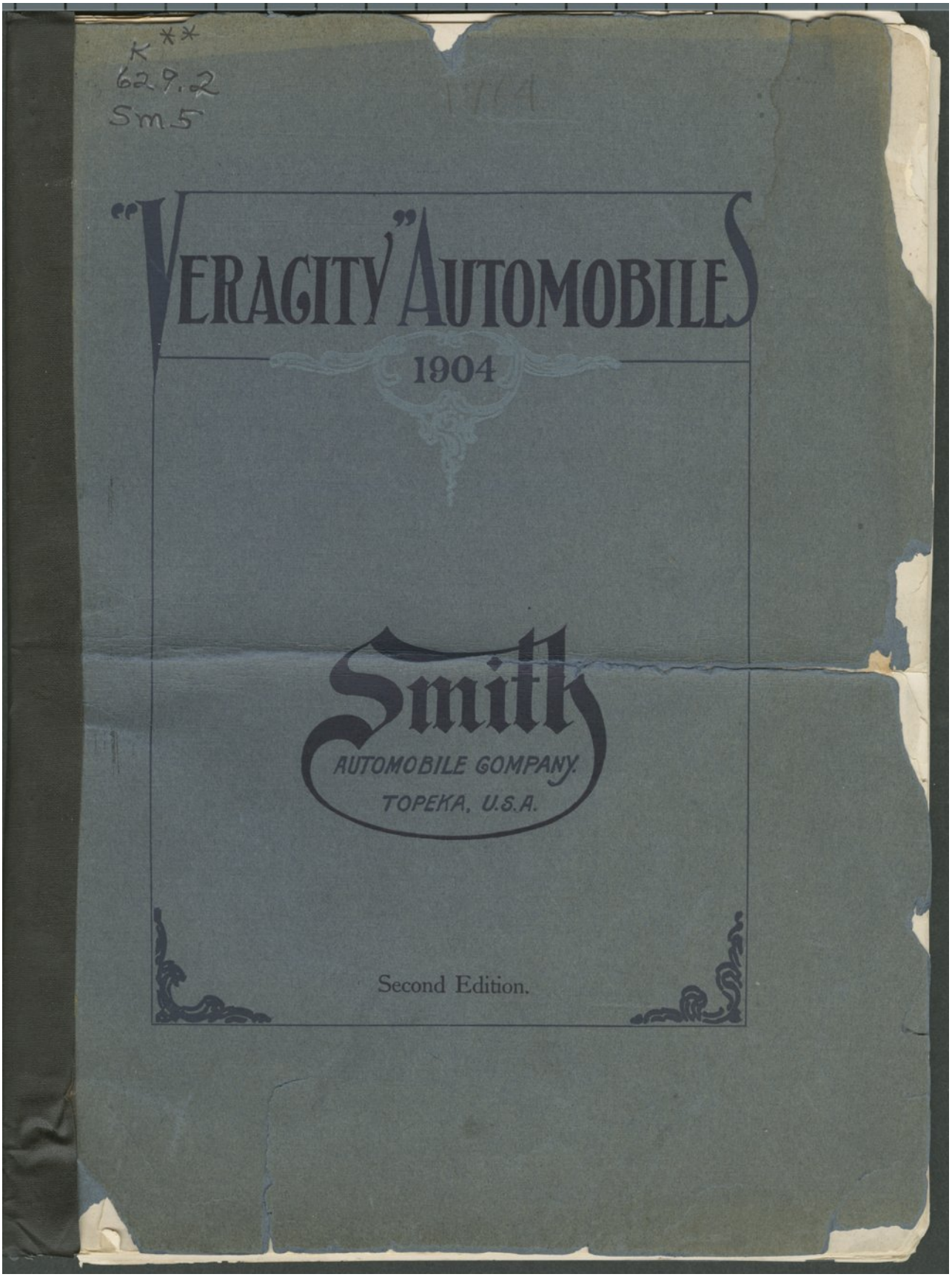
Callnumber: Vert. Oversize K 629.2 Sm5 1904a

