

### ARIENA TOWERS SALE IS REPORTED

Property Near Ramsey, N. J., Was Owned by Late Arthur D. Brandeis, Omaha Merchant.

The National Real Estate Journal for September has a paragraph stating that the Ariena Towers, belonging to the estate of the late Arthur D. Brandeis near Ramsey, N. J., has been purchased by Joseph de Wycoff, London representative of the American Vanadium Steel company. The property is in the foot hills of the Ramapo mountains in the northwestern part of Bergen county, New Jersey.

This farm was part of the estate of Mr. Brandeis and was the only piece of real estate held by him at the time of his death. The rest had been turned over to the holding companies which he controlled.

Buying of farms seems to be one of the popular ways of investing money for Omaha people, especially among physicians and surgeons.

Why this profession should take to farm investments more than any other is a question that has not been answered. Dr. C. C. Allison has a chain of farms around Omaha, and no difference which way the city's growth may be the greatest, he will catch the benefit. Dr. Harold Gifford is also a large investor in farms. Dr. Davis, Dr. Lord and Dr. Porter and a number of others are buyers of farms and suburban lands.

### Largest Flour Mill in State Builds in Omaha

Omaha can certainly congratulate itself upon having the largest mill in the state of Nebraska. The above illustration shows the new Omaha roller mills, which will be put in operation about January 15, 1918, with a large modern grain elevator, a five-story mill of strong construction—brick, steel and concrete—with a powerful sprinkler system. It will have all the most modern and up-to-date machinery for the manufacture of flour. Besides this the company has two large warehouses, one 50x150 feet, and the other of two stories, 60x125 feet, with Burlington and Union Pacific railroad tracks on both sides.

Mr. Chauncey Abbot, jr., general manager of the well known milling firm of Wells-Abbott-Niemann company at Schuyler, Neb., at present the largest milling company in the state, is general manager of this company. During the last ten years the success of the Wells-Abbott-Niemann company has been really phenomenal, its sales having grown from 800 barrels per day ten years ago to over 1,600 barrels per day at present.

The output of this new mill will be approximately 2,500 barrels of flour per day and the mill will manufacture only the best grade.

The largest shareholders of this company are classed among the strongest financiers of Omaha and the state of Nebraska. The board of directors also is composed of strong financial men, as follows:

Casper E. Vost, president of Nebraska Telephone company, Omaha; William J. Coad, vice president of the Packers' National bank of Omaha; Lee W. Spratlan, director Union Stock Yards company of Omaha; L. H. Korty, capitalist; Chauncey Abbot, jr., vice president Wells-Abbott-Niemann Milling company of Schuyler, Neb.; J. B. Blanchard, president, Blanchard-Miswonger Grain company of Omaha.

### Powerful New Engines for Union Pacific Are Here

Thirty of the forty new engines ordered by the Union Pacific have arrived and after being limbered up in the Omahas hops and yards, the list of the consignments will go to the west end of the system to work on the Green River division.

The engines that have arrived are mostly of the type known as the 2-10-2 and are designed for freight work, owing to their enormous tractive power. In length they are eighty-eight feet and five inches over all. Each engine weighs 354,000 pounds and is equipped with mechanical stokers, making the fireman's job a holiday outing. Each engine has five large drive wheels on each side, a trailer in the rear and a pony driver just back of the rear end of the pilot.

The use of the engines over the grades on the west end of the system will do away with the helpers that have been used in the moving of heavy freight trains.

### Many Nebraskans at Great Lakes Station

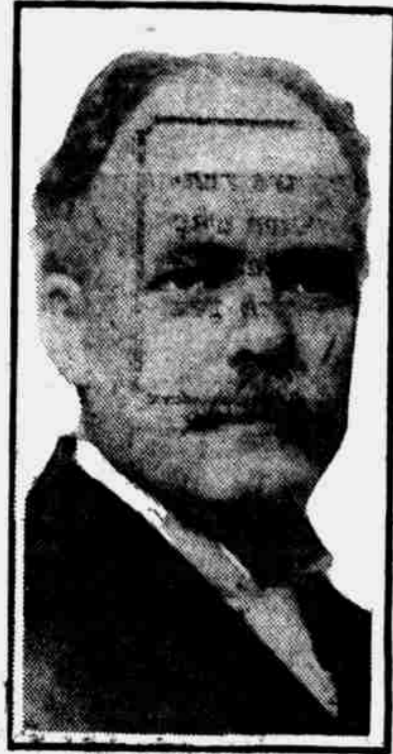
Great Lakes, Ill., Sept. 22.—Fully 12 per cent of the 12,000 bluejackets in the making of the Great Lakes naval training station are Nebraskans. Although the state is far from salty seas and paddling a canoe was the only nautical experience most of the boys had, the 1,500 lads from the western state are proving capable and efficient in mastering the intricacies of naval service.

