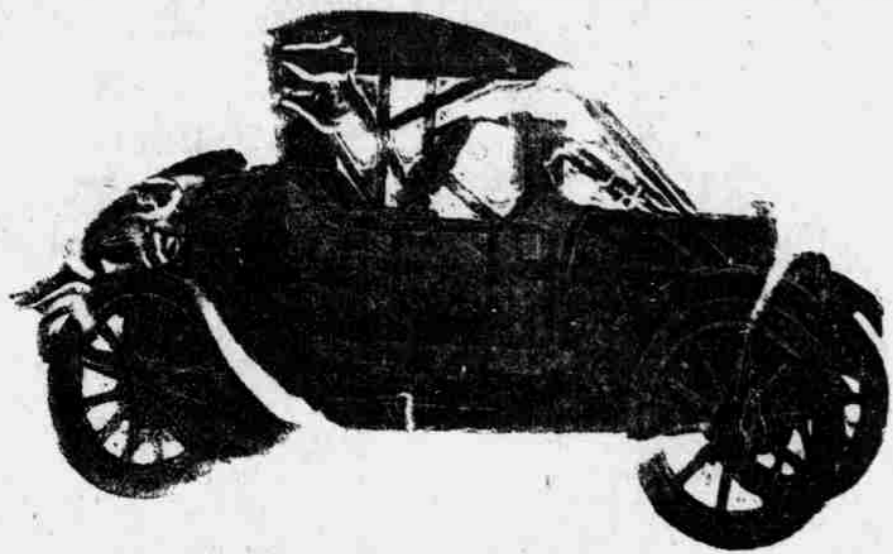
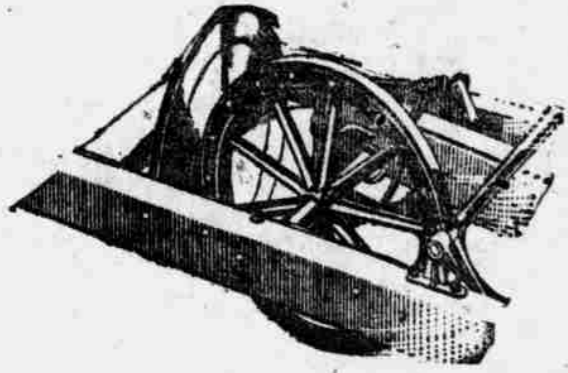


Cartercar

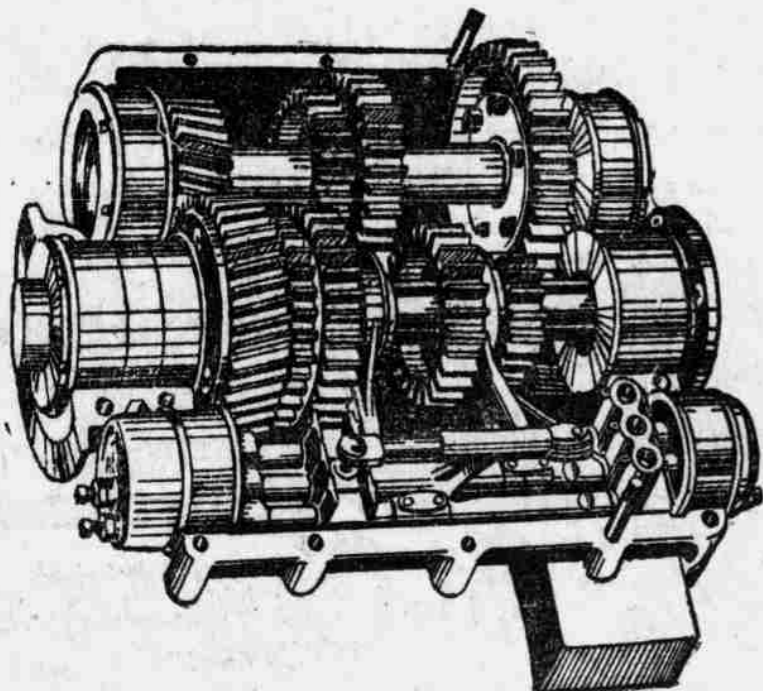


MODEL R—ROADSTER, 45 H. P.



