

HUDSON SUPER-SIX SHOWS REAL SPEED

Beats Railroad Train in Spite of Fifteen-Minute Handicap and Bad Road.

CLOCKLIKE REGULARITY

A Florida East Coast passenger train had fifteen minutes start on George S. Reid and his Hudson Super-Six between Miami and Little River, Fla., a short time ago, but the latter won the race.

Mr. Reid drove some friends to the railroad station in Miami. Just before the train started it was discovered that they had forgotten their luggage. It was too late to go after the grips and get back before the train was scheduled to start. The party hesitated a few minutes and the train pulled away. The travelers were so disconsolate over missing their train and connections north that Mr. Reid said, "if that's the way you feel about it, we'll get your grips and catch the train." They caught it at Little River. "We had to let it out some," said Mr. Reid. "Sometimes the speed indicator pointed at sixty-five miles an hour. The train ported was dazed when he saw us. He recognized us as the party left behind at Miami. He couldn't figure out how we managed to get there. He was not familiar with the Hudson Super-Six."

George E. Bender of Kane, Pa., gave the Super-Six a remarkable try-out not long ago. Using a regular touring car and carrying three passengers, he drove from Kane to Detroit, 431 miles, in thirteen hours and fifteen minutes, an average of 32.52 miles per hour. "The roads were extremely rough in Pennsylvania after hard rain," said Mr. Bender on reaching Detroit. "The fog was so thick in the valleys that we could not see far ahead until we reached Cleveland. Roads and weather conditions necessitated over eleven detours. We had no mechanical trouble of any description. It was a perfect run."

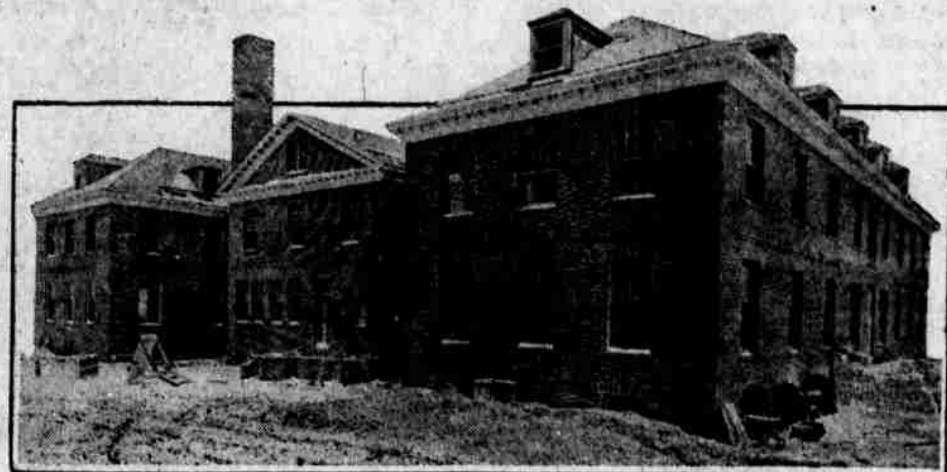
Installs New Battery Rebuilding Plant Here

In connection with the factory service center which was recently established with the local Harley-Davidson distributor for the purpose of giving practically factory service to other dealers within a radius of 200 miles of Omaha, a battery rebuilding plant has also been added. Nearly all motorcycles sold for the last two years have been equipped with electric generators and storage batteries, and to take care of these instead of sending them to the factory for attention Victor Roos, the local Harley-Davidson man, added the battery rebuilding plant, which is in charge of Mr. Otto Ramar, who spent considerable time at the factory recently in looking over the battery plant there.

Bank Clearings Score One More Forty Per Cent Gain

While shattering no records, Omaha bank clearings for the week continued to maintain the pace established by the new year, and one more week was put down in the 40 per cent gain column. Bank clearings for the week were \$36,028,727.40 and for the corresponding week last year \$25,213,637.17, a gain of over \$10,000,000, or about 40 per cent.

New Buildings of the Old People's Home



The handsome new building for the Old People's home is now nearly completed on its pretty site at Bedford avenue and Fontenelle boulevard.

It will cost, complete, \$80,000, and this sum is in hand excepting \$6,000. A committee of women headed by Mrs. E. R. Hume is working hard to get this money. It will save them a great deal of work if contributors will send checks to Mrs. Hume, chairman of the building committee, 909 North Forty-ninth street, or to Edgar M. Morsman, jr., treasurer, 628 Kee-line building.

The present location of the Old

MOTOR REPLACES CIRCUS HORSES

Road Show Expects to Save \$1,200 Daily by Using Autos for Transportation.

