

**CHALMERS ANNOUNCES  
A GREAT ENGINE**

Announcement Made in Last Issue  
of The Herald Created Much  
Comment in Alliance

Chalmers just announces the coming of a great engine which probably will cause no end of comment from the Atlantic to the Pacific.

It meets a condition long known to every engineer and most motor car owners—the rapid decline in the grade of gasoline.

It takes a low grade gas and makes high power out of it by two rather ingenious devices known as a "hot plate" and a "ram's horn" manifold.

Also it overcomes in a marked measure the trouble one often experiences in starting an engine on a cold day.

The Chalmers engine starts in a jiffy in zero weather and runs in a few seconds with almost midsummer smoothness.

"I have already had quite a few of these current Chalmers containing the great engine," said Ed Henry of Lowry & Henry, local dealers, "and the contentions made by the manufacturers are rather modest in comparison with the wonderful results I have observed."

"I understand there are more than 1,000 Chalmers containing this great engine now in service and I am also informed that it was with this engine that Joe Dawson made his famous 24-hour record at Sheephead Bay, when he traveled 1898 miles in 24 hours, which was farther and faster in a day than man has ever travelled on land, air or sea."

To take a look at the great Chalmers engine, you would be tempted to believe it was just exactly like any other engine you ever laid eyes on. It is simple, compact, and looks like the work of a master mind.

"However, in two little devices, both of which are visible to the eye, lurks the great secret of the great engine."

"Everyone who knows anything about an engine knows that the main problem is to get the gas in just exactly the right point of vaporization in the combustion chamber at the moment of explosion. In my mind, this Chalmers engine reaches very close to 100 per cent perfection in this respect."

"After the gas leaves the carburetor it moves up to the throat of the manifold where it hits the 'hot plate' at an angle, is heated and 'cracked up' into very minute molecules, and is then passed into the famous 'ram's horn' manifold, which, by means of its easy curves, or what the engineers call 'easy air bends' permits the gas to pass on to the combustion chamber without the slightest handicap of any sort."

"In many engines of the present day the intake manifold is cast in the form of a tunnel right in the engine block. The interior naturally is rough, which causes a clogging up and condensation of gas before the gas reaches the combustion chamber. The result is that a great deal of raw gas passes the cylinders into the crank case, diluting the lubricating oil and sometimes causing a burned bearing or two. But, of course, this is not nearly so important as the great wastage in the gas."

"The great Chalmers engine wastes

an almost infinitesimal amount of the original gas leaving the carburetor and delivers almost 100 per cent result from a given amount of gas. The result is naturally more power, quicker acceleration, longer life, and far more smoothness, with a marked economy."

This engine in the current Chalmers is now on exhibition at the local Chalmers salesrooms.

The saddest words of tongue or pen, the saddest are it needn't have been. If we'd only had the sense or luck it would have saved us many a buck. But next year on September

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**ADAM LIAR'S COLUMN**

**A Little Sense and Money**

Three Deutchers were marching homeward (called Fritz and Karl and Heine). They'd walked many a mile around, though their load was not so tiny. 'Twas a Sammy that they held clasped in their arms so tightly, as they wandered over field and field, and talked Deutcher very lightly. "He's got a gas mask on," they said. "That's why he looks so funny, but when we see if his blood is red, the Kaiser'll give us money."

So they carted Sammy to Berlin—these Germans, Oh, so doughty! Right up to their God of tin, and dropped hi mon toes gouty. "Hey, Donner Blitzen, vas is dis?" cried Wilhelm to his funkies. "It is a Yankee, or we miss," said the emperor's brave monkeys. But when they unwrapped-Sammy's form, with all the stars spread on his breast, the Kaiser soon begged for a worm to chew to give him rest. For it was not an American boy these soldiers three had captured. 'Twas but a Company's mascot toy, with which they were enraptured. And it was built in Wilhelm's shape with mustache and tin arm. The servants could but stand and gape until ordered off the farm.

Moral—It isn't hard to fool the Dutch, if sense and money we use much.

When that lady patted that table on the head the other day and thought it was her husband, she must have felt foolish. Got mixed, eh, Ben?

When is a woman not a woman. Why, when she's a cat.

Verily, the welders of the double-cross are unlimited. There are many who grab an opportunity to use the system. But, we agree, it does not pay, and brings more grief to the "wielder" than to the subject.

It is said that the blight on Box Butte county's potato-crop fell alike on all—the rich, the poor, the fair and the Sallows.

So many bad things happen now. We cannot tell why or how. We hear Diphtheria's at our door and soon there will be many more. An auto and a wagon clashed, but luckily no one was mashed. Although unpaved Box Butte avenue is not improved—by the soft salve—the only antidote passed upon it by those who sit in judgment on it. But worst of all, I've got to tell, so do not run away pell-mell—for ladies' skirts are still going higher, not only here, but in Hawaii.

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1st, we'll dig our good old spuds or burst.

Mr. Harper may deceive many concerning his little escapade of last week, but we have it on good authority that he is a new graduate from the "Risen Sun School of Detection" and was merely trying out disguise No. 4.

Does any young man want a cook? You have no further need to look. For Verna, who is in a cell, says she would rather be in—well, with a young man who'll be her (Father C?) and get her away from all her bother.

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pector to investigate, and he wrote an elaborate report on the oculatory incident. A vast amount of red tape has been wound and unwound over this affair during the last few days, and Senator Pomeroy's office became interested to the extent of trying to save the postmaster's official scalp.

The senator's secretary was advised today, however, that the kissing postmaster will be dismissed from the service. First Assistant Postmaster General John C. Koons admitted that the punishment may seem a little harsh.

"If this were the only case of the kind we might deal with the postmaster more gently," he said, "but these things come in waves. We have had fifteen complaints of this character during the last two weeks and we are dismissing all of the postmasters. Any punishment short of dismissal would leave a bad impression in the community and bring the postal service into disrepute."

All of which means that kissing postmasters should have a care.

Where are you going Nov. 14th? All things are laid aside for that big entertainment at the Opera House. Season tickets \$1.10. Single admission 50c.

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