

# AUTOMOBILES

## THE BACKING FOR OUR ONE YEAR GUARANTEE

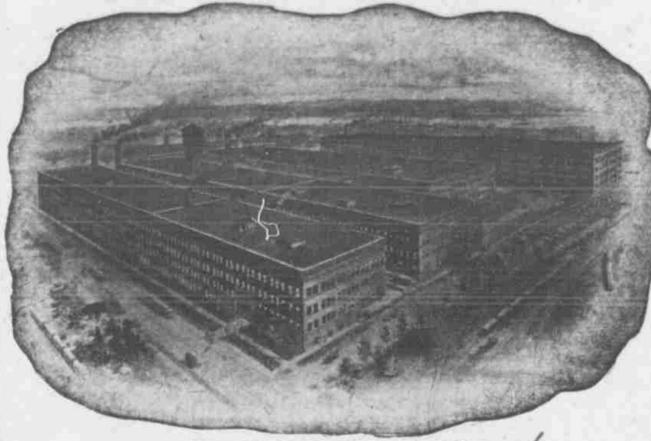
### AUTOMOBILES SOLD BY THE JOHN DEERE PLOW COMPANY

are guaranteed to be free of defect in material and workmanship, and defective parts will be replaced at the factory for a period of one year from date of sale with the provision that the factory shall be the final judge as to whether the break is caused by defect or abuse. Tires, batteries, coils and plugs are not guaranteed as only standard makes guaranteed by the manufacturers of the same are used.

### HAVE YOU EVER HEARD OF A DISSATISFIED VELIE OWNER?

No! It stands to reason, therefore, that the car is mechanically right. Built by manufacturers who know how and who have the reputation and ability to stand behind their products. The business of the Velie Motor Vehicle Co., Velie Carriage Co., and John Deere Plow Co., has been built up on merit and on that ground we solicit your attention and patronage.

## On Velie AUTOMOBILES



VELIE FACTORIES AT MOLINE, ILLINOIS

"Built for the Man Who Knows By Men Who Know"



JOHN DEERE PLOW CO., Omaha, Neb., the Largest Implement Distributing House in the World

### SPECIFICATIONS

40-HORSEPOWER — PRICE \$1,800 F. O. B. MOLINE

**MOTOR**—"L" type. Cylinders cast in pairs, 4 1/2 x 5 1/4 inch. Develops 50 h. p. or better. Has 2-inch valves, pump gear, idler gear and cam shaft runs on F. & S. angler bearings. Long, nickel babbitt bearings are used on crank shaft and connecting rods. Connecting rods and pistons are weighted, and motor properly balanced. The exhaust manifold is up and out of the way, to insure accessibility of valves.

**TRANSMISSION**—3 speed, selective type; mounted on short series timken roller bearings. Gears, square and jack shafts of highest grade chrome nicked steel. This transmission was calculated to carry a load for a 60 horsepower motor.

**REAR AXLE**—Full floating type, with bevel gear type differential. All gears of the highest grade chrome nicked steel, carried on short-series timken roller bearings. The back half of the rear axle housing is detachable, which allows the taking out of the differential, without interfering with any other part of the car. The accessibility of this axle is a great feature indeed. This axle is calculated to carry the load of a 60 h. p. motor. Propeller shaft is carried on timken roller bearings, supported by two Spicer universal joints, which is the highest type of construction and efficiency. Propeller shaft, drive shafts, chrome nicked steel.

**FRONT AXLE**—Is "I" beam, forged steel.

**WHEELS**—Artillery type, 34x4 in., on timken roller bearings.

**RADIATOR**—Honeycomb type, with cast-aluminum effect. This type of radiator is used on the highest priced automobiles.

**COIL BOX**—Circassian walnut, containing quadrate and magneto coils for our 2 separate and distinct ignition systems.

**DASH BOARD**—Circassian walnut, supported to the frame by aluminum brackets, aluminum toe board.

**SPRINGS**—Semi-elliptic front, and 3/4 elliptic scroll spring in the rear.

**CLUTCH**—3-piece disc—two of cast steel and one of bronze, with cork inserts, running dry. This clutch will positively not grab, and can be let in without any jerking to the car whatever.

