

**FRANKLIN MAKER  
PIONEER OF GAME**

John Wilkinson Designed and Manufactured His First Car in 1898.

**FRANKLIN SALES INCREASE**

When we recall that the automobile industry is only eighteen or twenty years old and consider what was called an automobile back in the early days, it is easy to appreciate the enormous growth of the country's greatest industry for its age. Looking at the modern car, the problems of the pioneers seem insignificant. But there was a vast ignorance with regard to the internal combustion engine, the characteristics of which differed so widely from those of the steam engine in common use. Many of the features of present-day design were undreamed of then.

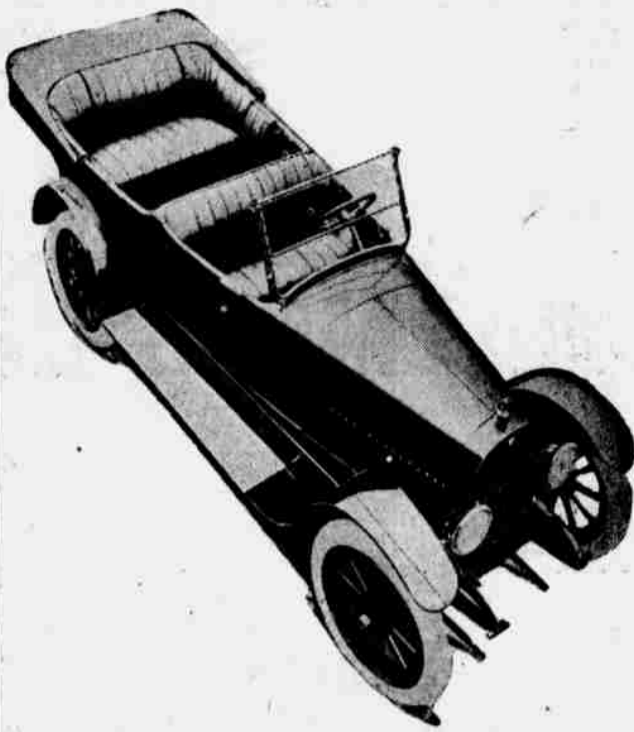
Among the pioneers of the industry, probably no man had more advanced ideas than John Wilkinson. In 1898 he built his first "car," crudely and simply to be sure, but embodying all of the fundamental principles, such as air-cooled engine, wood chassis frame and full-elliptic springs, that characterize the Franklin car today. In addition the engine had four cylinders, compressed air starter, surface carburetor and jump spark ignition. The need of a transmission was appreciated, but the knowledge regarding it was so vague that it was dispensed with, the machine being built with only one speed forward and no reverse. Since this "car" had the first four-cylinder engine built in America, lack of experience in both ignition and carburetion had to be contended with. The correct application of high-tension ignition was developed only after a painful process of experimentation. Short exhibition runs were then made quite successfully.

Profiting by experience with this first model, a second was built in the spring of 1900, which made "extended" country runs as high as eighty miles on one trip. In the meantime compressed air starting was abandoned as too heavy and cumbersome and the surface carburetor gave way to the float-feed type of today. A two-speed transmission was then designed and a third car built in the fall of 1901. This was the model after which the eleven cars sold in 1902 were built and had a valve-in-the-head, four-cylinder, air-cooled engine, wood sills, full elliptic springs, float-feed carburetor, throttle control, single high-tension coil ignition, planetary transmission and chain drive.

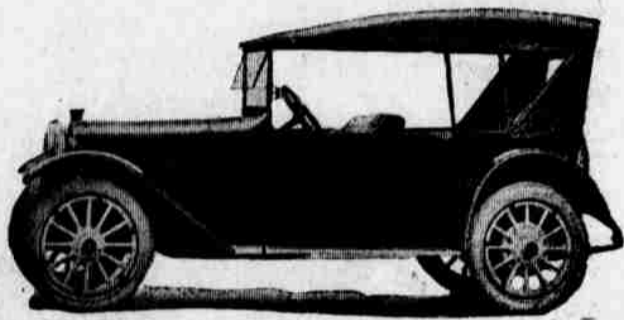
**First Four and Six.**  
It is interesting to note that the Franklin car claims the distinction of being the first in America to have a four-cylinder engine (1902), the first in America to have a six-cylinder engine (1905), the first to use the valve-in-the-head construction and the first to adopt the float-feed carburetor, throttle control, automatic lubrication and drive through the springs. The present Franklin embodies all of these features.

