

## Government Crop Report

A summary of the November Crop Report for Nebraska and the United States has been compiled by the Bureau of Crop Estimates, United States Department of Agriculture, and is given herewith. It is interesting to note that a comparison of the potato figures with the estimates made by the Potato Committee in Omaha last May at the big convention held by the State Conservation and Welfare Commission shows that had it not been for the extremely dry weather during the growing season in Nebraska the potato yield would have equaled or been better than the estimate of the committee.

The committee's estimate of the 1917 Nebraska potato crop was 14,473,439 bushels. The government report given below shows a yield of 13,900,000 bushels.

	Nebraska	United States
<b>CORN—</b>		
Production this year.....bus.	260,000,000	3,190,000,000
Last year (Dec. estimate).....bus.	192,400,000	2,583,241,000
<b>WHEAT—</b>		
This year.....bus.	18,357,000	659,797,000
Last year (Dec. estimate).....bus.	68,550,000	639,886,000
<b>OATS—</b>		
This year.....bus.	112,406,000	1,580,714,000
Last year (Dec. estimate).....bus.	79,875,000	1,251,992,000
<b>BARLEY—</b>		
This year.....bus.	4,823,000	201,659,000
Last year (Dec. estimate).....bus.	3,080,000	180,927,000
<b>RYE—</b>		
This year.....bus.	2,699,000	56,044,000
Last year (Dec. estimate).....bus.	3,072,000	47,383,000
<b>FLAXSEED—</b>		
This year.....bus.	.....	15,459,000
Last year (Dec. estimate).....bus.	.....	.....
<b>RICE—</b>		
October 1 forecast.....bus.	.....	33,256,000
Production 1916 (Dec. estimate).....	.....	40,702,000
<b>TOBACCO—</b>		
This year.....lbs.	.....	1,190,000,000
Last year (Dec. estimate).....lbs.	.....	1,150,622,000
<b>POTATOES—</b>		
This year.....bus.	13,900,000	440,000,000
Last year (Dec. estimate).....bus.	7,665,000	285,437,000
<b>SWEET POTATOES—</b>		
This year.....bus.	.....	84,700,000
Last year (Dec. estimate).....bus.	.....	70,955,000
<b>ALL HAY—</b>		
This year.....tons	5,075,000	91,715,000
Last year (Dec. estimate).....tons	7,200,000	109,786,000
<b>APPLES (Agricultural Crop)—</b>		
This year.....bbls. (3 bus.)	845,000	59,200,000
Last year (Dec. estimate).....bbls.	567,000	67,415,000
<b>PEACHES—</b>		
This year.....bus.	.....	42,606,000
Last year (Dec. estimate).....bus.	.....	36,939,000
<b>COTTON—</b>		
September 25 forecast.....bales	.....	12,047,000
Production last year (census).....bales	.....	11,449,930
<b>KAPIRS (Six States)—</b>		
This year.....bus.	.....	.....
Last year (Dec. estimate).....bus.	.....	50,340,000
<b>PRICES.</b>		
Wheat per bus. Nov. 1, 1917.....cts.	192	200.0
Per bus. Nov. 1, 1916.....cts.	160	158.4
Corn per bus. Nov. 1, 1917.....cts.	150	146.0
Per bus. Nov. 1, 1916.....cts.	79	85.0
Oats per bus. Nov. 1, 1917.....cts.	52	61.7
Per bus. Nov. 1, 1916.....cts.	42	49.0
Potatoes per bus. Nov. 1, 1917.....cts.	106	128.0
Per bus. Nov. 1, 1916.....cts.	123	135.7
Hay per ton Nov. 1, 1917.....dols.	\$14.70	\$15.20
Per ton Nov. 1, 1916.....dols.	\$6.00	\$9.99
Cotton per lb. Nov. 1, 1917.....cts.	.....	27.3
Per lb. Nov. 1, 1916.....cts.	.....	18.0
Eggs per doz. Nov. 1, 1917.....cts.	34	39.4
Per doz. Nov. 1, 1916.....cts.	28	32.2

## "The House of Courtesy" HOTEL ROME

OMAHA  
Room with detached bath,  
\$1.00 up.  
Room with bath, \$1.50 up.  
Cafe prices most reasonable  
in City.  
Fireproof Sprinkler System.  
—Complete Safety.  
Management, Rome Miller

## CHALMERS COMPANY AN- NOUNCE A FINE CAR

Link Lowry Explains Present Stand-  
ing of This Big Motor Company  
Making Chalmers Autos

That the Chalmers Motor Car Company was never so financially sound and settled and is at this moment already on the highway to a new and greater era of successful production, are the high-lights of a statement just released by Lincoln Lowry, of Lowry & Henry, Chalmers dealers for this territory.

