

FUTURE FOR POWER WAGONS

Activity Evincing by Thousands of Trucks Now Being Used.

MUCH HAS BEEN ACCOMPLISHED

Truck Industry in Swaddling Clothes, a Robust Infant Showing Every Indication of Early Development.

"I believe that the biggest thing about the commercial vehicle industry is its future," said E. H. Sprague of the Omaha Rubber company.

"Present activity in this field is evidenced by the thousands of trucks now running in all parts of the country.

"Compared with its extent in, say, five years, I consider the truck proposition still in swaddling clothes—a robust infant showing every indication of early development into staunch virility.

"Estimates of the number of commercial vehicles in use in the United States at the present time vary all the way from 6,000 to 20,000. Extreme optimists place the number of firms using power-propelled vehicles at 6,000.

"On Economic Operation. It is upon a foundation of economic operation and progressive results that the truck industry has been developed.

"From my own observation I can say that the makers have approached this big undertaking with the utmost sincerity.

"Producing a practical, demountable tire for the truck is, I believe, one of the most pronounced economy steps that has marked the development of the commercial vehicle.

"There are many good reasons why demountable solid tires are desirable. A very important one is that through their use service delays are reduced.

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"Through the use of demountable tires a workman is able to make replacements anywhere along the road, using simply an ordinary wrench and hammer.

"When the wheel is taken off it usually is necessary to lay up the truck for a day, perhaps longer, and the owner loses its service during this time.

CAUSE OF TIRE TROUBLES

Expert Declares that Too Much Care Cannot Be Given to Washers and Insides.

A veteran tire man, who has followed the development of the automobile from its inception, has the following to say regarding valves:

"It is a remarkable fact that the valve insides today are the same that were used twenty years ago on bicycle tires.

"My observation is that a great deal of tire trouble is due to leaky valves, and this is particularly annoying because frequently the real cause is not discovered until after the shoe has been taken off.

"Often, assuming that no difficulty has been experienced in taking out the inside, a new inside will not remedy the trouble, because the small external rubber washers rot and stretch so fast that they are quite likely to be defective.

"Great care is needed in inserting the inside, because it must be screwed tight to seat the washer, but if screwed too tight it may tear the washer.

"I have also seen persistent leaks through the check valves themselves. These valves are so infinitesimally small that it is impossible to tell by inspection whether they are defective or not.

"On several occasions during the last four years I have had a whole new valve put into an otherwise serviceable tube.

"An expert should be consulted in case of persistent valve trouble, he declared.

Modern Runabouts Combine Economy and Utility Needs

Modern runabouts are the cars of utility and economy. The two-passenger car has become a form of transportation indispensable to thousands of persons in their business life and equally valuable in the delivery of light merchandise.

quickly from place to place. Its right to perform such work is undisputed and its future is unlimited.

