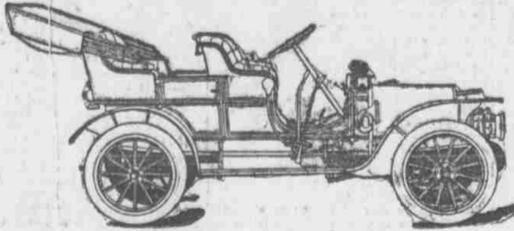
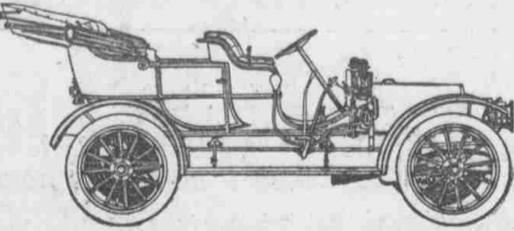


Strange As It May Seem, the Average Automobilist Does Not Know AUTOMOBILE COMFORT

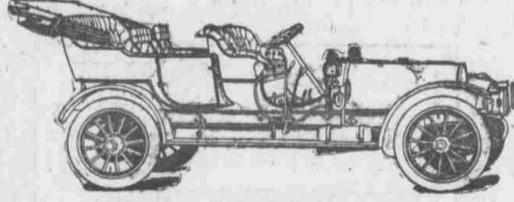
The answer is FRANKLIN...



MODEL G TOURING CAR \$1,850. (TOP EXTRA.)



MODEL D TOURING CAR \$2,800. (TOP EXTRA.)



MODEL H TOURING CAR \$3,750. (TOP EXTRA.)

Nor does the average man know the sensation of flying in an aeroplane, and he never will unless he tries it. In the same way the automobilist does not know comfort until he uses a really comfortable automobile. He judges easy riding by what he is used to and may permit himself to be satisfied with an standard far below what he might enjoy.

Not to have full comfort is to miss the best part what one will get in comfort, not what he thinks or believes, is what the automobile buyer wants to know. Only in this way can he get the proper standard of comfort.

Find Out

If you think the ordinary automobile is as comfortable as a Franklin the thing to do is to make a comparative test.

If you think the rigid steel frame and semi-elliptic spring construction commonly used in any way equals the Franklin full-elliptic spring and wood-frame flexible construction an investigation will be a revelation.

If you think a certain amount of jarring and jolting must be endured your understanding of what you are entitled to is wrong. Jars, jolts and vibrations from road shocks are no more necessary in an automobile than in a fine carriage.

Our Idea of Comfort

The Franklin idea of comfort is not how fast you can drive and not how the passengers sit, but how far and how fast you can drive with perfect ease and enjoyment. Built on this idea, the Franklin is always comfortable. It makes the best time; the passengers do not suffer fatigue. The automobile itself is not racked.

And comfort is more than easy riding. If an automobile is comfortable it is proof that it is a good automobile. If it is comfortable it does not pound itself; it does not deteriorate and rattle. It is easy on itself and on the tires.

Comfort and Roadability

An easy riding automobile has the most roadability. Power alone does not give roadability. Unless you can drive along smoothly and constantly you are not getting the full advantage of the power.

That the Franklin has the most roadability and the greatest endurance is evidenced in many ways, and especially by the fact that its San Francisco-New York and Chicago-New York records have stood for years unbroken. Although the roads across the country have been im-

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Advanced Design

Comfort, light weight, simplicity—these are the features you want. They are the hall marks of advanced design. Comfort also means that you are sure of, means everything; simplicity means lack of trouble; light weight means economy and safety. On the basis of ability and staying qualities the Franklin is the lightest automobile made.

Air Cooling That Will Not Overheat

The Franklin new cooling system is the one great success of the year. The cooling system is the engine itself, there being no auxiliary mechanism—something never before accomplished. You really do not know that you have a cooling system for it requires no attention and gives no trouble. It will not overheat nor freeze.

