

### FRANKLIN MAKES ECONOMY TEST

Oregon Man Pilots Car Over All Kinds of Roads on An Interesting Run.

#### EAST TO NORTH PLATTE

While the last few months have seen numerous long distance runs with the sole object of speed, it remained for J. W. McCormach of Pendleton, Ore., driving the first Franklin of the new series just announced, to make a test under touring conditions that not only reveals the ability of the car to cover the ground, but brings out some interesting figures on economy.

Mr. McCormach, a prominent Oregon rancher, is the same man who last August drove a Franklin car 800 miles on low gear from Walla Walla to San Francisco in eighty-three

hours and forty minutes without once stopping the engine.

Starting at Syracuse July 26 McCormach set an initial pace of twenty-four miles per hour, which he was able to maintain approximately as far as North Platte, Neb. Up to this point the roads had been a mixture of good and bad. On the second and third day's runs heavy sands were encountered, and on the fourth and fifth days the characteristic choppy roads of the western plains were negotiated. For this portion of the distance, totaling 1,660 miles, the gasoline consumption amounted to seventy-nine and one-fourth gallons, an average of twenty and nine-tenths miles per gallon.

#### Severe Road Test.

From North Platte to Cheyenne McCormach drove the Franklin over roads which a day or so before had been badly washed out by cloudbursts and which were completely covered by water in many sections. Even through this hard going, which, according to McCormach, has proven an obstacle impossible to overcome with a car heavier than the Franklin, an average of nineteen and two-tenths miles per gallon of gasoline was maintained. Over this stretch of deep, soft clay, the Frank-

lin averaged eighteen and two-tenths miles per hour.

The distance between Cheyenne and Montpelier, Ida., taking in some of the highest points of the Rocky mountains, was covered at the rate of nineteen miles per hour. In spite of all the hill work and rough running, the average for gasoline reached twenty-one and one-half miles per gallon.

Going across Idaho, McCormach encountered the worst roads of the entire trip. In many places the car was driven over trails that from all appearances were intended only for pack horses. These routes were unmarked and very little accurate information could be obtained from the few inhabitants.

#### Average is Good.

In point of miles traveled the end of the trip showed performance equal to the earlier stages. Compared with the average of 347 miles during each of the first two days, the average of 335 miles per day for the ninth and tenth days points out the small extent to which physical endurance entered as a factor in the trip.

McCormach reached Pendleton at 11:45 p. m. August 4. He traversed the 3,025 miles between Syracuse and Pendleton in 140 hours and seventeen minutes actual running time, at an av-

erage speed of twenty-one and four-tenths miles per hour. The gasoline consumption for the whole trip averaged twenty and seven-tenths miles per gallon. Only three and three-fourths gallons of oil were used; the average amounted to 866.6 miles per gallon.

### Dort Distributor Denounces Evil of Glaring Headlights

Joe Gesspacher, local Dort distributor, does not mince words when

he comes to express his opinion of the motorist who endangers the lives of others with glaring headlights. "Last week, just outside of Chicago," he said, "a heavy touring car full of men and women went into the ditch, killing a young woman and injuring several of the other occupants of the car. Cause: The brilliant headlights on another car going in the opposite direction. The driver, blinded by the headlights of the approaching car, could not see the road and turned out a fraction of an inch too far."

"These accidents are getting more and more common. The time for the motorist to act on this nuisance has

come. Glaring headlights on the country roads are no longer a matter of courtesy or bad manners. They are a menace to public safety. Cities have already passed and are rigidly enforcing laws on the glaring headlights; but almost nothing is being done about its use in the country, where it is the most dangerous of all. Ordinances covering the use of overbrilliant lights on the country roads are going to come."

### Tours Coast to Coast In Enclosed Cadillac

According to the general and accepted idea, an enclosed automobile

is fine for city use, but not often thought of for a long tour. Read Holliday of Los Angeles, who owns a Cadillac Eight brougham, is certainly no sharer of that idea. For Mr. Holliday and his family are touring across the continent in their enclosed Cadillac. Seldom before has such a trip been attempted.