TRANSMISSION OF CARTERCAR

Now, observe the patented Friction Transmission of the Cartercar. Consists only of two wheels without a single gear. Instead of three speeds you have an unlimited number. It's the simplest, most durable, practical and inexpensive transmission known. Absolutely nothing to get out of order, except the occasional replacing of a fibre wheel at a cost of \$3.00. The upkeep of the transmission we guarantee to be less than the cost of the oil for the gears in the transmission of geared cars. The closer you compare and the better you understand the Cartercar Friction Transmission the more it appeals to you.



TRANSMISSION OF GEARED CARS

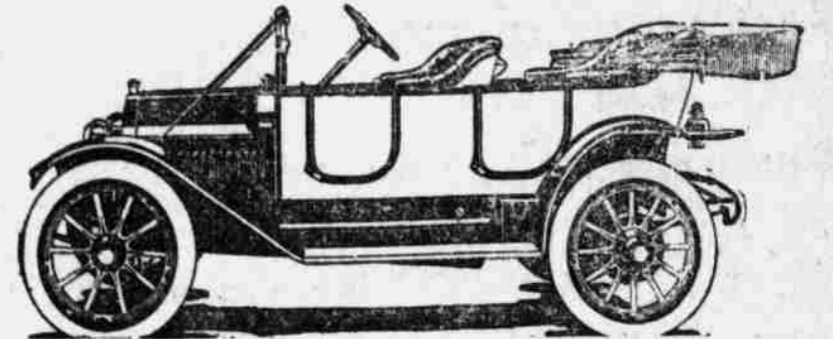
Herewith we show you the intricate transmission of the ordinary geared cars. Observe its numerous and intricate parts. Your three speed changes are obtainable by the shifting of these gears, which frequently results in stripping from one to several. The replacing of such gears is, indeed, very expensive and yet one of the most common troubles. Every driver of a geared automobile is in constant fear of grinding and grinding the transmission of his car to pieces. Geared transmission is complicated, hard to repair and a constant source of trouble. You always have gear trouble as long as you drive a geared car.