**BODY**—5-passenger, made in touring car, roadster and toy tonneau types. Wood trimmings of circassian walnut, beautifully designed and finished and upholstered with the finest grade of leather. It takes forty days to paint a VELIE body.

**WHEEL BASE**—115 inches.

**TIRES**—HARTFORD quick detachable, 34x4 inches.

**THE CAR IS EQUIPPED WITH:** Splittor magneto and 4-unit system of ignition, having two sets of plugs to each cylinder; 3 oil lamps; 2 Rushmore headlights; 1 Rushmore generator; robe and foot rails in touring car tonneau; body ironed for top, muffler, cutout; foot accelerator; automobile horn; jack; pump; full kit of tools for various adjustments.

## JOHN DEERE PLOW COMPANY, Distributors 1902 Farnam Street

### HOW TO PRESERVE THE CAR

Timely Advice on the Best Way to Prepare Car for Winter Storage.

### SOME PREFER TO DRIVE IT

A Sealed Building is Not Desirable, as Dampness is Sure to Gather, to the Injury of the Machine.

"What shall I do to my car before laying it up for the winter to preserve the various parts in good order, and to insure its being in good condition when I have use for it again in the spring?" is a question asked by many motorists. There is really no necessity to abstain from using a modern car in winter months, for there is no more reason why it should be put out of use because of a few degrees of lower temperature or a slightly increased rainfall than there is in the case of a horse-drawn vehicle. There are many days and weeks during the period between autumn and spring when even the most "tender" can safely enjoy the pleasures of a forty or fifty-mile run. However, there are a great many who believe it the best policy to put their cars up until spring. A first essential in storing a car is to see that the building shall be reasonably free from dampness and well ventilated.

A building hermetically sealed, heated or unheated, is not desirable. Dampness is certain to exude from the ground and walls, especially after the colder spells and in the early spring. A well-ventilated building will compensate to a great extent the certain amount of dampness which must accrue in any event during the winter, but the circulation of air will disperse this on brighter and drier days. If heating apparatus is in position in the garage so much the better, but it is not by any means essential to the well being of the car if reasonable precautions in the matter of ventilation be taken. To counteract floor dampness a thick sprinkling, say half an inch to an inch in depth, of dry sawdust may with advantage be put on the floor before finally leaving the car, but not until all other matters referred to have been attended to.

### Tires Should Be Reaired.

The weight of the car should be taken off the tires and wheels by means of jacks or wooden blocks supporting the front and back axles. Where detachable rims or wheels are used, it will be advisable to remove these and put a thin coating of grease on the metal parts liable to become rusted by disease. In the matter of tires, the removing of them is quite optional and although, perhaps, if the time is available, it would be an advantage to remove them and clean the rims—storing the covers and tubes in a dry, dark place—it is not essential for their well-being if air pressure, slightly below the normal is retained and

attended to periodically during the winter. Gasoline and oil should be drawn off into cans and the water run out of the engine, radiator, etc. Most careful attention should be spared to make sure that all the water is cleared from cylinders, radiator, water pump, pipes, etc., and the drain taps and plugs should be left open and detached respectively.

It is not advised that the cylinders should be washed out with kerosene until just prior to re-use in the springtime, but by copious doses of lubricating oil insure that cylinder walls and pistons are well coated with oil. Drain out the base chamber, leaving the taps open, or the plugs out, so that sediment may gradually find exit.

**Leave the Magneto Alone.**  
As regards accumulators, it is better to discharge and recharge them, say once a month (discharging to 33 volts or so by means of a small lamp), while not in use, rather than the alternative, k. e., draining out the acid and swilling out with clean water, for they are then available immediately they are required in the spring, and the otherwise necessarily careful recharging is avoided. The magnets should be left in position, untouched, but the clutch, if of leather cone type, should be well dressed with oil and retained from contact with the flywheel by securing the clutch pedal with wooden block or rope.