Mr. Holliday's driving schedule calls for the completion of the trip in twenty days, with a short stop at the Grand canyon of the Colorado.

Help Your Liver—It Pays. When your liver gets tired and stomach acts queer take Dr. King's New Life Pills. You will feel better. Only 25c. All drug-gists.—Advertisement.

# GREAT SACRIFICE Re-Organization Sale

## of the Johnson-Danforth Stock of Horse-Drawn Vehicles and Accessories

Having purchased the interest of both Johnson and Danforth in the Johnson-Danforth Company at 1529-1533 North 16th St., I desire to announce a re-organization sale, AT A GREAT SACRIFICE, all the horse-drawn vehicles, harness and accessories carried in stock by this company.

The stock is high class in every respect, but in the future this company will not deal in this line, but will conduct a garage catering especially to night and day truck service and the sale of the

**SMITH FORM-A-TRUCK**  
Also Automobile Repairing and Painting will be a feature of our business.

### Here's a great opportunity

to take advantage of the SACRIFICE SALE if you want anything in

## WAGONS

- Express and Dray Wagons—both light and heavy.
- Light and Heavy Farm Wagons.
- Light and Heavy City Wagons and Teaming Gears.
- Farmer's Spring Wagons. Delivery Bodies.
- Milk Wagons in Many Styles and Sizes.

## BUGGIES

- Pony Phaetons Horse Carts Single and Double Buggies
- Extra Poles and Shafts for all sorts of buggies and light and heavy wagons.

## HARNESS

- Light and Heavy Team Harness. Express and Buggy Harness.
- Collars in all Weights and Sizes. Sweat Pads.
- Harness Accessories Fly-Nets—All Kinds Buggy Whips
- AND A LARGE LINE OF HARNESS ACCESSORIES OF EVERY KIND
- Miniature Farm Wagons for Boys. Several Hand Push Carts.

### Sale Opens Monday Morning

AND CONTINUES UNTIL ALL THIS STOCK IS DISPOSED OF AT PRICES NEVER BEFORE HEARD OF IN OMAHA STOCK MAY BE INSPECTED SUNDAY

NO AUCTION—ALL PRIVATE SALE

A GREAT OPPORTUNITY TO GET SOME RARE BARGAINS

**(MRS.) E. C. HENRY**

1529-1533 North Sixteenth Street.

# \$350 and a FORD

## makes a guaranteed ONE-TON TRUCK

**Johnson-Danforth Co.**  
Omaha, Neb.

Kindly send your booklet "Solves Your Delivery Problems" and put before me the facts and figures proving that the Smith Form-a-Truck gives the cheapest delivery cost in the world.

Name \_\_\_\_\_  
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## The World's Unbeatable Wonder Truck for Speed, Economy and "Get There"

A Smith Form-a-Truck costs you only \$350 and a new or old Ford. When you put it in operation you have the wonderfully low fuel cost of the Ford and the enviable Ford standard for reliability and endurance under the hardest work. 15 to 20 miles per gallon is the average fuel consumption.

Tires average from 6,000 to 8,000 miles a set. The front tires are pneumatic—regular Ford equipment. They carry less weight even when the Smith Form-a-Truck is loaded to full capacity than they do under ordinary use on a Ford touring car.

90 per cent of the load is carried on the solid rear tires. And a Ford chassis with a Smith Form-a-Truck lasts even longer than it does in touring car service, because it actually does less work.

You can buy a Smith Form-a-Truck for less than one-half what you pay for any other fully guaranteed one-ton truck.

You can buy two Smith Form-a-Trucks for a little over one-third the cost of any standard two-ton truck, getting equal carrying capacity and double efficiency.

This low investment means low interest charges for the amount of money involved.

It means low insurance cost.

And because of the simplicity of Smith Form-a-Truck design, charges for repairs are negligible.

Your investment in the delivery department is an important part of your total cost.

A lower investment means an appreciable reduction in the daily operating cost.