What
Manager
Foshier
Says

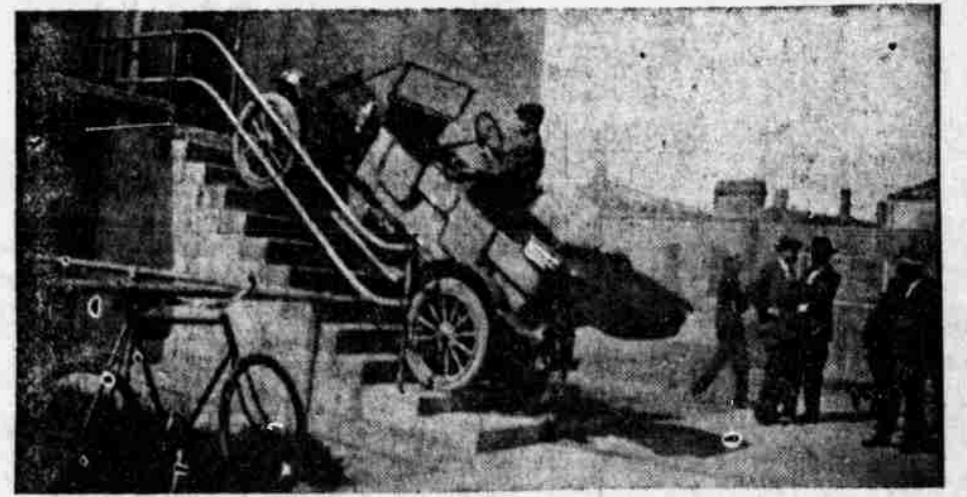


W. E. FOSHIER,
Manager Cartercar Nebraska Company.

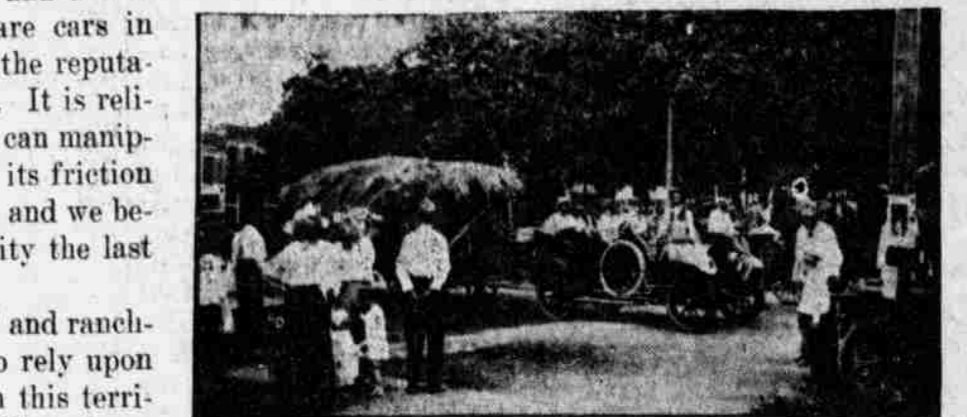
Record
of Daily
Perform-
ances



MODEL R—FIVE PASSENGER CARTERCAR 40 H. P.



Driving the Cartercar Up the City Hall Steps at Alliance, Neb.



5-Passenger Cartercar Hauling 3,100 Pounds of Hay in Auburn, Neb.



Cartercar Climbing a Sand Hill in Western Nebraska.

IN all sections of our territory performances similar to these are made by owners of cars. It does not take an expert with the Cartercar to do these stunts. While a year and a half ago in this territory the Cartercar was practically unknown, although there are cars in the state for the last five or six years that are still giving good service, but today the reputation of the Cartercar is established. Its universal good service is its strong point. It is reliable from every angle. It is very simple and very easy to handle so that a child can manipulate it and drive it without danger of slipping gears and getting into trouble for its friction transmission eliminates gears and many troublesome parts. It is the logical machine, and we believe the ultimate machine, judging from the way this car has sprung into popularity the last year or so.

The simplicity of its parts gives it its endurance. It is essentially the farmers' and ranchers' machine, where they do not have the benefit of garages and machine shops to rely upon and you do not need to be a mechanic to own and operate one. We have placed in this territory several times more cars this year than we had expected to do and are still selling them. To the man in town or country we would say you can't be too discriminating in the selection of an automobile, cars that are satisfactory in the city are frequently a failure in the country. We have in mind a man near our city who recently built a garage and fixed the road in good shape to go up to his house (he lives on the top of a steep hill) and bought a popular priced car and was unable to get to his house with it, owing to the steepness of the hill and was compelled to sell it and get a car that would negotiate the hill.

Service records of the Cartercar on the country roads have never been equaled. They are the most practical cars, because they give you the maximum service at the minimum cost. The Cartercar goes in deep sand, sticky mud and steep hills where the average gear car can not go. They give service twelve months in the year and require very little care and attention.

The superiority of the Cartercar friction transmission and chain-in-oil drive can no longer be denied. Its the simplest transmission known, having the fewest number of parts and is the most economical to care for. It eliminates all gears and you will notice in the cut that it just takes two smooth wheels to give you an unlimited number of different speeds instead of two and three that the ordinary gear cars give you. We would like to have you note the gears as illustrated in the cut and also the fiber wheel and the disc as illustrated in the Cartercar transmission.

We have all types of cars from the little roadsters to the magnificent seven-passenger "50." If you are interested in a car or thinking of buying, after you see all the others look at the Cartercar. We will be glad to have you write to any of our good agents or our General Agencies which we name below:

General Agencies—Cartercar Wyoming Co., Basin, Wyo.; Minnesota Cartercar Co., Minneapolis, Minn.; Colorado Cartercar Co., Denver, Colo.; Capital Cartercar Co., Lincoln, Neb.; Arizona Cartercar Co., Phoenix, Ariz. W. E. FOSHIER, President, Cartercar Nebraska Company.