Nebraska boys are to be found in every department of the station. One of them, Harold Havill, left for sea last month, having completed the course in radio training. He was assigned to a battleship in the Atlantic fleet.

Jimmie Fisher, well known motorcycle racer, who has been at the station since April has been advanced to a first class seaman and is used to instruct later arrivals.

Earl Hopkins, former member of an Omaha commission firm, is chief petty officer of a company of hospital apprentices. Wright Horner, who was a scoutmaster of Omaha Boy Scouts, also is leading his company. On the athletic field, Everett Scott, captain of the 1917 University of Nebraska track team, is one of the leading sprinters; Phil Proctor, foot ball star, is working out on the gridiron and expects to land a place on the station eleven this fall.

### Payne Completes Huge Deal and Now Starts On a Much Larger One



Geo. H. Payne



Mark Martin

Having sold 26,000 acres of farm land for a total of \$1,027,000 in the short space of seven weeks, the Payne Investment company of Omaha has embarked on a new gigantic enterprise of similar character. The Omaha firm has contracted to sell 40,000 acres at Lake Charles, La., and has already made sales to thirty-nine buyers.

The first big colonization sale undertaken by the Payne Investment company was the James J. Hill land sale at Humboldt, Minn. Thirty years ago the late "Jim" Hill purchased the 26,000 acres from the government for \$1.25 an acre. Before his death he asked that the land be sold, stipulating that it be sold only to farmers. In looking about for a firm to undertake this enormous sale, the Omaha

firm was chosen and it more than made good. The land was sold to 127 purchasers at an average price of \$35 per acre. It was sold in seven weeks. Fourteen special car excursions were run to Humboldt. Forty-four agents consummated the deals. One thousand and sixteen newspaper advertisements were published, 171,700 pieces of advertising matter sent out and over 50,000 form letters were sent to agents and prospective purchasers. The total consideration was \$1,027,000.

It was the biggest sale ever handled by the Payne Investment company and will rank as one of the largest colonization projects ever launched by any real estate firm in the country. Now the Omaha firm is busy with

the Louisiana sale, which promises to be as big if not bigger than the Hill sale. George H. Payne, president of the Payne Investment company, and Mark T. Martin, secretary, are the executives who were in charge of the Hill sale and now are conducting the Louisiana sale. Mr. Payne is the directing head, while Mr. Martin handles the advertising and directs the agents.

### Duntley Generator Gives Big Mileage on Little Gas

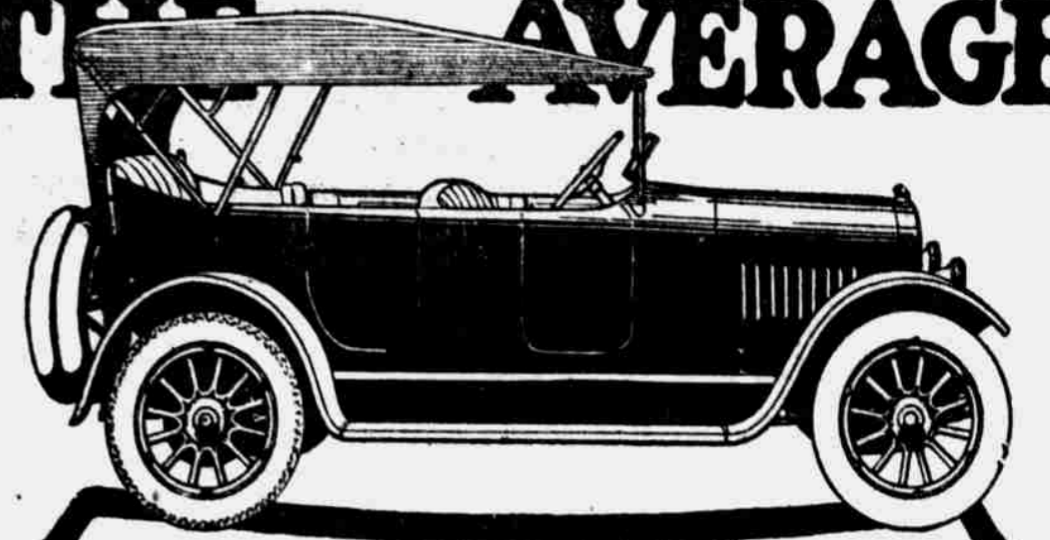
The following letter evidences the advances made in the gasoline generator field," asserts Mr. Locke of the Haarmann-Locke Motors company: New York, Sept. 13, 1917.—On August 25 we started on our 3,500-mile trip from Detroit to the Atlantic coast and return. Our 1913 Ford touring car, which had been previously driven 60,000 miles equipped with a Duntley gas generator, was our vehicle.