KSHS Identifier: DaRT ID: 221745

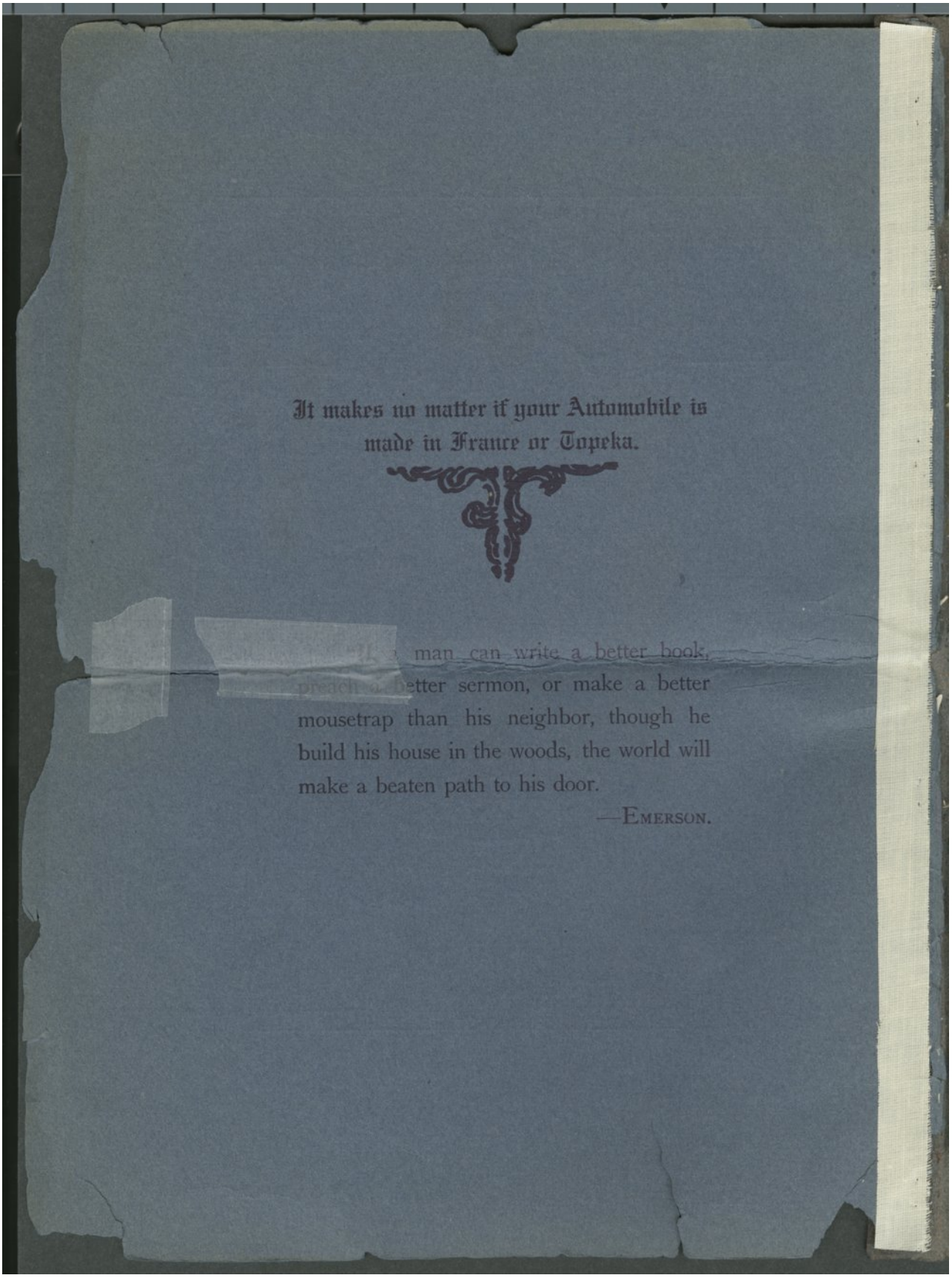
Item Identifier: 221745

www.kansasmemory.org/item/221745

Veracity automobiles. Second edition. Smith Automobile Co., Topeka, Kansas



Veracity automobiles. Second edition. Smith Automobile Co., Topeka, Kansas



It makes no matter if your Automobile is made in France or Topeka.

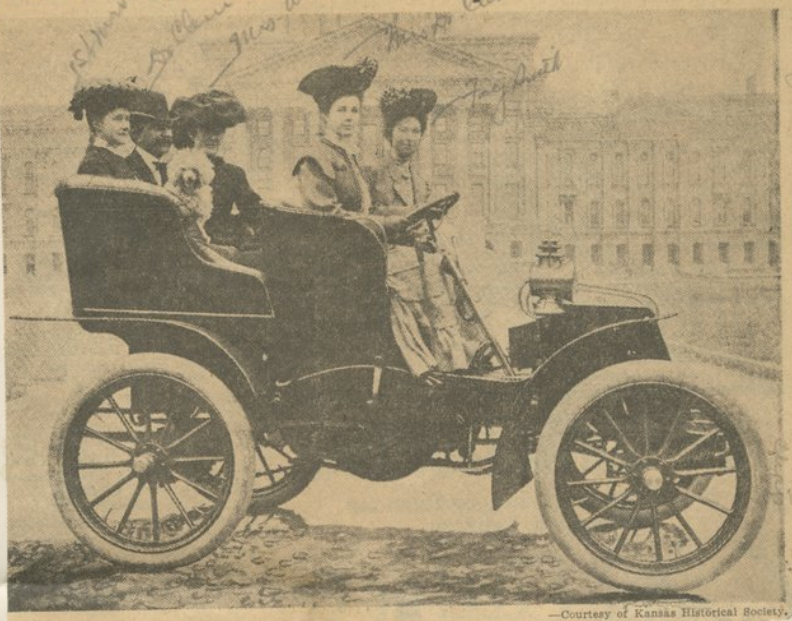
If a man can write a better book, preach a better sermon, or make a better mousetrap than his neighbor, though he build his house in the woods, the world will make a beaten path to his door.

—Emerson.

Veracity automobiles. Second edition. Smith Automobile Co., Topeka, Kansas

Search for Topeka-Made Car, Dating From 1898, Leads to Barn Here

Last of Great Smiths a Dusty Relic Now



—Courtesy of Kansas Historical Society.

As shown in the Smith Automobile company's catalog of the 1904 car—called the "Veracity" then—here is a model of the Topeka-built car pictured in front of the statehouse. Even then, Smith publications of the time disclose, car salesmen were learning slick ways to impress the public. "It is a demonstrators' trick," one catalog warned, to get the purchaser in the front seat beside the driver where he will ride comfortably, and put less important persons in the rear.

Veracity automobiles. Second edition. Smith Automobile Co., Topeka, Kansas

"VERACITY" Observation Car with tonneau attached and folding front seat in use.

Veracity automobiles. Second edition. Smith Automobile Co., Topeka, Kansas

"Veracity" Automobiles.

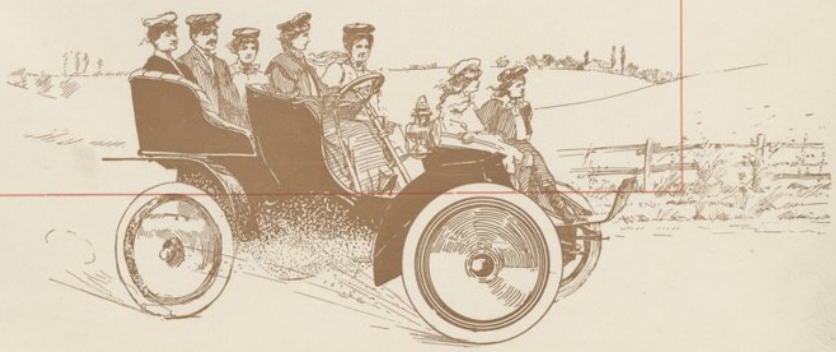
TRADE MARK

THE machines described in the following pages are the outcome of years of experience and experiment, and we have no hesitancy in saying they embody more of the most valuable features in automobile construction and less of the objectionable ones than any other cars made, either domestic or foreign.

We wish to impress upon our customers the fact that every part of our vehicle is designed, and the parts made, for the individual vehicle upon which they are used. They are not in any way to be compared to the many "assembled" machines upon the market, where one piece is made at one factory, and another piece made somewhere else and so on, and the whole collection of various odds and ends are brought together, and "made to do." This may be a cheaper way of producing a car, but common sense dictates that it cannot produce so good a job as to have each individual part carefully calculated, and made for the place it is to occupy.

Years ago, when we commenced building automobiles, it was before the days of well made, and well designed parts, consequently we had to construct these ourselves. The result is that we have a plant capable of producing perhaps more of the essentially important parts of an automobile than any other in the country.

To enumerate all the points of superiority of this machine over its rivals in the market would be too large an undertaking for this place, suffice it to generalize as follows: We offer a vehicle



practically without vibration; practically without noise — only a slight rattle of the chain, and an inspiring little "chuff" of exhaust, just enough to tell you how nicely your engine is working; with every part that is at all apt to need adjusting where it is easy to get at, and easy to adjust — practically all of the adjustments can be made without soiling the fingers; with the entire engine and transmission gear lubricated automatically and without any complicated lubricator adjustment, air pressure, etc.; a vehicle with 34-inch wheels; with a commutator or make-and-break apparatus, sitting up where it is but an instant's work to get at to do any cleaning, or if needs be, adjusting; with vibrators immediately before the operator; with all cushions elegantly made and covered with genuine leather of a very fine quality; with ample radiation; long wheel base; easy riding springs; flexible reachless running gear; and in fact to express it correctly and briefly, with all the conveniences and perfections of any practical vehicle with only a small per cent of the usual disadvantages.