OUR AGENTS--SEE THEM FOR PRACTICAL DEMONSTRATION OR WRITE US

W. A. Allen, Harvard, Neb.
P. M. Anderson, Filley, Neb.
J. H. Brownie, Spaulding, Neb.
Peter Burton, Ansley, Neb.
J. E. Beagle, Fairax, S. D.
J. M. Carper, Manly, Neb.
J. H. Dolph & Son, Hastings, Ia.
Capital Cartercar Co., Lincoln, Neb.
Henry Bormann, Chalco, Neb.
Arnold Hardware Co., Blair, Neb.
Louis Christensen, Harlan, Ia.
Andrews & Bilon, Kearney, Neb.
J. H. Capron, Ord, Neb.
J. A. Bodyfield, Ericson, Neb.
Hansen Bros., Walnut, Neb.
John Freeouf, Dorchester, Neb.

W. J. Erskine, Havelock, Neb.
H. Hoppe, Richland, Neb.
F. P. Hoy, Garfield, Neb.
Charles Harrier, Valley, Neb.
Frisbee & Fee, Elgin, Neb.
H. R. Fisher, Underwood, Ia.
H. C. Headington, Johnston, Neb.
Held Bros., Columbus, Neb.
Otto Hult, Wausa, Neb.
S. S. Hall, Pender, Neb.
Auburn County Cartercar Co., Exira, Iowa.
J. C. Eastburn, Scottsbluff, Neb.
Knox & Walters, North Platte, Neb.
Henry C. Jacobson, Gordon, Neb.
Jenne & Harvey, Gillette, Wyo.

Lindquist & Hockinson, Swedeburg, Neb.
J. G. Lembo, Elliott, Ia.
A. E. Kunselmann, Fairfield, Neb.
Logan Valley Land Co., Oakland, Neb.
C. W. Jacobs, Hastings, Neb.
Loran Valley Motor Co., Wayne, Neb.
Lee Bros., Loup City, Neb.
Frank Myers, Scribner, Neb.
M. U. Pike, Osceola, Neb.
Fred McIntyre, Red Oak, Ia.
E. J. Pokorny, Clarkson, Neb.
J. P. O'Neill, Sterling, Neb.
John J. Casner, Brainard, Neb.
Peter Michaelson, Tilden, Neb.
Olerich Caspary & Honke, Butte, Neb.
John Pritchard, Litchfield, Neb.

E. H. Morrow, Burwell, Neb.
Peter Mickle, Comstock, Neb.
Ed. J. Newman, Elba, Neb.
H. A. Nolte, Elkhorn, Neb.
J. W. B. Smith, Albion, Neb.
E. P. Skillman, Lone Pine, Neb.
Spatz & Nissen, Osmond, Neb.
J. H. Schmidt, Avoca, Neb.
Saunders County Cartercar Co., Valparaiso, Neb.
L. F. Tiede, Berlin, Neb.
Philip Trisch, Plattsmouth, Neb.
Sweeney Bros., Neola, Ia.
N. B. Snapp, Hamburg, Ia.
Colorado Cartercar Co., Denver, Colo.
J. H. Modestit, Alda, Neb.

Sandos Bros., Verdigris, Neb.
S. S. Reynolds, Lexington, Neb.
Cartercar Wyoming Co., Basin, Wyo.
T. M. Sheaff, Fullerton, Neb.
G. O. Rains & Co., Beatrice, Neb.
Geo. W. Stichter, Scotia, Neb.
E. J. Weidner, Lindsay, Neb.
Zellinger Bros., David City, Neb.
Wohlenhaus Bros., Cumberland, Ia.
Sidney E. White, Doniphan, Neb.
Young & Kibler, Woodbine, Ia.
G. N. Whiting, Giltner, Neb.
W. B. Berry, Marie, Ia.
Atlantic Cartercar Co., Atlantic, Ia.
Cartercar Bluffs Co., Council Bluffs, Ia.
Arizona Cartercar Co., Phoenix, Ariz.

Geo. Dennis, Tecumseh, Neb.
John Albertson, Pender, Neb.
Frank Bobbitt, Thurman, Ia.
C. F. Aldrich, Colorado Springs, Colo.
S. W. Cooper, Corning, Ia.
P. B. Kelloway, Adair, Ia.
A. Hoeffelman, Platte Center, Neb.
Nebraska Land & Auto Co., Alliance, Neb.
C. M. Swanson, Stanton, Ia.
Tietgen Bros., Sholes, Neb.
J. T. Swan & Son, Auburn, Neb.
Henry Bros., Guide Rock, Neb.
Manning Cartercar Co., Manning, Ia.
George Braham, Talmage, Neb.
L. H. Morehead, Barnsd, Neb.