Wrong on the Tire Question

The tire question, "problem" it is called, is another subject that is not understood. The standard usually accepted is wrong. The carrying of extra tires and submitting to delay and trouble are thought to be "part of the game," and so they are with the average automobile. But investigation—an effort to find out instead of accepting the common belief—will give you the proper standard. There is no tire problem with the Franklin. So reliable is the tire equipment that extra tires are not carried. The tires will not blow out. They give service for four times the mileage of the ordinary tire equipment. You can ask the tire manufacturers.

It is simple enough. Being light and flexible, the Franklin is easy on its tires. We do not stop there, but equip our automobiles with extra large tires so that the tires are not overloaded nor put under stress by fast driving.

Proof

1910 Franklins are not provided with tire carrying irons. At first purchasers were loath to accept them without such irons and with providing extra tires, but they do now—experience has proved our claims.

We have a long list of reports from owners showing almost unbelievable mileage without even a puncture.

Model G, \$1,850, a Challenge

While we take off our hat to the many manufacturers producing splendid automobiles of medium size at low price, there has not yet been one produced that equals Franklin Model G. We brought this model out in 1906. Its tremendous success has spurred manufacturers everywhere to an effort to meet its competition. But none has succeeded. Model G is the only touring car of low price that has enduring quality. So good is it, like any Franklin, that we would match it in a transatlantic contest against any automobile made, no matter what its size or price.

Six-cylinder Model H, \$3,750

No Franklin ever had less than four cylinders. In 1906 we brought out Model H other manufacturers, who had just begun making four cylinders and who had been building one, two and three cylinders while we had for years been making four cylinders, and the six was absurd. But we went right ahead, and today Franklin Model H is supreme in the six-cylinder class. Its increase in power is thirty per cent greater than the increase in weight. No other manufacturer has done this. Its upkeep is very much less than the upkeep of a four-cylinder of equal power. This is because it is lighter and because it has a very light fly wheel and is easy on all its parts and on its tires. For high power it is safer construction. A high-powered four-cylinder motor requires a heavy fly wheel, and a heavy fly wheel requires heavy construction throughout. A heavy fly wheel is hard on the mechanism and on the tires and is in itself an element of danger. To be ideal an automobile engine would not require a fly wheel. In the present development, however, the fly wheel is an undesirable necessity, but in a six it is less of a necessity than in a four.

Model D, \$2,800

Model D has long been the leader in the medium class. It is the best automobile for the average user. It is so well proportioned that it is large enough for touring and at the same time small enough for city work.

GUY L. SMITH, 2205-2207 Farnam St., Omaha, Neb. Phone Douglas 1970

CHAUFFEUR A PAID DRIVER

Pennsylvania Defines the Meaning of Term at Law in a Decision.

IS THE OWNER A CHAUFFEUR?

Judge Staake Hands Down a Lengthy Decision, Which Reverses Some Rulings and Throws Some Light.

PHILADELPHIA, March 26.—Through the efforts of the Quaker City Motor club, acting for the Pennsylvania Motor federation, a judicial opinion was obtained last week regarding automobile licensing in this state. Judge Staake, sitting in Quarter Sessions court, decided that it is not a violation of the automobile act of 1909, now in effect, for an unlicensed person, not a paid operator, to take out and run a motor vehicle with the consent of the owner. This opinion is in contradiction of the interpretation of the law given by Deputy Attorney General Hargett, and put into force by the state highway department.

Section 5 of the law reads as follows: "Every person desiring to operate a motor vehicle as a chauffeur, or paid operator, shall first obtain a driver's license." This carries with it the necessity of wearing the chauffeur's badge in a conspicuous place while driving. It was the general opinion that the law required only those who drove for hire to take out a license and wear the badge. But upon inquiry at Harrisburg, the law was interpreted by the deputy attorney general to mean that everyone who drove a car, save the actual owner, must fulfill the license requirements. Upon this, G. Douglas Bartlett, counsel for the Quaker City Motor club, planned a test case. On January 22 Stanley Cooper, a member of the club, was arrested for driving his sister's car without a driver's license. He was fined by Magistrate Scott \$10 and costs, amounting to \$18. Cooper refused to pay the fine, declaring that the interpretation of the law was unconstitutional. An appeal was taken.