The car may be described briefly as follows: Engine, double, opposed-cylinder, of an exceedingly simple and direct construction, combined with our patented transmission gear bolted to engine and becoming a part of same. Arranged to give two speeds forward and one backward. The slow speed forward and the reverse being through steel cut gears and a phosphor-bronze internal gear, running in a dust tight bath of oil. The high speed uses no gears whatever, but runs directly from the engine shaft to the differential sprocket upon the rear axle. Continuous with the transmission case are the clutch-operating devices, which are very easy to understand, and very desirable, and admitting of the simplest form of operation. This engine and transmission as

Veracity automobiles. Second edition. Smith Automobile Co., Topeka, Kansas

combined is practically all the operating machinery of the car, and is placed in the vehicle in one body, and therefore is not affected by the twists and strains to which the vehicle is subjected, and in case of repairs, can be operated or adjusted independently of all the rest of the car. With artillery wheels having pressed steel hubs and Timken roller-bearings upon both front and rear axles. Six-foot six-inch reach center to center of axles. Standard tread, four feet eight inches. Brake upon rear axle. Steering accomplished by our own type of wheel steering gear, which is the nearest to self-locking of any, and not so liable to derangement as some. Engine easy starting, has a cam that releases a portion of the charge if desired. Speed always under control and can be instantly adjusted from "0" to the maximum speed of the car. Gasoline capacity for 100 miles on good roads. Water and radiating capacity amply large. Beautiful fenders of laminated wood. Vehicles have folding seats in front that can be instantly opened or closed and are always ready for use. Spring cushions used wherever possible, making a very luxurious and easy riding car. Has kerosene lamps, ornamental rails, and the entire vehicle is beautifully and artistically proportioned and finished — we can say with justice that our vehicles come nearer to being a thing of beauty from all points or directions of view than any that has yet been exhibited. You do not have to take any special position to find the good looks of this car — just look at it from any point and it is handsome.

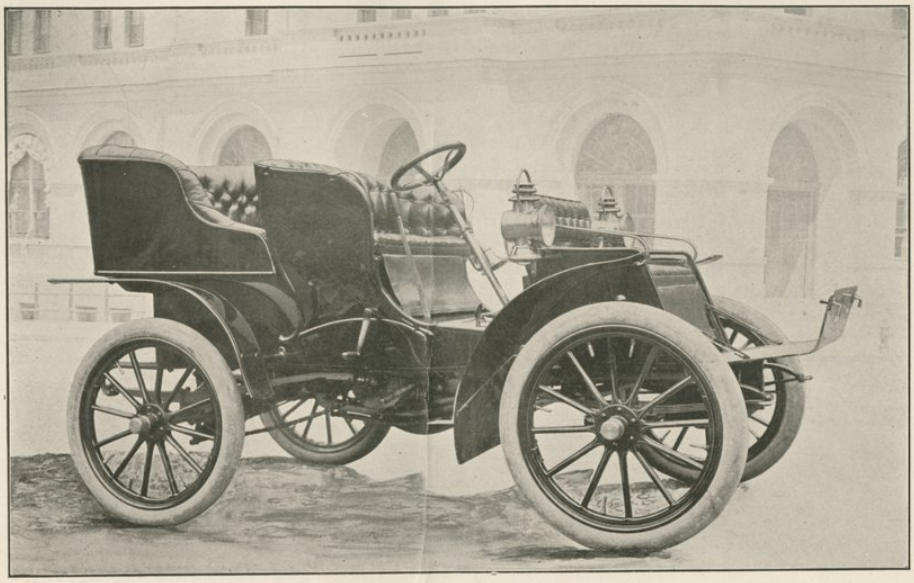
The car readily admits of a top being added, and a top enhances the appearance of the vehicle in place of detracting from it, as is common with autos.

The tanks are heavy and well made. The radiator has

copper flanges. The circulatory pump is simplicity itself and is not apt to get out of repair. The carburetor is the best, considering every thing that we have found in years of experimenting and trial. It requires practically no attention after once being adjusted. In fact the entire car requires less work and adjustment to keep it running and in repair than any other yet offered for sale. However no car will run continually without intelligent attention and occasional cleaning and keeping up. Yet the machine gives back much for little, as there is no other means at man's disposal for delightful motion and rapidity of getting from place to place that even compares with the tireless, steady, vibrationless, and swiftly moving automobile when made as it should be. And so far no other vehicle is so safe under all conditions and emergencies as the high grade gasoline car, built amply strong, with ample horse - power, simple control, and a person who is not utterly reckless operating it.

4

Veracity automobiles. Second edition. Smith Automobile Co., Topeka, Kansas



"VERACITY" Observation car with tonneau attached and folding front seat open.

Veracity automobiles. Second edition. Smith Automobile Co., Topeka, Kansas

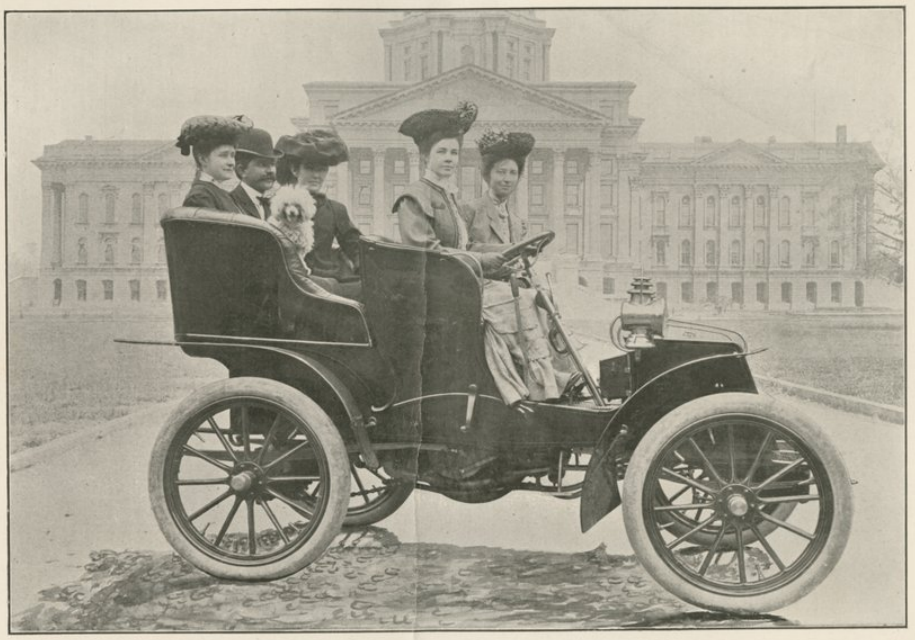
Observation Car.

The Observation Car presented on the preceding page embodies in itself almost innumerable novelties in design. There is one striking originality which is, that with the tonneau removed, it is a beautifully finished and exceedingly powerful runabout, with a wide comfortable seat for two passengers and an auxiliary folding seat in front for two more. When the tonneau is attached, there is seating room for three passengers in it. With the tonneau on and the front seat folded up, it possesses every advantage that the highest type of automobile construction can give to anyone. At the same time, the front seat can be used for two light persons, if necessary, making in all, a load of seven passengers; a feat that is not accomplished by any other car.