UPKEEP AT A MINIMUM

Twelve hundred dollars is the amount of money the new motorized circus expects to save every day in railroad transportation charges. This estimate is based upon the daily average cost of hauling to all big circuses minus the estimated motor upkeep for the new enterprise.

As a result of this statement, issued at the headquarters of the United States Circus corporation, at 140 West Forty-second street, New York, motor truck manufacturers, are watching the project with a great deal of interest.

"The success of this enterprise means that the motor truck has become a real competitor of the railroads and electric lines on short hauls," said one manufacturer in discussing the motorized circus. "When it can be proven that 100 motor trucks with 100 trailers can save \$1,200 each day in overland hauls of from thirty to fifty miles, as this circus claims it will, then a new field has opened for the motor truck."

The upkeep cost of the caravan is expected to be kept at a minimum. Only skilled mechanics will be employed as drivers. The tire equipment consists of Firestone Giants throughout, while the Kelly-Springfield Motor Truck company supplies the trucks and the Troy Wagon works the trailers.

People's home is at 2214 Wirt street, where it has been for years in inadequate quarters.

"The new building," said Mrs. Hume, "will house seventy-five people when the third floor, which will be finished later, is completed. Most of the rooms are single rooms. It is the oldest charity in the city, organized thirty-three years ago, and is most deserving."

Furnishings for the building will cost about \$12,000. Checks toward this may be sent to Mrs. C. C. Belden, 4909 California street.

Rev. C. W. Savidge, who operates the House of Hope for old people, writes the following letter in behalf of the Old People's Home:

"To the Editor of The Bee: I read with much pleasure the paper of Father John Williams, printed in one of our papers, in behalf of the Old People's Home. That was a beautiful letter and worthy to be read and heeded by all our people. Father John pays me and the House of Hope a high tribute in this article. I am much pleased to say that he knows a good man when he sees him coming down the road. I think that when my automobile is plowing through the

mud on low, some fellow ought to step out and hand me a flower amid the shower of stones, and Father John has done this."

"I very much desire to advise and encourage all our people to heed the appeal that this aged and honored minister has made to you. A body of women who have worked with the devotion that this board has for more than thirty years and cared for the aged and helpless people as they have, deserve the encouragement and assistance of a multitude of people. Hear this. They ought not to have to hunt us up. Those who have the means ought to hunt us up and give them this money that they are asking. It is a humiliation to pass the hat forever, and these women are too noble to have to do that."

"Mrs. Edward Johnson, telephone Harney 2463, is the president of the board of trustees, and she has been an earnest worker for this board for seventeen years. Mrs. E. R. Hume, Walnut 3307, is the chairman of the building committee.

"May God bless this board of trustees of the Old People's Home and give them the desires of their hearts, is my prayer."

distributor of Apperson and Grant automobiles, "the buying keeps ahead of deliveries."

"We can't get enough cars to supply the demand now and in view of the pending railroad strike it looks as if we would be forced to drive cars from the factory. The automobile men have accomplished harder things than driving cars across country from the factories, so I don't anticipate the cessation of the industry on account of a railroad tieup."

Connell Admits Being Czar, But Refuses to Abdicate

Arthur C. Smith, Tyler Belt and Health Commissioner Connell entered Mayor Dahlman's office at the same time.

"I want to introduce the hygienic czar of Omaha," facetiously remarked Mr. Smith in presenting Dr. Connell to Mr. Belt.

"Pleased to meet you, czar," was the acknowledgment of Mr. Belt, smilingly.

"Well, you may say for me that I have not abdicated as yet; not as yet," rejoined the health commissioner.

Gossip Along the Automobile Row

B. T. Stoewell is back with the C. W. Francis Auto company.

The Omaha-Savage Sales company is anxiously awaiting the arrival of a carload of Savage tires which left San Diego early this week. It is hoped that the railroad strike will not hold this shipment up, as Wilson, local manager, declares they need this car badly in order to fill orders already signed.

Lou J. Traynor, Cole and Interstate distributor, spent the early part of the week at the Cole factory at Indianapolis and the Interstate factory at Muncie, Ind. Traynor reports an excellent outlook for 1917 season and a good start off at the auto show. Traynor has just delivered the fifth car sold either at the show or as a result of the show.

"Regardless of road and weather conditions," asserts J. H. De Jong,

Light Weight Most Essential in an All-the-Year Car

It is predicted by a great many experienced motorists that the use of enclosed cars will mark one of the greatest developments in the industry within the next few years. There

would seem to be a great deal of truth in this statement, judging from the way the automobile show reflects the tendency.

There are very few people to whom the enclosed car does not appeal for winter use, yet any car they own must be a summer car also. Outside of the question of suitable ventilation for hot weather conditions, which has apparently been worked out to the satisfaction of enclosed car users, the thing on which general use really

hinges is the ability to make enclosed cars suitable for open road driving.