Nearly a month later, the decision in the appeal was handed down by Judge Staake, who reversed the judgment of the magistrate and incidentally promulgated the first legal definition of the term "chauffeur" ever given in this state. The word is defined to mean a paid operator of a motor vehicle. The following paragraphs from the lengthy opinion may be cited as of interest to automobilists:

"The contention of the commonwealth is that the word 'chauffeur,' as used in section 5 of the act of April 27, 1909 (P. L. 253), means any driver of an automobile or one who drives or operates an automobile, and that the word includes not only professional or paid operators or persons who operate automobiles as employees, but all operators or other persons, whether they do or do not receive compensation, directly or indirectly, for their services in operating. Such a definition of the term 'chauffeur' would appear to be a strained meaning, and one contrary to the one given to it in general use and to the accepted meaning of the word as used in the various motor vehicle statutes enacted and in force throughout the United States, without—as we are persuaded from a careful inspection of the statute—a single exception.

In the thirty-eight states in which motor vehicle laws have been enacted, there is not one instance where the law has either

defined the word "chauffeur" to mean anything other than a paid operator, or employee, and where it has not been defined it has not been construed to mean anything else or anything more.

Protect the Public. The commonwealth contends that the purpose of the act was to protect the public. It would, however, appear that if, as the commonwealth admits, the owner of a motor vehicle "by reason of his registration and without any further license, may operate," the public is not as well protected under the act of 1909 as under the act of 1905.

We may ask if the public is necessarily protected by a licensed badge driver of a motor vehicle? No qualification is required of the person making application for a driver's license other than that he sign a blank and swear to it, setting forth his own qualifications, of which he is made the judge. The registration of a motor vehicle by the owner protects the public to the extent that the responsible owner of the vehicle is known and he is responsible for the acts of those driving it. Any person violating the speed or other provisions of the act can be punished, whether he be chauffeur, paid operator, owner or some other third person. The power of the State Highway Commissioner to revoke the registration of the motor vehicle upon reasonable ground, for improper conduct in its operation, where the punishment under the provisions of the act is not adequate, is an additional protection to the public. This penalty can be imposed for the misconduct of a son, brother or other relative of an owner and, besides, the relative of the owner can be punished by a summary conviction for his infraction of the law.

"The commonwealth also contends that the sense in which the legislature used the word 'chauffeur' is the sense in which it is defined by the lexicographers, and quotes the Century Dictionary's definition, 'the driver of an automobile,' and the Standard's, 'one who drives or operates an automobile,' but admits that it 'may be that it is now coming to mean the paid operator of a motor carriage by whatever means propelled.' When we consult Webster's latest dictionary, we find 'chauffeur' defined to be 'a professional expert in the operation of automobiles.' A professional expert is always paid and is usually paid well for his professional services. Brookhaus (German) gives the same definition. 'Chauffeur' is a French word, and it is not unreasonable to assume that this word being used in the act is followed by its English equivalent, 'as a paid operator.'

What the Record Shows. "Still, when the lexicographers disagree, we are more warranted in accepting the legislative definitions in other commonwealths, and the accepted understanding of the meaning of the word among motorists, namely, that a 'chauffeur' is the servant of the owner of a motor vehicle, hired to drive and attend to the car. If the brother of the owner of a motor vehicle becomes a chauffeur by his driving it with the owner's consent, then why should not the meaning of a carriage or other vehicle under like conditions become a coachman? Owners of motor vehicles are not prone to hire or loan them to inexperienced, reckless persons. The value of the motor vehicle itself and the responsibility of the registered owner, as we have shown, is a necessary deterrent.

"Affidavits filed in this case of men who are familiar with the operation of automobiles and have an extensive knowledge and experience with motor clubs all define a 'chauffeur' as a man who drives an automobile for hire. This is undoubtedly the common acceptance of the word. The

effort to secure uniformity of legislation in such an important matter is one of common knowledge. Inquiry satisfies the court that as far as the automobile industry and the users of motor vehicles are concerned, it would only be by a strained and unnatural construction and foreign to the accepted usage that the term 'chauffeur' could be made to include operators other than employees for hire.

