

UNIVERSAL NUMBER BILL FINDS FAVOR

Adamson Measure Probably Will Have Enough Support to Insure Passage Soon.

WILL AID INTERSTATE TRAVEL

WASHINGTON, Feb. 16.—(Special).—Evidence accumulates that the Adamson bill will find a generous support in congress, to an extent that will insure its passage within the next few weeks.

Briefly this measure championed by the American Automobile association provides that a home state registration number will take its possessor to all parts of the United States for whatever period the motorist may elect. Representative William C. Adamson of Georgia, who fathers the bill, is the chairman of the committee on interstate and foreign commerce, and he has received assurances of approval from members who hail from all parts of the country.

Senator Dupont and Representative Miller of Delaware have no hesitancy in going on record in favor of the bill.

Senator Nelson of Minnesota informs his motoring constituents that he does not know of any reason why he should not favor the measure, and Representative Van Dyke comments that he has read the bill and is quite willing to vote for it.

Representative Kreider of Pennsylvania says that he is heartily in favor, and Representative Bailey of the same state expresses full sympathy with a plan which seeks to make the interstate use of automobiles less vexatious than it is under present practices.

Representative Sparkman of Florida thinks the measure timely and says that he will support it.

Representative Pratt of New York considers the proposed legislation entirely proper, for it only duplicates the attitude of the Empire state, which offers reciprocity to all other states for 30 days or any part of the year.

Representative Sherwood of Ohio believes in the merit of the bill and thinks it should become a law.

Stephens Favors Bill. Representative Stephens of Nebraska says that the bill will have his favorable consideration.

Representatives Foss and Sterling of Illinois express similar sentiments.

Representatives Sutherland and Neely of West Virginia both realize the value of undisturbed interstate road commerce. Senator Gallinger of New Hampshire is not aware of any argument against the measure which would interfere with his support of it, and Representative Sulloway of the same state believes in reciprocity which is "reasonable and equitable."

In view of the fact that New York and Vermont favor year round reciprocity, it is assured that the spokesmen of those two states in congress will be unanimous in their support of the measure. New York thus would be able to supply forty-three votes for the bill, to which the Green mountain state would add two more.

It would not be unreasonable to assume that the senate would be likely to accept the approval of the house, in view of the fact that this legislation now has a country-wide application because of the astounding increase of self-propelled vehicles until nearly 2,000,000 are now using the highways and by-ways in the transportation of commodities and passengers.

Maxwell Dealers Hold Meeting

The Maxwell dealers who are under the direction of the C. W. Francis Auto company, were entertained at the Fontaine hotel Thursday afternoon, February 16. The luncheon was given in the Palm Room, and directly after the luncheon talks were given by C. J. Brokaw, branch manager; J. D. Cullis of the C. W. Francis Auto company, C. A. McMartin of the service department and E. E. Edgecomb of the Prest-O-Lite Storage Battery company.

The object of this meeting was to impress upon the dealers the necessity of buying ahead. Owing to the fact that the prices of materials and automobile parts have more than doubled in price during the last year and the fact that all indications at the present time point to further advances, it is absolutely essential that dealers who wish to sell cars at the present prices during the summer place their order and get their stock on hand now.

Mr. Cullis explained in detail the merit of individual parts of the Maxwell, showing conclusively that the Maxwell is one of the best values for the money on the automobile market today.

C. W. Francis, in speaking of the meeting, says that dealers all through his territory are now realizing that the various talks in regard to advances in price are not prepared with the idea of speeding sales as much as with the idea of impressing the true situation upon the dealers in order that they in turn may put the proposition squarely to the consumer. Incidentally, Mr. Francis says that the dealers are expressing their willingness to co-operate and have placed orders for cars far in excess of the number of cars ordered last season.

HOW MUCH IS THE ONE-THOUSANDTH PART OF AN INCH?