The engine used is a full eighteen horse-power. Rated as other manufacturers would rate theirs, it would be upward of twenty-two and one-half horse power. This a more powerful engine than is used in any other car upon the market selling for less than $2500.00.

The whole vehicle weighs 1800 pounds. It is therefore the highest powered car for its weight upon the market, barring some machines that have been built especially for racing purposes. It is built wholly for practical purposes, but if occasion requires, can show its heels to anything else in the market, with the

Veracity automobiles. Second edition. Smith Automobile Co., Topeka, Kansas



"VERACITY" Observation Car with tonneau and chauffeur's seat occupied and folding front seat closed.

exception, of course, of a specially constructed racing car. As a family machine for long or short rides, it is simply ideal.

The engine and all of the running gears are attached to the chassis so the body can be removed and the engine operated, if desired, either for a racing car or for adjustment or repairs. The enormous reserve of power in this car enables it to run exceedingly slow or or very swiftly without in any way giving the passengers any vibration or jar incident to similar types of automobiles. You never feel the engine jerking, even on the steepest grade, if handled reasonably.

The tonneau is easily detachable, is richly upholstered with spring backs and spring cushions at sides has an auxiliary seat attached to the rear door; is strongly constructed and handsomely finished. It is five feet wide by 40 inches long, 47 inches wide inside of cushions and back is 20 inches deep.

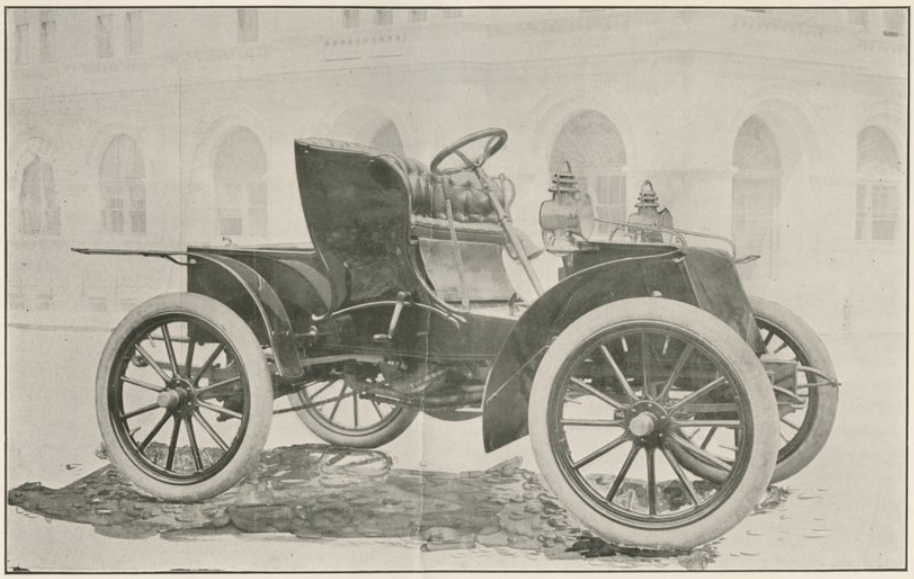
The car is equipped with 34 by 3½-inch clincher tires, artillery wheels. Has 1⅜-inch square front axle. Is nine feet nine inches over all with tonneau on. The regular equipment includes a pair of kerosene lamps, fenders, wrenches, oil cans, screw driver, tire repair outfit, book of instructions etc.

Starting handle is permanently attached and always ready. It makes two revolutions to the engine one, thus obtaining an easy method of starting (in connection with the relief cam if desired).

Front seat is 31 inches wide, 18 inches deep and 14½ inches high. Middle seat is 38 inches wide and deep and high in proportion to the others.

Engine is double opposed-cylinder 5½ by 5½. Capable of developing 1200 revolutions per minute, and with this car a speed can be maintained uphill and through sand and mud that could

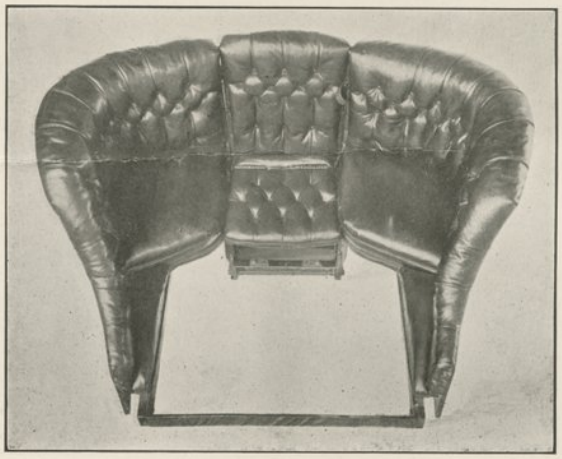
Veracity automobiles. Second edition. Smith Automobile Co., Topeka, Kansas



"VERACITY" Observation Car without tonneau and with folding front seat closed, making an exceedingly handsome and high powered runabout.

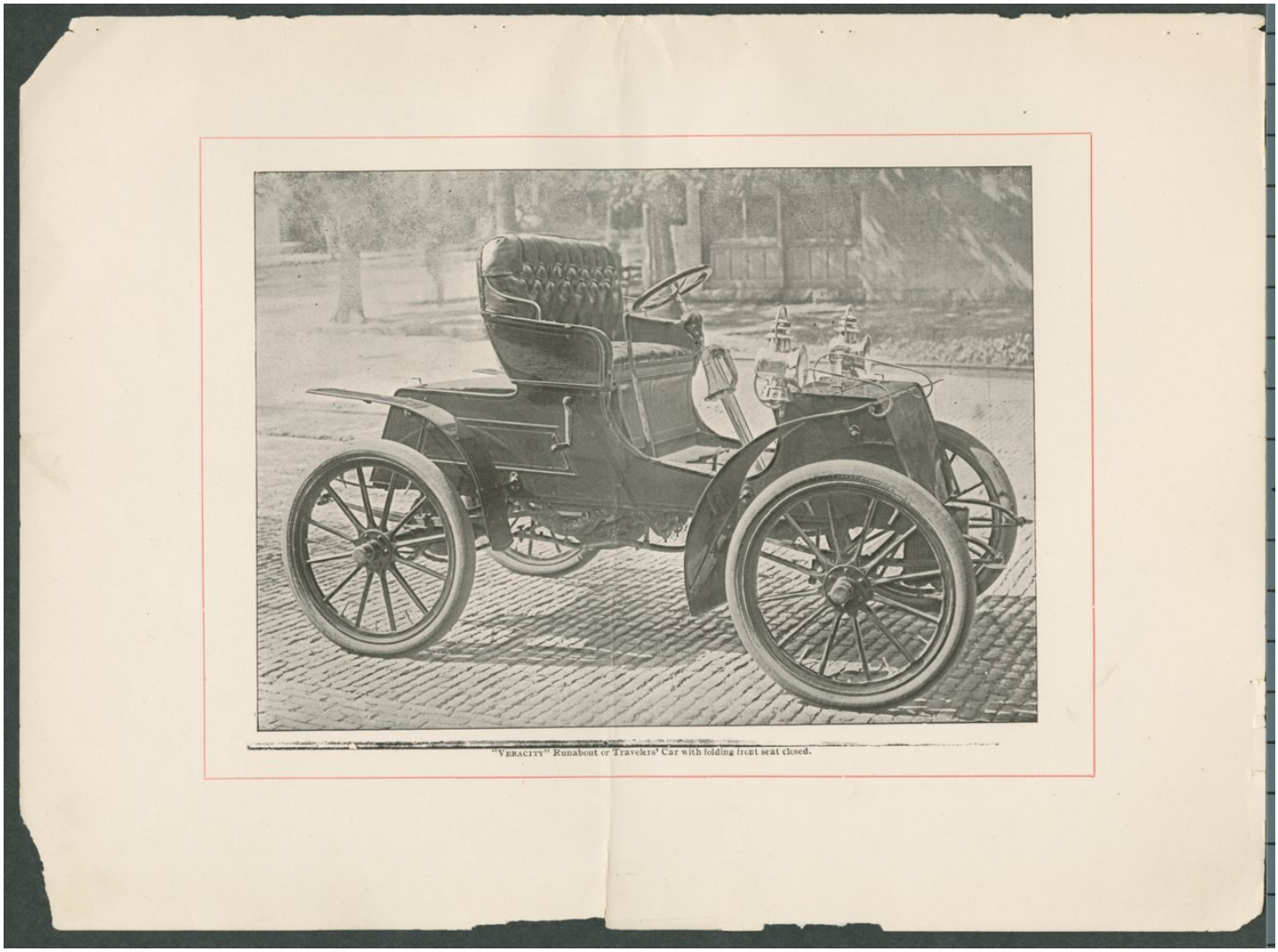
hardly be believed by those used to the weak powered cars that have made themselves so common.