Mr. Lowry's remarks were inspired by the \$200,000 challenge just issued in the form of a national advertisement by the Maxwell management, now controlling Chalmers production; and further confirmed in a personal communication from T. J. Toner, Chalmers sales director.

"The absorption of Chalmers control by the Maxwell company," Mr. Lowry explained, "is a mere matter of finance. In no way has it retarded production or changed essentials at the Chalmers plant. In financial circles it is considered a remarkable coup, in the motor world it has been hailed as a distinctive precedent that will redound to the benefit of owners, dealers and both corporations involved."

"Unfortunately, all such far-reaching moves are accompanied by unfounded rumors and groundless predictions. Some are well meaning and others are deliberately malicious. It has been said in certain quarters, for instance, that have gone so far as to predict the closing of the Chalmers plant. Why, I have even heard such reckless statements on local streets, far removed as we are from Detroit, the only source of accurate and official information."

"It is not the intention of the Chalmers authorities to resort to argument and discussion in the columns of the press, but for fear that silence at this time may create a wrong impression the final answer, now published, is not only assuring to the skeptic but a stone wall to the tongue of gossip—and backed, if you please, by two hundred thousand dollars."

"This security, posted in a statement over the signature of Walter E. Flanders, the best evidence of Maxwell intentions and Chalmers plans for five years hence. There are thirty automobile companies at the present time making touring cars and roadsters in the Chalmers class, and it is with \$200,000 worth of confidence that Mr. Flanders has set out to out-produce fifteen of these makes in 1918 and twenty of them the following year."

Mr. Lowry then enumerated some of the outstanding features of the Chalmers-Maxwell combine. The Maxwell Motor Co., Inc., Walter E. Flanders, president, has taken a five-year lease on the plant and equipment of the Chalmers Motor Co., and the deal having been already consummated, Chalmers production is going forward uninterrupted under the direct control of the new administration.

During this five-year tenure it is the intention of the Maxwell officials not only to retain all the characteristic qualities of the Chalmers car but to have undisturbed all established policies, particularly as concerns the organization of Chalmers dealers and distributors, considered one of the model developments of the automobile industry.

Chalmers production is to be pushed with untiring effort and it is this announced program of intensive manufacturing that most emphatically answers any and all questions of Chalmers stability.

### SORPHUM PLANT IN GAGE COUNTY

A promising industry has been started in Gage county through the activity of the county agent. Early in the season enough seed was put out to plant 35 acres of cane and a number of people were interested in the establishment of a sorghum plant. A fine quality of molasses is being turned out and it is believed that next year will see the acreage doubled.