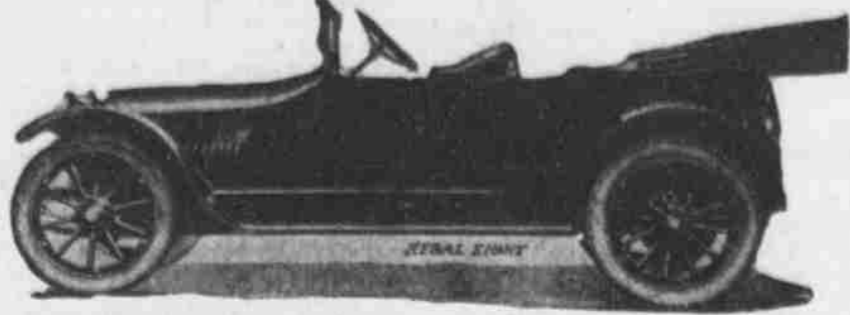
This is a question frequently asked at the Cadillac exhibit. The question is prompted by the constant reference made by the demonstrators and salesman to that unit of measurement which is standard in the Cadillac factory.

A hair from a person's head measures from two to three thousandths of an inch in thickness, hence one-thousandth would be about one-third to one-half the thickness of a hair. In the Cadillac eight-cylinder car there are more than 1,800 dimensions in which the extreme variation permissible is the one-thousandth of an inch. There are more than 200 operations which are held within a half of one-thousandth limits. In finishing the parts, the measurements are held within these limits by applying the plug and snap gauges, whose uses are demonstrated at the Cadillac exhibit.

CADILLAC HAS AUTOMATIC SPARK CONTROL ON CARS

For years efforts have been made by ignition experts to devise a mechanism which would relieve the motor car driver of the necessity of constant attention to the spark lever. Ordinarily, if the driver is to get the maximum results from his engine he must be constantly shifting the spark lever to meet varying conditions of

Eight-Cylinder Beauty



travel speed, hill climbing, heavy roads, etc. The problem has been solved in the Cadillac by a very ingenious application of the ring governor. Its action is such that as the speed of the engine increases, the spark is automatically advanced and

Farm Lighting to Be Displayed at Omaha Auto Show

Electric farm lighting is no longer an experiment. For several years a great deal of time and energy was devoted to trying to find some system of lighting that was safe and efficient and still reasonable. Because electric plants were considered expensive the development or at least the general use of electric plants was not given as much attention as the end justified. The main trouble was in the storage batteries being too bulky and expensive and the power was also a drawback.

The development of the storage battery and the gasoline engine has overcome the two principal objections and today the farmer can have a dependable, efficient plant at a moderate cost. The operation

Built for Service



has been simplified until a child 10 years old can handle a plant safely. One of the plants that is attracting considerable attention is the Alamo Electric Farm Light plant. The Rock Island Plow company will have one of these plants on display at

the coming Auto show where it will be demonstrated to all interested.

To Train on Coast. Oscar Vitt, the star third sacker of the Detroit Tigers, will train with the San Francisco Seals this spring at San Jose, Cal.

Hudson Super-Six Steady for Pictures

Fallors have a saying about a staunch ship and its steadiness in a gale, something like this: "She's as steady as a church." And it is a pretty good comparison at that. The Super-Six, the newest creation of the Hudson Motor Car company, in which vibration has been eliminated to a remarkable degree, showed its steadiness recently on country roads when used by the Essanay company to get pictures for the film drama.

As these pictures were to be used in a big production it was necessary that they be absolutely clear and steady, no jumping, no flickering. The Super-Six was as steady as a rock. The moving picture operator with his camera mounted in the front compartment reeled off foot after foot of picture. Not a jar, not a bump, marred the operation. The film came out perfect.

"Service Guaranteed" The Card We Had Up Our Sleeve



This Is the Surprise We Have Been Holding in Store for You

The Maxwell "Pay-As-You-Ride" plan of selling automobiles has proven to be such a huge success that we have decided to go one better than that in offering with each car sold a FREE SERVICE BOOK which guarantees you one hundred and twelve one-half hours of free service.

This is done in a spirit of legitimate co-operation. (Co-operation between the buyer and dealer.) We want you to know that we are taking a keen interest in your Maxwell even after you buy it. We want you to keep your Maxwell in the best condition and we want to prove to you that our promise of service is a bona fide guarantee backed by service coupons which are good not only in Omaha, but at any local Maxwell Service Station.