Up to the present time we have covered approximately 2,000 miles; our highest average per gallon of kerosene being 33.33 and our lowest 21.2 miles per gallon. The low record occurred in the Adirondack mountains. This gives a gross average of 27.1 miles for the entire trip, and taking into consideration the conditions of the roads, cold and warm weather and the hilly condition of the country we have so far traveled, we are quite proud of the generator. At no time on the trip, regardless of steep grades or rough roads, has the radiator boiled over.

When on a trip over part of the same territory in the same Ford last year burning gasoline, in the ordinary way, we never got more than twenty miles to the gallon.—Ted Slingman, jr., and C. Heyn.

Tough on the Master. They had two officers billeted upon them and every one in the house was determined to prove their appreciation of the men who were fighting for England. Even the parlormaid, anxious to do her bit, valeted both major and lieutenant with devoted skill, brushed and repaired their clothes and refused the idea of tips. But one day when the major handed her a pair of trousers that required a button she remonstrated. "It's all very well, sir. You give me the trousers and you say put a button on—but you never give me the button. Now, this will be the sixth I've put off the master's trousers to sew on yours."—London Answers.

# ABOVE THE AVERAGE



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It may be a one-ton job or a five-ton job or possibly a convert-a-car, but there is a truck suited to your needs, you may rest assured. Then, to cap the climax, the Duntly Hydro-Pneumatic Gas Generator, an exclusive Little Giant feature, makes it possible for you to burn half kerosene and half gasoline, or, if necessary, pure kerosene. It guarantees a saving of 50% in fuel costs.

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120-in. Wheelbase  
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## Extra Attractions You'll Be Glad to Find

It is not the expected things that make Mitchells so appealing, but the features you don't expect.

There is added equipment, extra luxury, over-strength. There are countless comforts, beauties and conveniences which are rarely seen. There are 31 distinct features in Mitchells, which nearly all cars omit.

### Extra Smart Styles

You first note the distinctive body styles. There are eight new types of bodies, and each one is exclusive.

That is because we have our own body plant. We have our own artists and experts.

Before designing a body they examine every like-type body built. And all their best attractions are combined with ours.

Then our own body plant saves us much on each car. And that entire saving goes into luxuries and beauties which very few cars afford.

### Extra Equipment

Mitchells are the most complete cars built. They have 31 rare features. These include a power tire pump, a dashboard engine primer, reversible headlights, shock-absorbing springs.

There is a light in the tonneau, a locked compartment. There is heat-fixed finish which stays new. There is extra-grade leather which lasts.

But the chief Mitchell extra is doubled endurance. Mitchells are now built to the standard of 100 per cent over-strength.

That is twice the usual margin of safety. This extra strength has made them lifetime cars. It has reduced repair cost 75 per cent. Two Mitchells that we know of have already run over 200,000 miles each.

### Bate-Built Cars

Mitchells are all built—chassis and body—under John W. Bate, the efficiency expert. They are built in a factory which he designed and equipped. They are built under efficiency methods which save us millions of dollars annually.

That saving pays for all these extras, in beauty and strength and equipment. With all these extras, Mitchells undersell all like-class cars.

**TWO SIZES**

**\$1525 Mitchell**—a roomy 7-passenger Six, with 127-inch wheelbase and a highly developed 48-horsepower motor. Club Roadster, \$1490. Sedan, \$2275. Cabriolet, \$1980. Coupe, \$2125. Club Sedan, \$2185. Also Town Car and Limousine.

**\$1250 Mitchell Junior**—a 2 or 3-passenger Six on similar lines, with 120-inch wheelbase and a 40-horsepower motor. ¾-inch smaller bore. Club Roadster, \$1290. Sedan, \$1950. Coupe, \$1850. All Prices f. o. b. Racine.

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