Light weight construction was mentioned as a Franklin principle in the first catalog issued in 1902; the

**Hudson Super-Six Phaeton**



**Hupmobile Touring Car**



heaviest car in the Franklin line for 1917 weighs 2,620 pounds, the lightest weighing 2,160 pounds.

Franklin production grew gradually from eleven cars in 1902 up to a few more than 1,200 in 1912. Then in 1913 the company decided to build one chassis only, to which all body types were adapted. Such a step made possible more efficient production and increased volume, with a material saving in the manufacturing cost and selling price of the car. The success of this move is best shown by the increase in sales from 1,200 in 1912 to about 4,000 in 1915 and a projected production of 10,000 cars for the twelve months from July, 1916, to July, 1917.

**Harness Makers Will Sell Motor Supplies**  
Wisconsin harness makers will add motor car accessories, supplies, tires and other goods of a similar nature to their stocks, if suggestions made at the annual convention of the Wisconsin Harness Makers' association in Milwaukee are adopted. Speakers

**MOTOR CAR MAKERS  
FACE PRICE RISES**

Some Automobile Materials Have Moved Ahead 300 Per Cent Since a Year Ago.

**STEELS LEAD THE LIST**

"Back of the increased cost of labor and materials," which has been set forth as the prime reason for many price advances in the last year, is a wide and deep sea of real truth in the automobile industry. If for nothing more than prices and material market conditions this year will be phenomenal in motor car history."

It is in this way that Don L. Watson, assistant general manager of the Haynes Automobile company, sums up the motor car manufacturing aspect of the coming year. In his seventeen years of continuous service for the Haynes company, Mr. Watson has learned the automobile manufacturing game as it has developed from a puny industrial infant to the commercial prodigy of modern times.

"To be specific about material prices," says Mr. Watson, "it is only necessary to mention the open hearth steel, used in automobile drop forgings, which has gone up from 150 per cent to 300 per cent. Next to open hearth, nickel steel has given itself over to making marked advances in price. This material, which we use extensively in making Haynes chassis, is resting temporarily at marks doubling those of last year."

"The aluminum market has fallen far short of being stationary, with its present quotations tripling those of two years ago. Tires are higher, with increased prices for crude rubber and fabric. Leather, top materials, copper tubing, the sheet metal used in making fenders, horns and dust pans are from 25 to 100 per cent higher than in previous years. Then with these advances, the labor cost, which is the largest single item in making a motor car, has increased by a generous percentage."

**Iceland Now Warming Up to the Automobile**

According to the New York National City bank's foreign trade department, Iceland is investing a little cash in automobiles. In a single week of last month nearly \$3,000 worth of automobiles and parts thereof were shipped there.

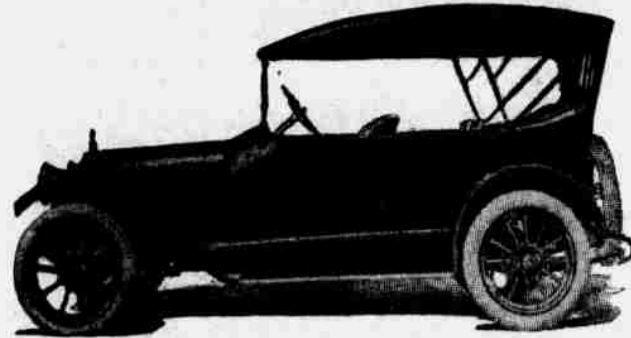
**Many Speedway Races This Year**

Motor racing in 1917 is expected to be popular as ever, for as many big contests have been scheduled as last year. As was the case in 1916 the American Automobile association will stage a series of championship events and points made on eight speedways will figure in the final award:

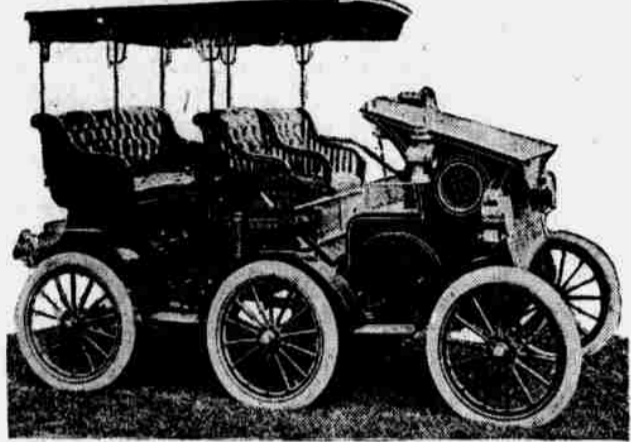
- \*May 19—Metropolitan trophy, New York speedway.
- \*May 30—Indianapolis speedway.
- \*June 2—Chicago speedway.
- \*June 23—Cincinnati speedway.
- \*July 4—Omaha speedway.
- \*July 11—Des Moines speedway.
- \*July 28—Tacoma speedway.
- \*Aug. 4—Kansas City speedway.
- \*Sept. 2—Cincinnati speedway.
- \*Sept. 15—Providence speedway.
- \*Sept. 20—New York speedway.
- \*Oct. 6—Kansas City speedway.
- \*Oct. 13—Chicago speedway.
- \*Oct. 27—New York speedway.
- \*A. A. A. championship events for 1917.

urged the change to offset the loss of regular trade because of the encroachment of motor vehicles.

**Haynes Light Six**



**1903 Pullman Touring Car**



**Los Angeles Canine Has Baby Auto that Is All His Very Own**

Perhaps the only dog on record that owns a motor car exclusively its own is Muggins, the canine friend of Mrs. C. C. Caister of Los Angeles. It is a miniature car attached to the battery box on the running board of his owner's Hupmobile. It was built for Muggins when he was several months younger and the man who built it did not allow for the dog's growth, which

accounts for the fact that it now seems undersized for its passenger. The miniature is an exact duplicate of the larger car. It is equipped with electric lights and an electric horn. The builder put a noise-making device under the hood and it is operated off the drive shaft of the larger car. Muggins gets all the fun of pleasurable motoring that goes with the looks of a motor car.

The lights are connected with those on the larger car and operate simultaneously. It is next to impossible to induce the dog to leave his seat when the car is in motion, and it is a dangerous task for a stranger to attempt liberties when Mrs. Caister is not about and Muggins is monarch of all he surveys.

**UP TO UNCLE SAM TO GIVE HORSE-POWER**

Demand for Horses and Motors to Rebuild War-Stricken Europe on the U. S.

**VAST QUANTITIES NEEDED**

That wholesale destruction of man power and horse power abroad will keep this country in the grip of continued prosperity for many years to come, is the opinion of B. W. Tysman, general manager of the Interstate Motor company. "I cannot possibly see how after the war we can expect a lessening of the prosperity which this country is even now experiencing due to the war. I feel that the ground has only been scratched. To those who are pessimistic about the future of this country at the conclusion of the war, it should be called to their attention that the two most important factors necessary to place the present belligerent countries on a firm footing again have been destroyed by the thousands—man power and horse power."

"It will rest with the United States to supply these two fundamentals. As the largest and most productive neutral nation we will be the biggest source of supply. None of us know how many thousand horses have been killed so far. But we do know that when peace is declared there will be a shortage. Horses will be absolutely essential to the foreign nations in rebuilding and reconstructing."

"It is hardly possible that this country can hope to supply these nations with all the horse power they will need immediately after the war is over. It is my opinion, therefore, that it will rest on the shoulders of the motor car manufacturers of this country to supplant this horse power with motive power. In other words, we will be called upon to furnish motor cars and trucks of all descriptions in vast quantities."