The price f. o. b. Topeka, is $1500.00, without the tonneau, and $1600.00 complete with the tonneau. Canopy tops can be supplied to cover tonneau and main seat, either with or without plate glass screen in front. When used without the tonneau, the regular carriage tops can be used upon the middle seat. Prices for tops will be given on application.



Tonneau for "VERACITY" Observation Car, deatched and sitting upon the floor.

Veracity automobiles. Second edition. Smith Automobile Co., Topeka, Kansas



"Veracity" Runabout or Travelers' Car with folding front seat closed.

"Runabout" or "Travelers' Car."

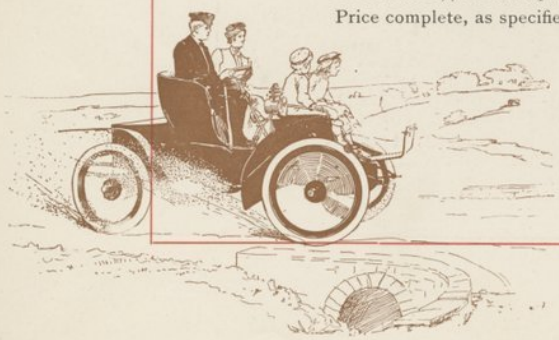
The "Runabout" or "Travelers Car" type of machine shown above is an unusually high powered car, suitable for carrying two passengers in main seat. With an auxiliary folding seat in front where two more can be seated. The engine and all machinery is swung on the chassis where it can readily be gotten at, if necessary, for repairs and adjustment. The gasoline is contained in a tank under the rear seat; the water, batteries and electrical apparatus under the front seat. The engine is rated by us at ten horse power, but as rated by other manufactures, it would be quite a little more than this. The motor is a double cylinder of our standard type, 4½-inch bore and 5-inch stroke, and capable of a speed of from 150 to 1200 revolutions per minute.

The length of the vehicle over all is 9 feet four inches. Weight of vehicle 1390 pounds. Length of body 7 feet 8⅝ inches. Width of main seat, 38 inches. Starting crank stationary and always in place; makes two revolutions to one of the engine. A man seldom uses the easy starting attachment. The engine can be started from the seat.

The wheels are 34 inches in diameter with three-inch pneumatic clincher tires.

Front axle 1¼ inches square.

Price complete, as specified, including wrenches, screw driver,



Veracity automobiles. Second edition. Smith Automobile Co., Topeka, Kansas

"VERACITY" Runabout or Travelers' Car showing folding front seat open.

"VERACITY" Runabout or Travelers Car with full complement of passengers.

oil can, tire repair outfit, book of instructions etc., is $1,250.00 This price is f. o. b. Topeka.

We are prepared to furnish on short notice, tops of various styles and qualities, ranging in price from $25.00 to $100.00, extra. The most popular with us for this type of car has been an all leather top with outside joints, three bows, at $50.00.

Veracity automobiles. Second edition. Smith Automobile Co., Topeka, Kansas

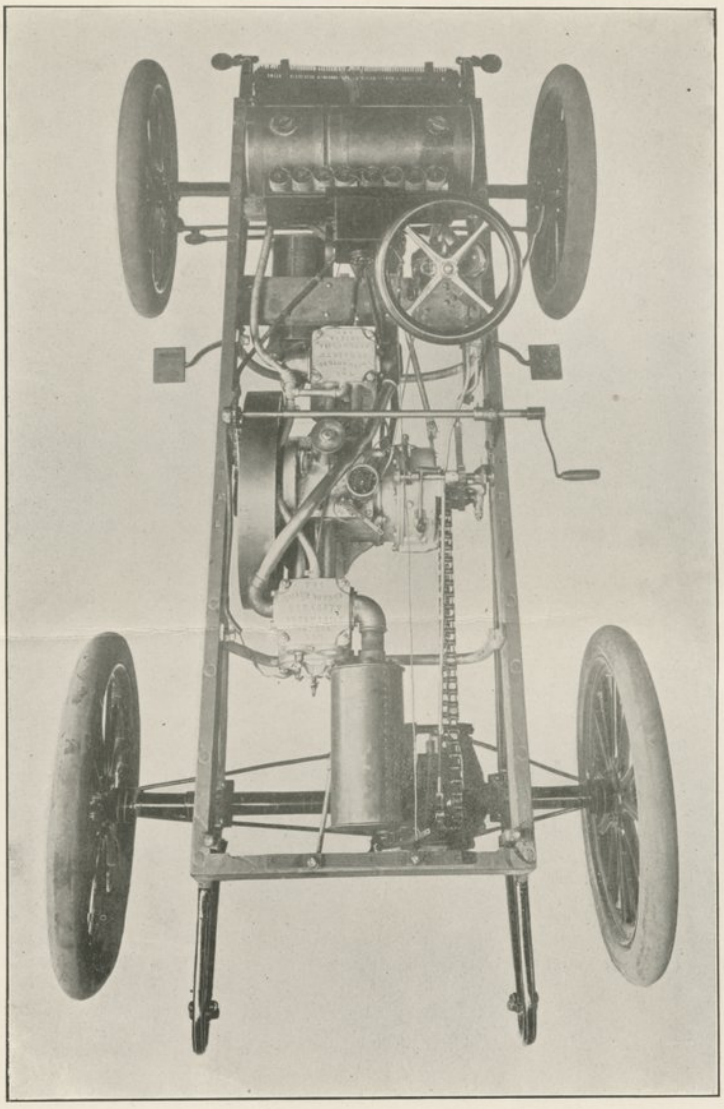
This vehicle has time and again demonstrated its ability to get over our rough western roads, maintaining a high rate of speed and outdistancing all competitors. It is in reality, a touring car, as it will outtour the vast majority of the so-called touring cars.