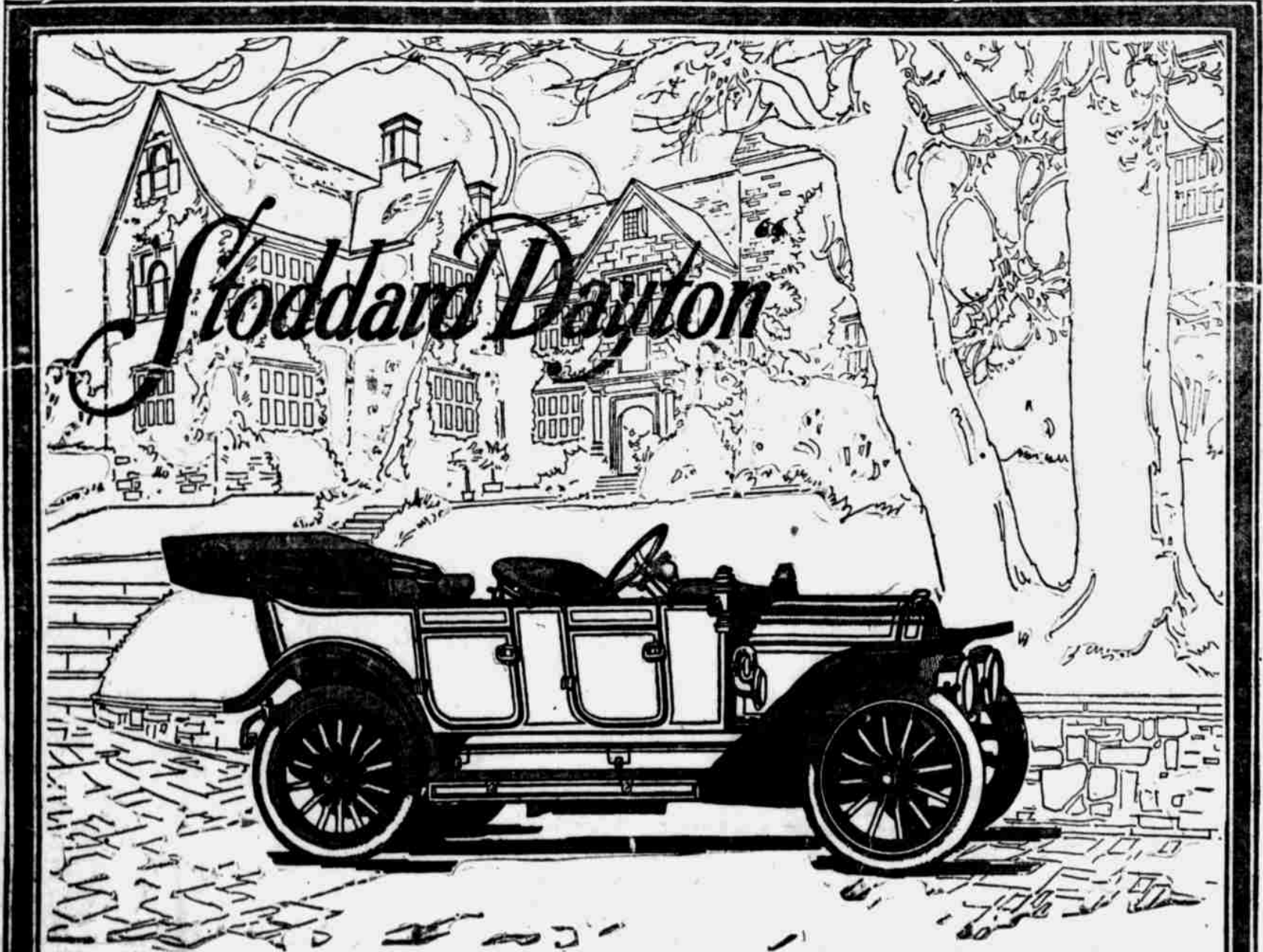
In their efforts to standardize the building of automobiles, the manufacturers generally have fastened public taste upon certain conventional types of cars.

field of the low priced economical runabout. A runabout, simply but thoroughly constructed, designed to meet the requirements and the pocketbook of the man who uses a horse and buggy.

In building such a car there are many factors which cannot be overlooked. They are essential features and not so vital to the car if it is used only for pleasure purposes.

Many an innocent picture is framed in silk. The woman who suffers in silence usually manages to make a lot of noise about it.

A man with a high aim in life seldom carries a gun. Birth is an accident from which some men never recover.



THE "Saybrook" is most aptly and sufficiently described as "complete."

No one feature stands out more prominently than another—there's no single device to catch the eye. There is every last detail of construction, finish and equipment in and on the "Saybrook" Touring Car to make it—complete!

Every detail on it we have tested and proven to be worthy before it finds a place on the "Saybrook."

"Saybrook"

Here are some of its features, which go to make it such a successful car; all of them as conducive in the highest degree to comfort in riding, long service, and wise investment.

These for comfort

BODIES NOT TOUCHING THE DASH—This sweeping improvement eliminates the sounding-board effect of the one-piece body; it prevents the irritating squeaks due to road twists; it refines the entire car into silence.

BODIES DO NOT TOUCH THE FRAME—Between the frame and body are placed rubber lugs. These cushions do away with the usual vibration ordinarily transmitted to the body from the running gear of the car.

SECOND SPEED TRANSMISSION HAS SPIRAL GRAB—The ratchety buzz of the second speed is thus soft-pedaled into an inaudible, smooth efficiency.