**Eighty-Three Years Old, But is Still a Motorist**

It takes the old citizen to appreciate the change brought by the motor car. Aunt Sarah Hewitt, Danville, Ill., 83 years old, has owned a car for two years. "I cover in twenty-two minutes the distance that required three or four hours half a century ago," she says.

**Wherever Men Meet Who Know Motor Cars**

you will find a hearty word of commendation for the Paterson. Every man has his favorite—and we do not say the Paterson is the only good car—but the number of men who are saying, "My next car will be a Paterson," is growing larger every day. Motor car value—the kind you can put your finger on, and judge for yourself—is just crowded into the Paterson. Start with the exterior. Its big, generous, yet graceful lines satisfy the eye as no skimpily built car ever can. It is a real motor car—not a substitute for one. With it, you can drive right up alongside cars costing from \$1500 to \$2000 and feel no regrets for your choice of the Paterson. And inside, where the element of real service is determined, you will find it maintains and even exceeds the promise of its handsome exterior.

The Continental Motor, six cylinders, forty-five horsepower, means a torrent of power, long life, dependability and economy—no need to say more to the man who knows motor values. You will find the Delco Electric Lighting and Starting System on the highest priced motor cars in America—and on the Paterson. Light weight, 2700 pounds. Big, roomy seats, with auxiliary seats for children if you wish. A flexible, perfectly balanced spring suspension that means constant comfort over all kinds of roads. You are going to see a great many more Patersons this year than ever before. Why not be among the first to select this wonderful car?

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**PATERSON**  
**6-45**  
**\$1,095**



*"America's Greatest 'Light Six'"*  
**HAYNES**  
*"America's Greatest 'Light Twelve'"*

**The high-class car you can afford to drive**

**IT** is genuine economy to buy the big, fine-looking Haynes car—economy to enjoy its roominess, its abundance of power, its ability to deliver one to sixty miles an hour on high gear.

Because the *after* cost of the Haynes—GASOLINE, OIL, TIRES, REPAIRS—and the *after* cost of any car is infinitely more important than the *first* cost—makes it one of the most economical cars you can own.

GASOLINE gives maximum mileage because the motor is masterfully designed and yields unusually high power in relation to the weight of the car.

OIL is evenly distributed to the parts, while nicety of construction eliminates friction and yields high efficiency.

REPAIRS average very low because Haynes quality standards demand—and Haynes price permits—conscientious construction.

TIRE mileage runs very high—8,000 miles on an average—the result of light weight, proper balance and perfect wheel alignment.

LIFE—One Haynes car has run 300,000 miles, another 270,000, a third 250,000—and all three are still running. The Haynes in the picture was built in 1897, and is ready today to go anywhere.

Let us give you actual data on Haynes upkeep, and you, too, will choose this roomy, light weight, economy car. And remember winter performance is a notable feature of Haynes "Light Six" motors.

**NEBRASKA HAYNES AUTO SALES CO.**  
Auto Show Space No. 1, Auditorium. 2032 Farnam St.

CLOSED CAR		OPEN CARS	
<i>'Light Six'</i>		<i>'Light Six'</i>	
5-Passenger Sedan	\$2260	Model 36—5-Passenger Touring Car	\$1595
7-Passenger Sedan	\$2390	Model 37-R—4-Passenger Roadster	\$1725
		Model 37—7-Passenger Touring Car	\$1725
<i>'Light Twelve'</i>		<i>'Light Twelve'</i>	
5-Passenger Sedan	\$2760	Model 40—5-Passenger Touring Car	\$2095
7-Passenger Sedan	\$2890	Model 41-R—4-Passenger Roadster	\$2225
		Model 41—7-Passenger Touring Car	\$2225

Demountable Sedan Tops for all models \$275

Wire Wheels Extra. *'Light Six'*  
Wire Wheels Included. *'Light Twelve'*  
F. O. B. KOKOMO