It is built for hard work, and with reasonable usage will give results that cannot be excelled by any vehicle.

"VERACITY" Runabout or Travelers' Car, front seat closed.

15

Veracity automobiles. Second edition. Smith Automobile Co., Topeka, Kansas



Chassis of "VERACITY" Observation Car. The apparent difference in size of front and rear wheels is due to photography. They are in reality the same size.

Detailed Description.

Body. Frame of second-growth ash, carefully selected. Sides of thoroughly seasoned poplar glued to and screwed to frame. All screw heads sunk and plugged over with wooden plugs which are not allowed to bottom. All bent work protected with scrim, glued on. Finished with all the paint and varnish that can be used to advantage, the intent being to make a thoroughly good job.

Chassis. All of the machinery of our cars is swung upon a carefully selected ash frame, which is so constructed as not to bind the machinery under the varying strains to which it is subjected. The engine is swung upon round rods with strut rods forward and back, thus keeping it positively to its work, and yet never subjecting it to the strains caused by the twisting of the vehicle upon uneven roads. The expansion due to heating and cooling is thus taken care of without subjecting any part of the machinery to any undue strain. The bodies can readily be lifted from the chassis whenever necessary. The bodies carry no weight other than that of the passengers, except with the "runabout." In this case, the gasoline tank is carried by the body. This, however, is a weight of so little consequence that it can practically be considered as nothing, and the body has nothing to carry but the passengers.

Veracity automobiles. Second edition. Smith Automobile Co., Topeka, Kansas

We use the ash frame because we have found it better and safer than any steel frame has as yet proven itself to be. Ash will not crystalize, and if it stands the strain of testing out, it is reasonably certain that it will not give out in service. On the other hand, steel may stand this work perfectly for weeks, months, or maybe years, and all of the time be gradually crystallizing, and some time, just as it is needed the most, perhaps, give away. We have repeatedly seen steel frames crystallize and br‹ak, but have never known such a thing to happen to one of our wooden frames. It would be cheaper for us to construct our car with the steel frame, but we believe the wood to be the best, and have therefore adopted it exclusively.

Front Axle. The front axle is square steel, carefully welded to the steering knuckles, with Timken roller bearings in the pressed steel hubs of each front wheel. These bearings are guaranteed by the makers for two years. The bearings are hardened steel and ground, and the levers connected with the steering gear are unusually heavy. Drop forged coach clips are used to attach the springs, and the springs are entirely free to twist, as may be necessary.

Rear Axle. The rear axle is composed of seamless steel tubing brazed to a spider which surrounds the differential gear. The bearings throughout are Timken roller bearings, and have the same warranty as those for the front hubs. The bearings are dust tight, and provision is made for oiling when necessary. The live axle is amply large and is keyed to the pressed steel hubs of the artillery wheels in a very careful manner. The live axle is divided in the center of the differential, and the main gears of the differential are carefully and firmly attached to the live axle.

The Differential is the the Brown-Lipe type of spur gear, — the No. 2 being used upon the runabout and the No. 9 upon the observation car. The differential gear is oil tight and is filled with a quantity of oil at a time, provision being made for supplying it easily whenever necessary.

Springs. The very best, crucible steel, oil-tempered, full ground and carefully fitted.

Radius Rods. Radius rods are not used with our type of vehicle in the strict sense of the words, the rear springs being so designed as to become the radius rods of the vehicle. This does away with the noise, rattle, and wear incident to radius rods and makes a construction that, while being entirely flexible and free running, will not emit any vehicle rattle, which is bound to come when distance rods are used.

Wheels. Wood artillery, the very best, "A" grade. Pressed steel hubs with crucible steel cups, fitted carefully in front wheels, dust tight. Cones tool steel. External and internal cones carefully hardened and tempered and ground. Rear wheels are tightly fitted and keyed to end of live axle.

Steering Gear. Our steering gear is of the wheel type with worm and sector, but unlike that commonly used, we use an internal in place of an external sector, the consequence is that whatever wear may occur between the threads of the worm and the teeth of the sector is less annoying to the operator, as it causes less lost motion to the steering wheel. Further than this,

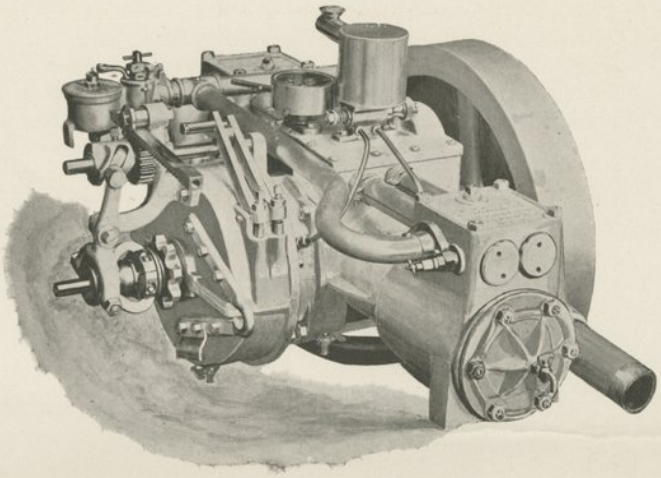
it makes a stronger form of sector, and it enables us to keep all of the rods connected with the steering gear running in right lines or parallels, adding thus to the beauty of the vehicle. There is no tendency to whip as the steering gear is self-locking in every position. Steering wheel is tilting, is handsomely finished. Staff, spokes, horn, and fixtures all of polished brass, lacquered.

Seat. Wide, deep, and high, with spring cushions wherever permissible in bottom. Padded sides, and leather fall. Upholstery the very best machine-buffed leather.

Front Seat. Folding, and can be opened or closed instantly. Has padded back, stuffed leather cushion. Brass ornamental rail at side. It is ample and comfortable for two people.

We have lowered the front seat as compared with last year's design of car, changing the lazy back device, as will be seen by comparing the two cars. By doing this one is enabled to look over the heads of the passengers riding in the front seat, and they thus offer less obstruction to the view of the chauffeur. It is a very luxurious and comfortable seat; is always with the car and on hand at a moment's notice when needed, and as an emergency seat for picking up a chance friend on the street or taking some person riding on an instant's notice, it is incomparably the best device that has been or is likely to be produced. Of course, if more than two persons continuously ride in the car, the tonneau type is perhaps a trifle pleasanter, but with both the observation car and the runabout, the front seat is there whenever needed.