NEW TYPE RADIUS RODS—A universal joint, cross and yoke type (covered with leather boots to keep the dust out and the grease in), allowing for up-and-down and side motion.

ADJUSTABLE FRONT SEATS—Movable forward or back, to suit convenience of the driver.

WHEELBASE—Of 122 1/2 inches. Exhaustive tests proved this the most advantageous wheelbase for a comfortable 7-passenger car.

HARTFORD SHOCK ABSORBERS—Makes sure the riding comfort of the already perfect car.

SPRINGS ARE 2 1/2 INCHES WIDE—Permitting the use of fewer leaves and while making a far easier-running car, also makes for more strength.

These for long service

VALVE-IN-HEAD MOTOR—With four cylinders, 4 1/2 x 5.

MULTIPLE VACUUM EXHAUST PIPE—The same principle is utilized as in steam engines. It means a difference of 20% more power over other motors having same size cylinders.

EASY STARTING DEVICE—A priming arrangement that forces gasoline directly into cylinder ports.

WATER COOLING—A gear-driven pump keeps the water moving. Radiator has spreading manifolds. Casing separate from the core, so that strains on frame don't damage radiator.

POSITIVE LUBRICATION—A gear-driven pump forces oil directly to each crankshaft and cam shaft bearing. This means more oil when you want it and less when you need less.

GREAT BRAKING SURFACE—No car in America at anywhere near its weight has the brakes acting on such a great spread of braking area.

IMPROVED TYPE REAR SYSTEM—Full-floating rear axle. It is larger than formerly and carries, in this 1912 model, improvements that make it invulnerable.

These prove wise investment

DEMOUNTABLE RIMS—Quick detachable, demountable. Tires 36 x 4 1/2. An extra rim is furnished. Also tire irons.

COMBINATION ELECTRIC AND OIL LAMPS—Makes kerosene an optional reserve, and not a necessity.

WINDSHIELD—Of latest improved pattern is part of this equipment.

TOP AND COVER—Full mohair top and top boot are furnished to harmonize with the car. Storm curtains are also regular equipment.

STODDARD-DAYTON SERVICE—Does not cease with the purchase of a car by

you. Theniswhenit BEGINS. The pleasure part of Stoddard-Dayton ownership is the prompt and willing service rendered to car and owner at all times.

THE PRICE—Complete, as outlined above, (f.o.b. Dayton,) \$2800.

We will send you a catalog and, later, call upon you, if you wish. Or, see the Saybrook at our place. We will be glad to show it or give you any further information without obligating you in the least.

A positive oiling system, because—

A gear-driven pump forces the oil through separate pipes direct to each crank-shaft and cam-shaft bearing and to the commutator bearing.

As the speed of the motor varies the oil pump, being driven by a gear on the cam-shaft, likewise varies the supply of oil in exact proportion to the motor's changing requirements.

By this system a continual flow of oil is forced to each and every bearing.

An oil pressure regulator is provided by which you can give as much, or as little oil to the motor as the service demands.

Franklin "Little Six"

A small car with a six-cylinder motor—that is the story

30 H. P. \$2,800

The only car of its type --A Real "Little Six"

All the smoothness and flexibility of the big "sixes" without their expense. Light in weight, convenient in size, silent and swift on the road, it is—

The Car You Have Waited For

And it is the car that hundreds of prospective automobile owners are waiting for.

The position of the Franklin "little six" as leader among all small cars is assured.

Small in size only, Franklin Model M is big in comfort and ability—complete in equipment.

The motor is medium powered but the car is light weight and easy riding. Horse power in proportion to the load carried is big.

The "little six" is convenient in size, with ample room for the comfortable seating of five passengers but without the usual weight and bulk.

Graceful in design and proportion, the flush-sided body and the Franklin sloping hood give it a distinctive beauty. It is the car of the year.

Get My Dealer's Proposition

I have a few good points and good territory open for good live dealers. It will pay you to investigate the Franklin before closing up your 1912 contracts. Write at once for territory and terms.

Guy L. Smith

Omaha, Nebraska

Distributor for Franklin, Peerless, Hudson 33

See my exhibit, Space 14, Omaha Auto Show

Deright Automobile Company

Omaha, Nebraska