Cartercar Nebraska Company 1115 Farnam Street, Omaha, Nebraska.

POACHER IN AFRICA IS KILLED

Illegal Hunter of Elephants and Ivory Long Eludes Law.

HOLDS SWAY OVER THE NATIVES

Former California Takes Passages Through Wilderness—Has Escaped Traps Many Years.

LONDON, Aug. 20.—Hunted down by British soldiers in the depths of central Africa, where for years, in defiance of all authority, he had pursued the career of an elephant poacher and illicit ivory trader, James Wood Rogers, an American, is dead. He was shot down by a little force of troops which had been sent into the wilderness in pursuit with orders not to return without the outlaw dead or alive.

News of Rogers' death came formally today to the British colonial office from Captain C. V. Fox, inspector of Mongalla province, who commanded the expedition. Although told in an official report, the story revealed is one of the most dramatic in colonial annals.

For years Rogers had carried on his lawless trade, which popular opinion credited with netting him a fortune. The remote regions along the Lado Enclave and Congo boundaries were the scenes of his operations. Time after time the British officials of the Sudan had tried in vain to trap him. It was this defiance of years which determined the government to crush the old man.

Establishes Cruel Kingdom. Captain Fox's report shows that in his long operations Rogers had done more than had been dreamed of by the colonial office. He had established an organized administration over the wild trackless country and among the natives was a virtual, if uncrowned, king.

The success of the outlaw in handling

his "subjects" and in the pursuit of his trade drew from Captain Fox in his report the tribute that Rogers' work was worthy of a better cause.

Not since the explorer, Henry M. Stanley, pierced the jungles in 1871 and found Dr. Livingstone has such a tale of hardships, trials and dangers come out of Africa. Captain Fox's report in this respect resembles more nearly the tale of General Funston's dogged pursuit of Aguinaldo in the Philippines.

For the purpose of tracking the outlaw the English commander was given a non-commissioned subordinate and six Sudanese soldiers. Body carriers and mules for the transportation of supplies were part of his equipment. His instructions were plain—not to return until the outlaw was captured.

With a soldier's disregard for red tape, Captain Fox, in his report fails to mention dates in describing the hunt. Apparently the denouement of the hunt came three months ago. The pursuers then had spent weeks plunging through the jungle that almost defied passage. Rogers cunningly leading them through the densest of swamps, forests and across deep streams. Before the outlaw was overtaken he had crossed the Nile into the Belgian Congo.

Creeping up the Uganda bank of the Nile the expedition pushed forward for six weeks before the quarry was located. Fox and his men then had worn their clothes to ratters and their supplies were exhausted, leaving them facing starvation in the wilderness.

The last twelve hours of the pursuit was particularly trying. The chase led over a mountain with Rogers' men only a short distance in advance. As they fled, the ape-like natives of the outlaw sent back taunts and jeers at their pursuers.

Dramatic in the extreme is Captain Fox's description of the death of Rogers. In the jungle into which they had descended from the mountain his party came suddenly upon a camp. A native

approached the English officer and said: "The commander wants you to come in. He is sick and cannot come out."

Entering the hut the captain found himself in a room dimly lighted by a candle. A white man was lying on a couch and beside him sat a companion, also white. For a time there was a dead silence. Captain Fox believing he had been led into a trap. Then he asked: "Which is Mr. Rogers?"

"Mr. Rogers has been shot," replied the outlaw's companion.

"Yes," interrupted Rogers, "and by your men."

"Come stand right here so I can look at you," Rogers continued. His eyes were blazing and from beneath a blanket he drew a revolver and pointed it at the officer.

"I am a dying man, I guess," he said. "I didn't think they could kill old Rogers, but they got him this time. Still you are in Belgian territory and you stand more chance for arrest than I do."

Argues with Dying Outlaw. Fearing that the revolver which menaced him might be discharged at any moment, Captain Fox argued with the outlaw to gain time. Finally Rogers turned to his companion, whom he addressed as doctor, and said: "I want you to witness what I say, doctor. Captain Fox, I am a dying man, so I would not lie about anything. This was my show and all my work. I am afraid I have brought you into trouble, doctor."