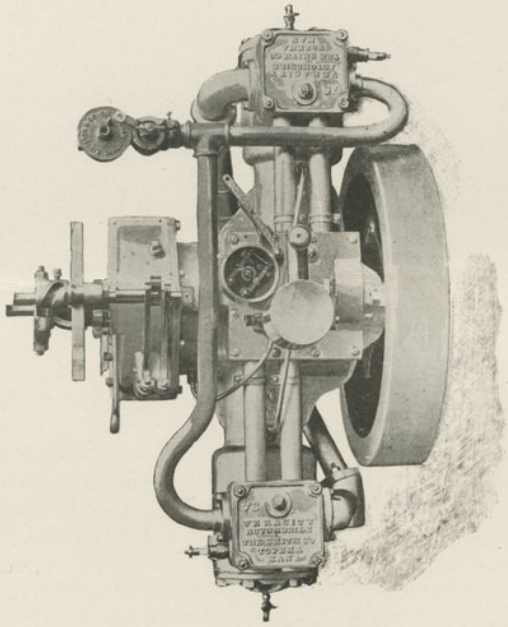
Radiator. Copper, "fin" type on front of car where it is subjected to the rush of air when running, and free for natural upward draft when car is stationery. Water openings in radiator amply large and do not stop up with silt as some forms will.



General View of Engine and Transmisson.

Engine. Double, opposed-cylinder. Attached to overlapping crank at 180 degrees. As will be seen from illustration, it is self-contained, and all moving parts are completely encased and dust tight, running in oil which is constantly fed, when engine is in motion, to each piston, thence into crank chamber, and by splashing it drenches the the two-to-one gears, cams, rollers, and plungers, deluging the crank shaft, crank pins, and wrist pins. All valves and valve opening devices are in a straight line, with provision for adjustment for wear. Valves are all the same size, and interchangeable. Mechanically operated intake and exhaust.

Opened with tool steel cams, hardened, operating hardened tool steel rollers upon ample plungers. Valve stems and plungers encased to protect them from dust. Crank shaft for the runabout or travelers' car type is 1⅜ inches diameter. Bearings, 1½ inches diameter running in phosphor-bronze bearings of extra length.



ENGINE AS VIEWED FROM ON TOP.

22

Crank bearings 1½ inches diameter and 2¼ inches long. Crank shaft for observation car is 1¾ inches diameter and crank bearings are 1¾ x 2¾ inches. Pistons exceedingly light but amply strong. carefully fitted to cylinder, each having three packing rings very accurately fitted to pistons. Packing rings tapering to part, and turned forty-seven one-thousandths of an inch larger than cylinder. Cylinders cast of a close grained special iron; are bored and re-bored and reamed to size making them exceedingly straight and accurate. By this means we get an exceptionally high degree of efficiency for compression and practically no loss to the working charge.

Engine cooled by water around fire tract and valves. Head air cooled by radiating flanges.

Connecting Rods. Made of phosphor-bronze in runabouts and steel in "Observation Cars." Are ample in size, but light owing to their design. Have extra large bearings at wrist and crank pins.

Two-to-one Gears are all cut from the solid, either from bar steel or phosphor-bronze, as the case may be. They are rigidly fitted and without back lash.

Fly Wheel. The fly wheel is of ample size, securely and carefully keyed to the crank shaft.

Commutator or "Make-and-Break." Operated by two spiral gears, running it at right angles to two-to-one shaft, thus placing it upon the top of engine face uppermost where it can be instantly got at if desired. It is covered with a glass top brass case, dust tight.

Easy Starting Cam. Allows the escape of half the compression, thus allowing the engine to be turned over easily for starting.

Sparking Plugs situated next to intake, in the coolest part of fire space, and the least subjected to smut.

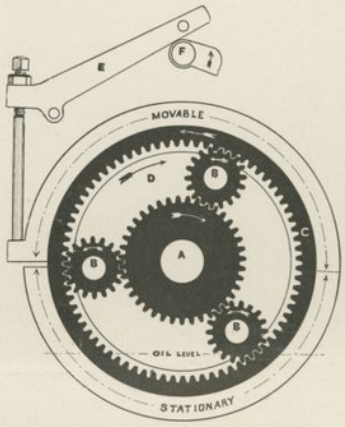


FIG. 1. PRINCIPLE OF SPEED CHANGE IN TRANSMISSION GEAR.

It will be seen that if the gear A is revolving at any given speed in the direction indicated by the arrow, it would cause the gears B to travel in the opposite direction, and they in turn, would cause the internal gear ring C to travel in this direction. So long as this ring is free to move there would be no tendency to cause the plate D (to which the gears B are journaled) to move, but if the ring C be arrested the small gears B would commence to travel around A, carrying the plate in the same direction as A, but it would take several revolutions of A to cause D, (to which the priving sprocket is attached), to make a complete revolution and thus the slow and powerful speed is produced.

In practice the ring C is a running fit in its casing, and when the cam F causes the lever E to rise, it clamps the movable part of the case upon the stationary part thus by friction gradually locking it and holding it firmly while it is operating.

Transmission. Our form of transmission is different from any of the planetary gear systems in use, and can be readily understood by the accompanying illustrations combined with the general view

of the engine and transmission. It consists of a body casting bolted solidly and dust and oil tight to the engine. It is bored so as to fit the bronze internal gear rings at an easy running fit. The upper half of the portion where the rings run is divided into two clamping brakes, one for each ring, and these clamping brakes are arranged so they can be operated by plungers shown in the cuts. Stopping one ring would make the vehicle run forward slowly. Stopping the other would make it run backward. Whereas allowing them both to run freely, and pushing the whole gear combination sidewise causes a conical friction clutch to drive the sleeve gears and sprocket at the same speed the engine shaft is running, thus obtaining the high speed, and cutting out all operation of the gears.

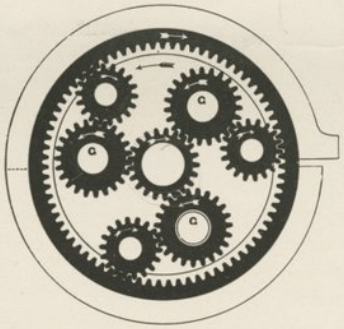


FIG. 2. REVERSE OR BACK-UP.
This embodies exactly the same principle except the gears "G" are interposed thus reversing the direction of motion.

Out side of this body casting is a light dust and oil tight case, that holds a bearing for the crank shaft immediately next to the sprocket and affords support for the clutch controlling mechanism, and serves as a retainer for a quantity of oil. The automatic lubricator keeps feeding oil into the case to make up for whatever loss takes place and the gears and clutches being thus deluged with oil, work under the best posible conditions for long life and power economy.

All internal gear rings are tough bronze, and all gears are wrought steel bushed with bronze, running upon steel bearings.

All bearings, gears, bushings, pistons, valves, and cylinder bores are made to micrometer measurement and are exceedingly accurate.

All parts are made in duplicate.

Tanks — excepting gasoline tank of Travelers' Car — are heavy copper, which we have found much more durable and satisfactory than anything else, although costing more in the first place.