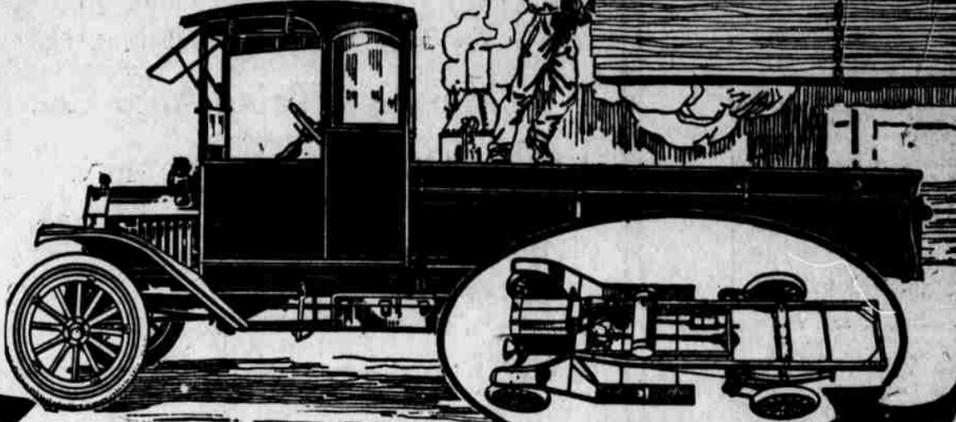
When you buy a Smith Form-a-Truck you buy a guaranteed one-ton truck.

It is protected by the same guarantee that covers the most expensive trucks that you can buy.

Use Coupon Above—TODAY!  
Call, phone or send the coupon for information about this low priced, low upkeep Truck that will solve your delivery problems.

**JOHNSON-DANFORTH CO., Distributors**  
Omaha, Nebraska  
1529-21-23 N. 16th St. Webster 657.

# SMITH Form-a-Truck



It will pay you to investigate. Get this wonderful Smith Form-a-Truck equipment at once and you, too, will be a satisfied customer. We have them on hand and can make prompt shipment.

#### WARNING

**TO PROSPECTIVE PURCHASERS OF TRUCK ATTACHMENTS**  
Since the introduction of The Smith Form-a-Truck, numerous imitations and so-called "conversion" have been placed upon the market. We control the basic patent rights of the chain-driven truck attachment and intend to vigorously prosecute any and all infringements of these rights.

**Beware of Imitations!**  
**THE SMITH FORM-A-TRUCK CO.,**  
Chicago, Illinois.

Some of these parties have purchased two, three and four trucks from us and are soon going to buy more. This list is not complete. We have others, and besides this, our list of country merchants and farmers who are using our trucks is much larger.

Agents wanted. Call and see, or write to

We have sold more auto trucks in Omaha than all the other dealers combined. Here is a list of some of our Omaha customers who have purchased trucks from us during the past three months. They are all satisfied and enthusiastic boosters.

- |                                       |                             |
|---------------------------------------|-----------------------------|
| Imperial Sash & Door Co.              | Loveland Dairy Farms.       |
| Boyer-Van Kuren Lumber & Coal Co.     | M. A. Disbrow & Co.         |
| Harding Cream Co.                     | Waterloo Creamery Co.       |
| Omaha Gas Co.                         | Hartman Furniture Co.       |
| Gordon Fire Proof Warehouse & Van Co. | King Cole Co.               |
| Thos. Cusack Co.                      | Manhattan Oil Co.           |
| David Cole Creamery Co.               | Sunderland Bros. Co.        |
| Firestone Tire & Rubber Co.           | Omaha Express Co.           |
| State Furniture Co.                   | Jetter Brewing Co.          |
| Fairmont Creamery Co.                 | Omaha Concrete Stone Co.    |
| Arbor Express Co.                     | T. F. Muir Express Co.      |
| Missouri Valley Oil Co.               | G. E. Deuchter Gardener Co. |
| Farmers' Co-Operative Creamery Co.    | Frank Washa Vegetable Co.   |

# Johnson-Danforth Company

The Largest Exclusive Auto Truck Garage and Service Station in Omaha.

1529-1531-1533 NORTH 16TH STREET.