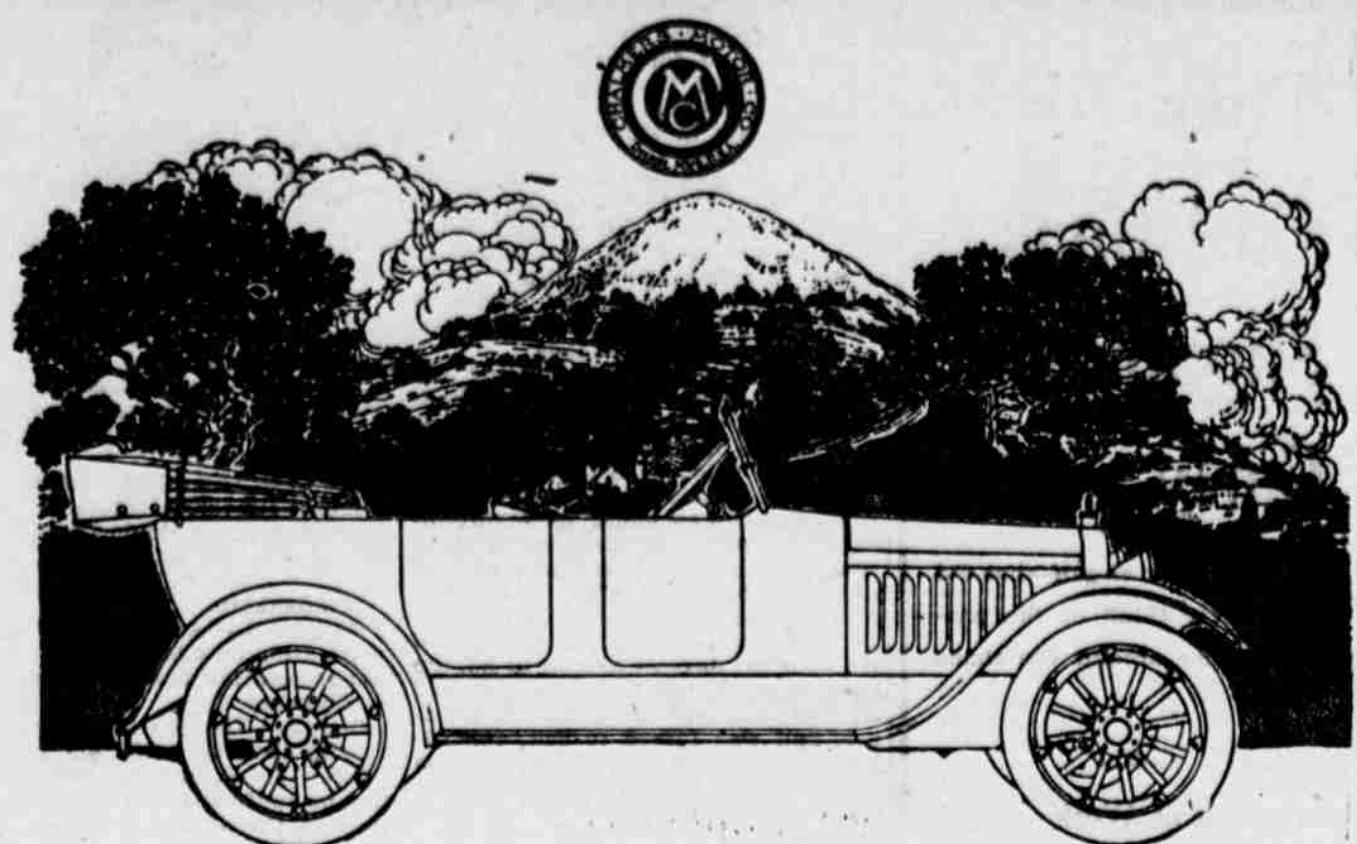
### NAMES OF SOLDIERS WANTED

The University of Nebraska is desirous of obtaining the name of every student, former student, and alumnus who is now serving in the war. Those having information along this line are asked to write, giving names and present addresses of the men, to Prof. G. R. Chatburn, University of Nebraska, Lincoln, in order that a roster may be made.

### Famous Collins Saddle

Best saddle made. Have stood the test for 50 years. Write for free catalogue.

Alfred Cornish & Comp'y  
Successors to Collins & Morrison.  
1210 Farnam St., Omaha, Neb.



# AN ENGINE YOU'LL NEVER FORGET

The great Chalmers engine, now featuring the current Chalmers car, arrived at a rare time in history.

With war on, and gasoline in use now as never before, there has been one result evident probably to most every man that drives a car—the rapid decline in the grade of gasoline.

Engineers never expect to see a high-grade gas again. In the face of this condition now comes the great Chalmers engine, which makes high power out of low-grade gas.

It makes "one drop of gas now do the work of two." It makes gasoline work as gasoline has never worked in an automobile engine before.

By means of an ingenious device known as a "hot spot," the gas, after leaving the carburetor, is warmed up (but not overheated) just before it enters the intake manifold.

Then by means of another ingenious device known as a "ram's-horn" manifold, it is skillfully passed on to the engine combustion chamber.

The secret here is in what are known as "easy air bends."

The result is that at the time when the gas is touched off by the spark plug it is "cracked up" into a perfect vapor for 100% results.

This device in particular is one of the most notable achievements in automobile engineering in many years.

Not only do these improvements on the engine create more power out of less gas, but they also make possible a quick starting engine on a cold day.