If time be available and a great deal of trouble be not involved, a better plan than securing the clutch pedal in a position held "out" against the pressure of the spring is to release the latter altogether by slackening back the adjusting nuts. The upholsterer if leather or imitation, may with advantage be treated with a small quantity of leather dressing, well rubbed in, and, of course, all bright steel parts should be greased. A coating of oil on brass and copper parts will preserve them and avoid serious tarnishing. The bulb of the horn may well be removed and taken into the house and kept in a living room, in a position neither very hot nor the reverse, but perfectly dark, to preserve the rubber.

### HEROIC JOLT FOR HICCOUGHES

Almost Disrupted the Family, but Reached the Spot, All Right.

Here's one that's just as true as if it were copied verbatim out of a spelling book—true, notwithstanding that the names are omitted owing to a fool promise that one was talked into making before the story was narrated. An excited man rushed into the office of a banker with his mouth full of words. "Say," he panted, "you remember well enough that I was in here for two hours this morning, don't you—maybe two hours and a half, but two, anyhow?" The banker nodded that he recalled that fact. "Uh, huh," went on the excited man, slightly relieved, "and those two hours or more included the hour between 10 and 11 o'clock, didn't they? You remember that, don't you?" "Ah, I'm glad you remember. Now, if my wife calls up and asks you if I was

here right in sight every minute of the time from 10 to 11, you could tell her so truthfully enough, couldn't you? Good! What do you think? You know that fellow Smith that lives right next door to us? Always seemed like a nice fellow, but what do you s'pose he did this morning? On his way by the house he tells my wife that I've just been arrested for insulting a woman down on the public square about 10:30, and that I then got into a fight with her husband, who managed to punch my face for me before the police got there. "Smith thought I'd be a great joke, I s'pose. Yeh, funny one, wasn't it? And now my wife's called me up and won't believe there wasn't anything to it. Says the reports may have been exaggerated, but surely something must have happened. Gawd! I'm glad you're able to prove an alibi for me. Well, I must get along. This thing's upset me so that I've had to let my work just sort of slide."

The banker waited for the wife to call him up, intending to do everything in his power for the acquittal of his friend. In about three-quarters of an hour the friend came rushing in again. This time he was smiling and was less excited. The banker waited for the wife to call him up, intending to do everything in his power for the acquittal of his friend. In about three-quarters of an hour the friend came rushing in again. This time he was smiling and was less excited. The banker waited for the wife to call him up, intending to do everything in his power for the acquittal of his friend.

### DRY CURE FOR A COLD

Revival of an Elderly Specific that is Simplicity Itself.

A Paris physician, P. L. Romme, has recently announced a new cure for a cold in the head. This bothersome old opponent of peace and sleep has met its Waterloo, in the reality, Dr. Romme's cure is said to have been discovered 156 years ago by an English doctor named Williams, well known at the close of the eighteenth century. The remedy is simplicity itself. All one has to do is to abstain from all fluids during a period of twenty-four or forty-eight hours, starting from the moment when the sufferer feels the first irritating symptoms of a "cold in the head." Bread, fish, vegetables, "white" meat and pudding may be eaten, but beverages should be taken in very small quantities—a spoonful of tea, coffee or milk in the morning and a small glass of water before going to bed—or, if possible, not taken at all. It is not necessary to remain at home. The dry cure, in fact, is more rapid and complete if the sufferer breathes in the open air. Dr. Steinberg, a Vienna authority, has modernized it by forbidding soup, and even the small quantity of tea or milk of Dr. Williams' system. But he allows a small glass of wine and water during the day.—Lester's Weekly.

### ATLANTA SETS A NEW RECORD

Opens the Fastest Automobile Track So Far in This Country.

### STRANG IS THE STAR DRIVER

When He Enters Race the Others Might as Well Put Their Cars in the Garage.

Atlanta filed the motoring public eye lately, for the southern metropolis of the south which the Georgians like to call it, especially those that live in Atlanta, made a national effort in touring racing and in an automobile show. It was a combination of three in one which gave Atlanta national advertising, and attracted to that city a fairly large section of the automobile trade, automobile tourists, and the followers of racing.