"The National Association of Automobile Manufacturers and the American Automobile association use the word 'chauffeur' to mean an operator for hire, and it is the opinion of the court that the word, as we believe we have shown, has always been used in that sense in dealing with motor vehicle legislation. Believing this to be a fair interpretation of the language of the act, the judgment of the committing magistrate is reversed and the appeal is sustained."

MINNEAPOLIS CLUB IS ACTIVE

Has Been Making Big Boost in Membership List.

One of the most active clubs in the central western states during the last year has been the Minneapolis Automobile club, which is in a better condition, financially and otherwise, than ever before. During the last year the club has increased its membership by 150, the present total being \$75. Among the more recent incidents showing the activity of the club is the offer of a \$100 reward for the arrest and conviction of automobile thieves. Perhaps the most effective step taken to stop fast driving is the maintenance of a vigilance committee, the members of which are known only to the president. They report all cases of fast or reckless driving which come to their notice to President Lowry, and violators in such instances are notified that the club is aware that they are speeding their cars. Better roads for Hennepin county is another project which has been fostered by the club. The promoters believe it will result in giving a further impetus to motoring, as well as work toward the interest of property owners and others who use the thoroughfares. Means have been devised whereby the expenditure of funds for this purpose will be done to the best advantage.

CAUSE OF MUCH LOST POWER

Brakes Are Often Out of Adjustment and Need Attention.

Among the occasional causes of lost power may be numbered a certain derangement of the rear brakes which is not readily identified, and has recently befallen a New York automobilist. Without any warning, his car evinced a sad falling away in power, first speed being required for quite insignificant gradients. Nothing amiss was discovered in a brief survey of the most likely details, and at last, by a stroke of luck, the car was one day pushed out into the yard for cleaning, instead of being driven out. The car proved to be immovable with brake lever in the "off" position, but could easily be pushed with the brake three notches "on." This was the explanation of the lost power. Many rear brakes are operated by a shaped cam working in an oval space between the loose ends of two shoes. A rather inaccessible adjustment on the brake couplings had worked loose and lengthened the connections, so that the brakes were "on" with the lever at either extremity of its quadrant, and "off" with the lever in the center of its quadrant.

When you want what you want when you want it, say so through The Bee Want Ad column.

Benefits of Flag to Flag Auto Contest

F. Ed Spooner, Who Went with Pathfinder Car, Tells of Conditions of Race.

A score of entries are confidently predicted by the management of the flag to flag endurance and reliability contest, under Amateur Automobile association sanction and rules, which starts for the City of Mexico from Denver on Monday, May 2. For this event G. A. Wahlgren of Denver offers a massive trophy of symbolic design.

No one could be better acquainted with the conditions to be incurred and the value of this contest than F. Ed Spooner, the manager of the pathfinder trip.

Concerning this event Mr. Spooner has the following to say: "After having made the Flag to Flag pathfinder trip from Denver to the City of Mexico I am perhaps better posted with regard to the value of this contest to the trade than any other man. The trip, which is a safe gamble that of the 80,000,000 persons in the United States, few outside of Kentucky, know that here lies the body of Lieutenant John Fitch of the New Jersey Volunteers in the continental army. That does not signify much, but when you add that Fitch had a steamboat plying the waters of the Delaware river, seventeen years before Fulton started up the Hudson in the Clairmont, one takes notice.

It was in a little pool, near the present location, that the Continental army, later to become Louis XX of France, spent a day in Bardstown. He wanted to see the way, and George Washington mapped out his itinerary for him. The future king of France, being a devout Catholic, attended mass and was amazed to see Indians taking part in the service.

When he returned to Europe to marry the daughter of Francis I the first king of the two Sicilies, he told his prospective father-in-law of the work of the church in the wilderness of the new republic. This so impressed Francis that he sent the struggling chapel, now St. Joseph's cathedral, some priceless works of art. There is the Crucifixion by Van Dyke, over the altar. In the chancel are two Van Dykes, one of St. Peter, the other of St. Mark. Next the former painting is the Coronation

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Federal Hill was in the hands of a caretaker when the Mitchell Ranger party, which is taking a preliminary spin over the Glidden tour, drove up the broad roadway to the old colonial door, where the Rowan family for over a century and a quarter have welcomed their guests. White-haired old negro came forward, doffing his hat and asking "How can I serve the youngy massa?"