This service book is valued at \$42.00 and contains 112 coupons, each good for one-half hour of service. So when you buy a Maxwell you get, not an indefinite service promise, but an iron-clad guarantee with your dealer's signature attached.

We have recently moved into larger quarters where we have one of the largest service and repair shops in Omaha. In addition to this the Maxwell factory maintains in Omaha a supply building where a stock of parts is carried sufficient to supply the five surrounding states. This insures prompt service in securing Maxwell parts when they are needed.

Just a Word Regarding the Maxwell

You must know by this time that the Maxwell is something more than an automobile. It is a definite known quantity to all who have investigated its merits. It is an automobile which we stand ready to compare with any car selling for \$1,000. Not only do we stand ready to compare but ready to prove that it is the best buy in the automobile market today for the money if you are in the market for an automobile selling at \$1,000 or less.

This thousand-dollar product at \$655 is made possible by a gigantic production of 70,000 Maxwells---70,000 new, factory-built, completely-equipped automobiles that public demand has shown to be necessary during the present season.

Complete Specifications---1916 Maxwell

Four-cylinder motor; aluminum cone clutch; unit transmission bolted to engine; 3/4 floating rear axle; left side steer, center control, 55-in. tread; 103-inch wheel base; 30x3 1/2 inch tires on demountable rims; weight 1960 pounds. Motor—Bore, 2 5/8 inches; stroke, 4 1/4 inches; cylinders and crank shaft integral; detached head; oil reservoir of aluminum; valves, 1 3/16 inch diameter, located on right side and completely enclosed. Crank Shaft of exceptional size and strength and fitted with large bearings. Cam Shaft and cam drop forged integrally from solid bar of steel. Ignition—Simple high tension magneto. Cooling—Tubular radiator and fan. Thermo-siphon system with large inlet and outlet connections. Lubrication—Splash system with positive oil pump delivering oil at four points and maintaining constant level. Carburetor—Special atomizer type; dash adjustment to suit starting and running in any climate. Gasoline is supplied by gravity. Clutch—Aluminum cone clutch; faced with multibestos lining; clutch runs in oil and takes hold smoothly and without grabbing. Transmission—3-speed selective type enclosed in aluminum case, which is bolted to flywheel housing. Main transmission shaft has Hyatt roller bearings in front end and bronze bushing, babbit lined, at rear. Jackshaft has phosphor bronze bushings; gears are nickel-plated steel, heat treated. Instrument Board—Carburetor adjustment, speedometer, lights and ignition switch, battery regulator switch and ammeter are carried on this board within sight and easy reach of the driver. Lights and ignition switch, ammeter, fuse box, battery regulator are contained in metal housing called the electrical control unit, which can be easily removed for inspection or adjustment. Wheel Base—103 inches. Track—54 inches; 60 inches optional for South. Rear Axle—3/4 floating type, five Hyatt bearings; axle shafts of nickel steel; gear ratio 3.85 to 1. Front Axle—Drop forged I-beam section, extra long wheel hub, running on ball bearings. Springs—Front, semi-elliptic, 32 inches long, 1 1/2 inches wide, fixed at front, shackled at rear. Springs—Rear, 3/4 elliptic; lower half 40 inches long, scroll 16 inches long from center of spring shackled to spring seat, 1 1/2 inches wide, fixed at front to transmit drive, shackled at rear and mounted on a rocking seat. Tires—30x3 1/2 inches all around; famous make of anti-skid tires in rear. Starting and Lighting System—Dimmer-shuff unit motor and generator, mounted on left side of motor. Pressure by foot on plunger pedal starts electric motor and engages starter pinion with flywheel gearing, thereby spinning motor of car at a rapid rate, which insures immediate starting. 5-Passenger Touring Car.....\$655 5-Passenger Roadster.....635 5-Passenger Cabriolet.....625 5-Passenger Town Car.....615 5-Passenger Permanent Top Convertible Body.....595 F. O. B. DETROIT

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