Atlanta has done what no city in the north, with only two exceptions, has done, and that is organized and successfully carried out a national show. The city also, in an automobile track racing way, established a standard for the world, as the Atlanta track has proved itself to be the fastest and safest ever built, and the records established are faster than any other track with the exception of the Brooklands at London. Any two-mile track built in the future must compete in a record way with the one at Atlanta. There was not an accident of a serious nature for the entire week, and in that also the men of Atlanta have made another record.

As for the tour from New York to Atlanta, it was the most enterprising event of the kind as well as the most successful ever undertaken in a touring way. Immediate results may not be had from all that was done by the New York Herald and Atlanta Journal, the builders of the track at Atlanta and the promoters of the automobile show, but as so many must be reaping, there is yet time for a harvest, and the seed sown will surely bring forth fruit a hundredfold.

### Strang Is the Star.

The racing was remarkable inasmuch as it introduced to the public Lewis Strang with the highest power racing car yet seen in this country. It was like taking marbles from a child to allow Strang to take the first money. The man who came most prominently to the front in the races was Ray Harroun and his Marmon car. Harroun, who is an expert mechanic and has built an aeroplane, is a great driver. Louis Dierow of Jamaica, L. I., drove the most spectacular race of the meet, when he passed George Robertson so hard that the latter broke a chain, and before he could recover, Dierow had won the \$1,000 and the trophy. It was a cruel blow to George, as he had no doubt figured out before he reached the 117-mile post, when his chain broke, what he would do with the money.

It proved that the Rainier car can stand the pace without injury, and that is worth much to the Rainier people. The Stearns did well also, as its amateur driver took two firsts and two seconds.

The Fiat was placed thirteen times in the thirty-two races, scoring nine firsts, one second, and one third. Of course the Fiat, like other cars, was only eligible for certain races. The Marmon scored eleven times, with four first, four seconds, and three thirds. The Marmon had two drivers, so did the Fiat. The Chalmers scored twenty-three times, the largest in number of any make of car, with two drivers. It got five firsts, eleven seconds and seven thirds. The Buick with three drivers, scored seven times, four firsts, one second, and two thirds. The National, with two drivers but with the burden almost entirely on the shoulders of Alken, won eleven places, four firsts, five seconds, and two thirds. Allen won all places with the exception of one, which was the best individual score of the meet. The Benz got one first and three seconds, Stecker taking the first, and Oldfield the three seconds. The Apperson, with one driver, got one first and three thirds, and the Rainier, with one driver, two firsts and one second. The Renault, with three drivers, had to be contented with three thirds.

### REDEEMING POSTAGE STAMPS

Clerk Tells of Men in Hard Luck Who Try to Get Uncle Sam to Cash In.

The clerk at the stamp window of the branch postoffice pushed back a 5-cent stamp that had been offered to him.

"Sorry," he said, "you can't buy a 5-cent stamp with that; it's against the rules."

The man who had tendered the stamp looked disappointed, but went away without a word, and the clerk turned to a friend who had been lounging near the window. "You'd be surprised to know," he said, "how many people try to cash in stamps here. Some want me to buy them back at their face value, others want stamps of a lower denomination, like that fellow. But I've never had a man ask me for two 5-cent stamps for a ten, or two twos and a one for a five. They all want to realize a few cents in actual money." "That's queer," said the friend. "Can you explain it?" "They're broke," answered the clerk; "down and out, you understand. They dig up some old postage stamps they've been carrying in their pockets for weeks perhaps and try to raise enough cash to buy a frankfurter and roll or a loaf of bread. I know what I'm talking about, because I got actual proof on one occasion." "A fellow came to the window on a cold night last winter. He wanted to buy a postal card and tried to pay me with a 5-cent stamp. I was going to turn him down, as the department instructs me to do every time, but he seemed to be so

### POLITICS AND THE FARMER

Lure of the Game Puts on Iowa Man of Many Acres on the Tobacco.