"Well, I have had good times as well as bad. I can't stand religious people. If you have religions just live up to them."

A noise in his throat interrupted the words of the old man.

"Say, did you hear that?" he exclaimed. "That's the death rattle. I've heard that too many times to make any mistake."

This prediction proved correct, for these were his last words.

Throughout his talk with Captain Fox, Rogers shielded his white companion and did not reveal his identity. Captain Fox's report is also singularly silent on this

Crisis Reached in Wage Controversy

CHICAGO, Aug. 20.—The wage controversy between 14,000 men working for the two street railway systems and the elevated systems of Chicago stood at a crisis tonight. Conferences were held with Mayor Harrison today in the hope of averting a strike. No decision was reached at either conference.

It was then decided that another conference would be held at 10 a. m. tomorrow. Mayor Harrison held out hope of amicable settlement.

Officers of the union, under leadership of W. D. Mahon, president of the Amalgamated Association of Street and Railway Employees, met in conference with Mayor Harrison early in the day and then agreed to meet officials of the railway companies with the mayor later in the afternoon. The conference lasted for more than two hours. No announcement was made of the proceedings except that no agreement had been reached.

CATHOLICS PLAN CAMPAIGN

Confront Socialistic Teachings with Those of Church.

UPHOLD FEDERATION OF LABOR

President Feeney Looks Forward to Time When State Will Recognize Service Done by Parochial Schools.

LOUISVILLE, Ky., Aug. 20.—Delegates to the eleventh convention of the American Federation of Catholic societies today began the mapping out of the year's campaign against the forces of evil, which in the words of several speakers "menace the republic." Emphasis was placed in the annual address of President Edward Feeney of Brooklyn and the report of Secretary Anthony Matre of St. Louis, upon the social service program of the federated societies, which are confronting socialistic teachings with aggressive promulgations of the teaching "of the church on the great social question of the day."

Tonight's session was given over to consideration of capital and labor. Socialistic principles of the Industrial Workers of the World, were denounced and the position of the American Federation of Labor upheld.

"The American Federation of Labor," President Feeney quoted from President Hamilton of Tufts college, "stands for America and not for socialism."

Talks of Parochial Schools. In this connection President Feeney referred to the 300,000 graduates annually sent out from the parochial schools, "imbued with the spirit of patriotism and loyalty." He looked forward to the time when the state would recognize the service of the Catholics, who expend \$40,000,000 annually in education of their children and at the same time are taxed

Commerce School to Be Run All Year, Both Day and Night

President E. Holovtchiner of the Board of Education believes the new High School of Commerce will ultimately be operated for forty-eight weeks each year, day and night.

This is the first vocational school established in the city. Other cities have found it expedient to run such institutions throughout the year, and Dr. Holovtchiner and Superintendent Graff believe this will ultimately be done here.

The plan would be to divide the school year into four quarters of twelve weeks each. Shifts would be arranged so that students who so desired could take a vacation for a week or a month or one quarter. Shifts of teachers would also be provided for.

In case night school was established a new corps of teachers would be placed in charge of the evening work.

Superintendent Graff has received the first bulletin issued by the superintendent of the Los Angeles schools. Los Angeles has undertaken vocational education on a large scale, providing for instruction in six different departments of vocational work. While Superintendent Graff believes this is too comprehensive a program to be undertaken at once, he thinks it will be gradually adopted.

The next step, the superintendent says, will be the establishment of a mechanical art school. The other departments of vocational training will be installed as the needs demand.

One of the most common ailments that hard working people are afflicted with is lame back. Apply Chamberlain's Liniment twice a day and massage the parts thoroughly at each application, and you will get quick relief. For sale by all dealers.

EBERHART DISCUSSES RATES OF FRATERNAL INSURANCE

ST. PAUL, Aug. 20.—The principal address on the opening day of the twelfth annual convention of the Associated Fraternities of America was made by Governor A. O. Eberhart, who discussed adequate rates to be charged for fraternal insurance.

The legal branch of the association held a business meeting tonight, only routine business being conducted.

There are 230 delegates present representing fifty fraternal organizations in all parts of the United States and Canada.