Circulatory Pump is a simple form of centrifugal pump which we have used with great satisfaction for many years.

Carburetor. We have adopted the Kingston float feed after trying nearly every conceivable form of carburetors, vaporizers, and generators.

Batteries. We use two sets of four dry batteries, one in use and one in reserve, connected to Splitdorf safety switch, and Splitdorf duplex coils.

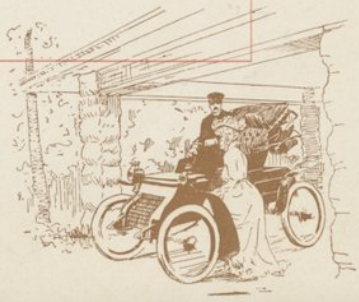
Engine control is obtained by one simple lever attached to the spark and one foot pedal to the throttle. We have experimented largely with a multitude of forms, but find we can get more out of our engine, thus, than by any other way, in fact we have an engine

that is as flexible as a steam engine, and very much steadier in motion, and it is owing to this great perfection of control that we find that more than two speeds ahead are useless. With an engine that is less flexible and less powerful, more than two speeds are desirable, but with our engine a third speed would be absolutely needless and would not be used. It is readily seen that with our system of transmission more speeds could be readily obtained, and in our early vehicles we used three speeds forward, but with our modern engine and gear, we find that we gain in simplicity and power by discarding the unnecessary middle gear, using a rapid hill climbing speed, but running practically all the time upon the direct connected high speed gear.

Muffler. Our muffler is very simple and not apt to choke up. It has a cut-out allowing a direct escape of exhaust in order to make more noise if desired, as the muffler quiets the engine to but a slight puff, and opening the muffler makes a good alarm as well as adding slightly to the pulling power of the engine and increasing its speed.

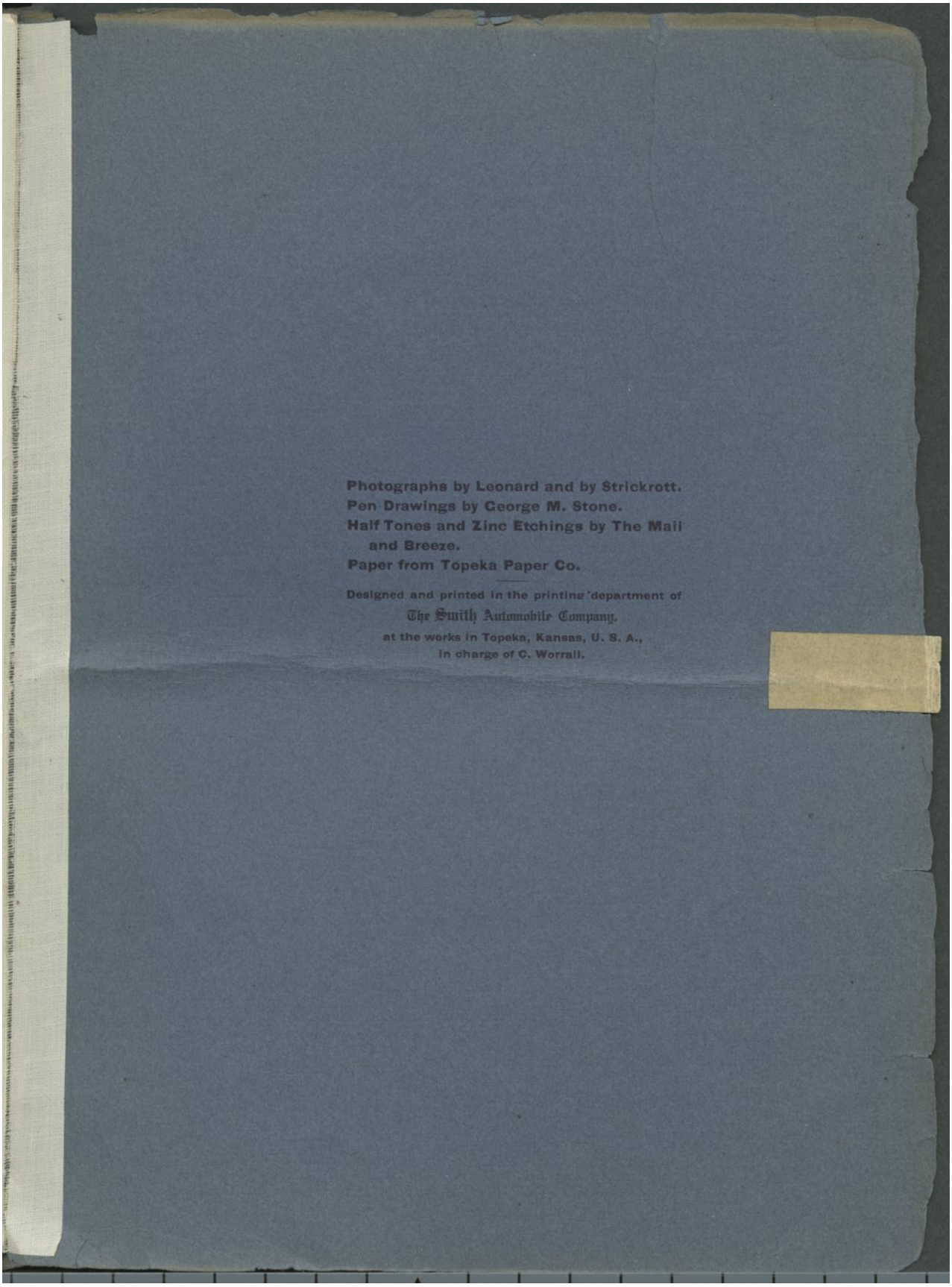
Chain. Driving chain is 1¼ inches pitch by ⅝ inches wide, roller chain, and much larger and stronger than is commonly used upon this weight of car.

Color. Running gear is a rich red, outlined with black. Panels, seat, and fenders a lighter shade of red, also outlined with black. Wheels and panels delicately striped with white. Cushions red, harmonizing with body. Under side of fenders, black, Radiator, dead black, and portions of machinery that show, are black. The engine is covered with aluminum bronze, except polished parts and brass and copper parts which are left natural color.



Clutch or controlling lever. All changes are obtained by one lever only. The reverse is obtained with this same clutch lever that operates the forward motion, simply pulling it back causes the vehicle to go backward. Pushing it forward causes the car to go forward at low speed. Pushing it further forward, gives you the high speed. There is no possibility of coming into the low speed by a backward pull of the lever.

Veracity automobiles. Second edition. Smith Automobile Co., Topeka, Kansas



Photographs by Leonard and by Strickrott.
Pen Drawings by George M. Stone.
Half Tones and Zinc Etchings by The Mail and Breeze.
Paper from Topeka Paper Co.

Designed and printed in the printing department of
The Smith Automobile Company,
at the works in Topeka, Kansas, U. S. A.,
in charge of C. Worrall.

Veracity automobiles. Second edition. Smith Automobile Co., Topeka, Kansas