Twenty-five years ago, there lived near the town of Odebolt, Ia., a prosperous farmer named Hiram C. Wheeler. He had 18,000 acres of the best land in Iowa, and he farmed on the department store plan; that is, he tried all kinds of farming suited to the greatest of farming regions. He employed the best help at the head of each branch of farming, cultivation, harvesting, feeding and shipping the crops was carried on in a wholesale and scientific manner. His livestock usually topped the Chicago market, and commission men would even handle his shipments at a loss, in order to have it said they had been trusted with a Wheeler's commission. His wheat was out at a certain stage of maturity, thus insuring high grade product. His dairy was selected by experts, was well-fed, well-housed, and paid dividends, as did every branch of the great farm. Just what his income was is uncertain, but thus in position to know said Wheeler made more each year than the president of the United States, probably from \$5,000 to \$75,000 a year.

Then fell an evil day when Wheeler was tempted to enter politics. His party, the republicans, wanted a man to run for governor, and selected Wheeler, because he was a good man and because the farmers' alliance movement had made a farmer candidate the most likely. But the party was split over the prohibition question, and the opposition won with another farmer, Hon. Jesse Hales. The defeat crushed Wheeler's spirits, the profits of the farm decreased, became a loss and he sold out for half what it was worth. In Texas he tried again, first in the dairy business and then to raise figs. But neither proved a success. The big fortune dwindled and at last reports, Wheeler was penniless in Chicago, an example of what politics can do to a good farmer.—Atchison Globe.

### BIG INDUSTRIES IN JAPAN

Extensive Development Shown in All Directions and Plans for More.

There is not less than 1,500,000,000 tons of coal deposited in Japan. This coal is now being mined at the rate of 14,000,000 tons a year. The coal seams usually vary from three to eight feet thick, and are mostly so conveniently situated that they can be worked by incline, there being very few shafts in operation yet. Some shafts are, however, being sunk to a depth of 1,000 feet, and two 300-foot shafts have just recently started working.

In the north, in the island of Hokkaido, a coal field containing thirteen seams, of which the thinnest is three feet thick, has been discovered. In another part of the same island twenty seams have been found, five at least being workable, while in still another district there are three excellent seams, of which one is twenty-five feet thick and of great extent. In the south, in the island of Kyushu, the coal measures are at least thirty miles long by from eight to sixteen miles wide, and are estimated to contain 60,000,000 tons, or about half the entire quantity in sight in Japan.

The Japanese coal mines now employ nearly 60,000 hands, the annual per capita output being 260 tons. The largest mine in Japan—shaft forty-one by twelve feet, 286 feet deep, and a daily output of 1,100 tons. Nearly all the cutting in Japanese mines is done by hand, but machinery is being introduced and it is hoped that cost of production will be reduced. So far as coal is concerned the industrial future of Japan seems well assured.

The initial output on the Imperial Steel Works at Wakamatsu, Japan, was unexpectedly heavy, and this handicapped the enterprise somewhat; but the government seems determined to persevere, and no doubt they will meet with success financially before long, as they have already attained success mechanically.

Heavy artillery, big guns for battleships, etc., are now being made in these works, and it is intended to so extend and develop the concern as to render the Japanese admiralty practically independent of foreign steel and armament makers. The largest shipbuilding establishment in Japan is the one at Nagasaki, founded, as already mentioned, by the government in 1857. In 1884, however, this yard was sold to Baron Iwasaki, its principal owner, and is now known as the Mitsui Shipbuilding Works. When the undertaking was sold by the imperial authorities 800 men were employed. Today 5,500 are employed. It was not until 1888 that the first 5,000-ton steamer was launched—the Hitachi Maru, for the Nippon Yusen Kaisha. The construction of this vessel, equipped with the ship subsidy law, of which it was really a product, marked the beginning of a new era in Japanese ship building. Improvements and extensions followed rapidly and the Mitsui Shipbuilding Works is now one of the best equipped establishments in the world.—Cassier's Magazine.