One manufacturer, the Franklin company, has done much in years past through the development of its sedan type to bring out the advantages of light weight in enclosed car construction.

Harry at Second.
Manager Jack Barry of the champion Rex Sox is working out at second and taking care of the job in his usual brilliant form.

KING—the World's Leading Popular-priced 8-Cylinder Motor Car

THE remarkable success of the KING, now in its third year of eight-cylinder leadership, after a long period of building successful "Fours," will this year far exceed the record of previous years.

The eight-cylinder KING offers nothing "medium" but its price. In mechanical superiority, riding luxury, coach design and world-wide prestige, it is distinctly a "salon" car.

Seven-passenger Touring Car, four-passenger Foursome, three-passenger Roadster, \$1585; seven-passenger Sedan, \$2150. Prices f. o. b. Detroit. Wire wheels \$100 extra.

We cannot guarantee these prices will not change

NOYES-KILLY MOTOR CO.,
2066-68 Farnam St. Omaha Distributors.
King Motor Car Co. Detroit, Mich.

THE FRANKLIN CAR

Think of—
Tires }
Gasoline } And you
Depreciation } won't choose
Reliability } a heavy car.
Comfort }

WE SAY this because we've put these same things up to the experienced motorist time and time again. And we quoted the weight of the Scientific-Light-Weight Franklin. Such figures mean something to the man who knows heavy-weight cars.

We gave him the latest averages established by Franklin cars all over the country, showing well over 10,000 miles to the set of tires.

Gasoline mileage—invariably around 20 miles to the gallon.

Depreciation—see for yourself at any used car salesroom. If you do see a Franklin, try to buy it in proportion to what the other cars are bringing. You'll always pay more.

And comfort—no bumping, no hammering, easy and safe driving—over all sorts of roads, anywhere and everywhere.

And we never neglect to show how Franklin Direct Air Cooling does away with the weight and trouble of 177 complicated water-cooling parts, as well as the water itself.

Here's Scientific Light Weight expressed in figures:

Not one of the Franklin open cars weighs over 2280 pounds. Enclosed cars are lighter than any fine touring car—not one weighing over 2620 pounds.

Be sure and look for weight figures just as carefully as you look for price figures.

You're the one who has got to know what the car will give you and what the cost of the service will be.

And remember, we are offering facts backed by actual experience, that are results of Franklin Scientific Light Weight.

Get these facts and we will leave the verdict to you.

FRANKLIN MOTOR CAR CO.

2205 Farnam Street. Phone Douglas 1712.
R-U-2-B-1-of-60



There's No Pleasure Car Construction In Them

Motor Trucks must stand hard service to be profitable to their owners. To stand the hard usage that a truck will get from month to month and year after year, it must be designed and constructed for such service. GMC Trucks are built for business requirements by a factory specializing on commercial cars.



There's a GMC for EVERY need.

If you are about to buy trucks for the first time, replace one that has done service, or add to your fleet—do what has proved to be the logical thing—tell us of your truck requirements.

Nebraska Buick Auto Co.

LINCOLN
H. E. SIDLES, General Manager.
OMAHA LEE HUFF, Mgr. SIOUX CITY S. C. DOUGLAS, Mgr.
OMAHA, SOUTH OMAHA, COUNCIL BLUFFS. HENRY & CO., Distributors.

Q. Will the chief get there in time?

- A. Fire being faster than footwork, I should say "No"!
- Q. Won't his motor run?
- A. Motor's O. K.—the trouble is with his tires. Two punctures in as many blocks leaves him flat. He should use proper equipment.
- Q. What do you mean by proper equipment?
- A. Pahaw, Lee Puncture Proof Tires—the tires with the belt of steel armor back of the tread—make the only reliable tire equipment for such work.
- Q. Lee Tires absolutely prevent punctures?
- A. All the time—nothing can get through that armor belt of steel discs. And what is more—they have a heavy Zig-Zag tread that always gives the driver a confident feeling against skidding. You can get complete information on the full line of Lee Tires from

Lee Standard Tires
Give more tire comfort and mileage than ever before claimed for any standard make of tire.

Lee Tubes
Always fit and are of rare thickness and ruggedness. They are extremely supple, tough, resilient and long wearing.

POWELL SUPPLY COMPANY OMAHA
Phone Douglas 821.
Look up "Lee Tires" in Phone Book. 5,000 miles guaranteed.

LEE Puncture Proof Tires
Lee Tire & Rubber Co., Cambridge, Pa. Manufacturers of Rubber Goods since 1891.

Persistence is the cardinal virtue in advertising; no matter how good advertising may be in other respects, it must be run frequently and constantly to be really successful.