The house is a huge affair of red brick, two-storied and basement, with the huge flat-topped chimneys one only finds in the south and New England. It stands on a knoll, commanding a superb sweep of the valley, and its driveway is flanked with rows of noble oaks. It was here that Stephen Collins Foster, who was visiting the Rowans in 1837, wrote the score of words of "My Old Kentucky Home," which brought him immortal fame, and which has become the cradle song of that great state. It is a rather touching thing that a statue of Foster has been placed in the new capital at Frankfort, which was paid for almost wholly by the school children of Kentucky in sums ranging from a penny to a dollar.

The guide, Jim, who "was raised on Massa Jim Wilson's place, sah, 69 years ago," led the Mitchell Ranger party to the family graveyard in the security of a life well spent for God, country, family and friends. It is in one corner of the park and the inscriptions on the headstones and monuments show how much country and

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GLIDDEN TOUR OF KENTUCKY

Route Laid Out Through Country Overflowing with History.

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It was in a little pool, near the present location, that the Continental army, later to become Louis XX of France, spent a day in Bardstown. He wanted to see the way, and George Washington mapped out his itinerary for him. The future king of France, being a devout Catholic, attended mass and was amazed to see Indians taking part in the service.

When he returned to Europe to marry the daughter of Francis I the first king of the two Sicilies, he told his prospective father-in-law of the work of the church in the wilderness of the new republic. This so impressed Francis that he sent the struggling chapel, now St. Joseph's cathedral, some priceless works of art. There is the Crucifixion by Van Dyke, over the altar. In the chancel are two Van Dykes, one of St. Peter, the other of St. Mark. Next the former painting is the Coronation

The grave of Fitch was discovered in a peculiar manner. Some individual was delving through the old records of the court house and found a transfer of Fitch's realty to the landlord of the hotel in consideration of his keep for the balance of his life, a pint of corn liquor a day and a burial lot, which was specified as so many feet from the jail north and south from the cornerstone. The jail, by the way, is still in use.

Federal Hill was in the hands of a caretaker when the Mitchell Ranger party, which is taking a preliminary spin over the Glidden tour, drove up the broad roadway to the old colonial door, where the Rowan family for over a century and a quarter have welcomed their guests. White-haired old negro came forward, doffing his hat and asking "How can I serve the youngy massa?"

The house is a huge affair of red brick, two-storied and basement, with the huge flat-topped chimneys one only finds in the south and New England. It stands on a knoll, commanding a superb sweep of the valley, and its driveway is flanked with rows of noble oaks. It was here that Stephen Collins Foster, who was visiting the Rowans in 1837, wrote the score of words of "My Old Kentucky Home," which brought him immortal fame, and which has become the cradle song of that great state. It is a rather touching thing that a statue of Foster has been placed in the new capital at Frankfort, which was paid for almost wholly by the school children of Kentucky in sums ranging from a penny to a dollar.

The guide, Jim, who "was raised on Massa Jim Wilson's place, sah, 69 years ago," led the Mitchell Ranger party to the family graveyard in the security of a life well spent for God, country, family and friends. It is in one corner of the park and the inscriptions on the headstones and monuments show how much country and

state owe this distinguished Kentucky family. As the party returned to the house, old Jim waved his arm toward the woods, a mile to the west, saying: "You gemmen all see that wood lot? Well, sah, when I was a boy befo' 'twah, Massa Jack an' me, we all used to fight game chickens there all day long. Now the fool law come to spoil a gemmen's pleasure. 'Dead it does, sah. Why o'er yonder, in that thorn barn, you all can see, I've got some of the fines' game birds—' The old darky shook his head sadly, then breathed, "Yes, sah, times is done changed a heap since the wab."

GLIDDEN TOUR OF KENTUCKY

Route Laid Out Through Country Overflowing with History.

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