When you step on the starter button in a current Chalmers, you get results right off. And your engine begins to run with midsummer smoothness—no missing cylinders—no spitting—no hesitating—no backfire.

So noteworthy is this great Chalmers engine that one is tempted to overlook other notable improvements and perfections in the current Chalmers.

They are numberless, and once evident to the eye of a wise buyer, they win him.

To miss seeing the current Chalmers at our show-rooms is to miss the most recent and most talked-of car of the day.

TOURING CAR, 7-PASSENGER \$1450	TOURING SEDAN . . . \$1850	TOWN CAR LANDAULET \$3025
TOURING CAR, 5-PASSENGER \$1365	CABRIOLET, 3-PASSENGER \$1625	LIMOUSINE, 7-PASSENGER \$2925
STANDARD ROADSTER . . . \$1365	TOWN CAR, 7-PASSENGER \$2925	LIMOUSINE LANDAULET \$3025

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## Lowry & Henry Alliance, Nebraska

## CANADIAN SOLDIER'S IMPRESSIONS OF WAR

The Typographical Journal Publishes  
Following Letter in Printer's  
Language, from Soldier

The editor of the Toronto Weekly Sun, an agricultural paper, sends the Journal a copy of a letter recently received from a member of Typographical Union No. 91, now fighting in the world battle for democracy. The letter follows:

France, September 6, 1917.  
Dear Old Bomb-Proofer—As we go to press the artillery is piling Fritz's defenses, and, judging by the noise, a good bit of the dis. is going into the hell box. You can't see anything for smoke and dust. A year ago I thought we should have had the job run off by this time, but all I can do is give you a few impressions.

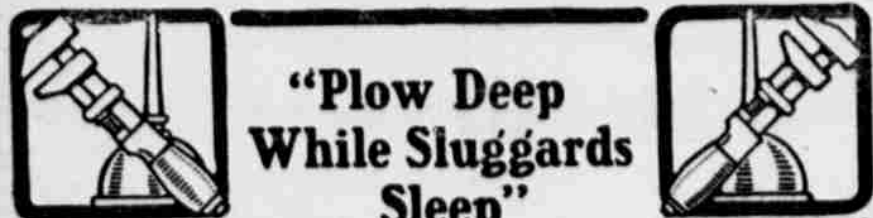
I have had a very lucky streak discomfort, we perhaps gain a couple of points. In fact, you hear more groaning when things are at their best than when we are really in difficulty. Sometimes the grippers won't grip, or the ink is too stiff, or there is too much reducer, or the stock is full of electricity. Occasionally the whole job is out of register, or the Russian half-tone doesn't show up, but we keep on smiling and working. I think we are nearly on the last form, and are going strong on the make-ready. Kerensky's plate may have to be re-etched or changed

here. Seldom does any one hold down a job in this shop for eighteen months. That has been my good fortune, and I have helped on a few of the special editions—the third battle of Ypres, the Somme and Vimy Ridge—and only once, when I took an impression too literally from a whizz-bang, have I been sent to the bank. I've dodged a lot of minion, nonpareil, and all the way up to forty-eight point bold face, and am still live matter. But war certainly knocks the serifs off a fellow's civilization. I don't suppose, though, that there are not ways in which we are improved by it. In resourcefulness and cheerfulness in all kinds of for a new one from Tokio, but we are hoping for the best.

The next job will be our peace jubilee number, and will be published next year at the latest, in Toronto. The Yankee insert will only be a supplement to our war number. It will be mostly color work; I don't expect they will add much to the text of the edition.

I hope this will find you and your "staff" in the best of health and spirits. I am happy as a lark myself. Drop me a line whenever you get an inspiration.  
Your old pal,  
F. L. HOLLINGSHEAD.

The Journal is informed that the writer of the foregoing has a wife and six children in Canada, twins having been born shortly after he left for the war front. In the days before the war Mr. Hollingshead had worked in Toronto and Winnipeg, where he was well and favorably known among the printers.



"Plow Deep  
While Sluggards  
Sleep"

We must have labor that won't strike,  
slack or quit to raise next year's crops.  
We must have

## Iron Men For the Farm

How tractors can take the place of men  
and horses is told by Philip S. Rose in  
the issue that is out today.

The COUNTRY GENTLEMAN

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