

OVERLAND CARAVAN CROSSES COUNTRY

Complete Army Kitchen Delivers Food Hot to the Tourists on Long Auto Trips.

A most unusual caravan started trekking its way from Toledo to Washington, D. C., last month. It consisted of an army kitchen, piloted by Captain F. H. Buzzacott of Chicago, which was mounted on an Overland commercial chassis, two 1,200-pound Overland delivery wagons with special army bodies of the prairie schooner type and one Overland 85-4 five-passenger touring car.

Captain Buzzacott has been in the closest possible touch with field cooking methods in the United States for thirty-five years and he has devised this new field kitchen as an improvement over anything which has been in existence in the past. The object of the caravan was to submit the unique arrangement for inspection by the federal authorities in Washington.

Soup and Coffee.
Among the many new features of the motor kitchen are the following: Two twenty-gallon soup and coffee boilers, four ten-gallon reserve hot food retainer vessels, two large ovens for roasting and baking purposes, pans for frying and a complete set of cook's tools essential for work in the field.

In addition to the above, space is provided for extra fuel and rations sufficient for one complete food renewal. The cooking capacity of the motor kitchen is 250 meals at one time and it can be operated equally well on the march, when traveling ten to twenty miles an hour, as when it is at a standstill.

Delivers Food Hot.
The motor kitchen also can deliver the food hot, directly to the trenches, which is an invaluable feature, because it releases army trucks which were hitherto the only available vehicles for such duty.

The kitchen can be removed by unscrewing four bolts and placed on the ground and the chassis utilized for many other purposes about the camp.

The amount of fuel required for each meal for 250 men is eighteen pounds of wood or twelve pounds of soft coal.

Effect of Decreased Steel Price on Automobile Costs

The prominence which has been given to the discussion of the effect which a decrease in steel prices will have on automobile manufacturing, since the agreement was reached by the president and the steel men of the country, has found a ready response and many of the men most prominent in the motor car industry have uttered opinions which to prospective buyers of automobiles should carry considerable weight.

That a reduction of almost 50 percent in the price of steel and allied material will have little effect on the price of motor cars, seems to be the belief of practically all of the elading builders.

J. J. Cole, president of the Cole Motor Car Company of Indianapolis, who has represented one of the most progressive elements in the industry during his more than a decade of activity in the automobile world, has the following to say concerning the steel situation.

"Steel is just an element in automobile production. It is not a determining factor. Of course without steel we cannot proceed, but there is so much more to an automobile than steel that it is not the sole barometer gauging the cost of production.

"Furthermore raw steel and steel as we motor car people use it are as different as day and night.

"You may reduce the cost of all steel all you please, but after that our expense begins. It must be refined, it must be made into the parts we use, it must be transported to our plants."

Liberty Official Helps U. S. Build Motor Trucks

A telegram from the Quartermaster's department of the War department last week summoned James F. Borquin, vice president of the Liberty Motor Car company, to Washington, to assist the government in the production of motor trucks for army transport.

G. B. Allen of the Engineering department has left Detroit, having been commissioned as first lieutenant, and his work will be in connection with ordnance.

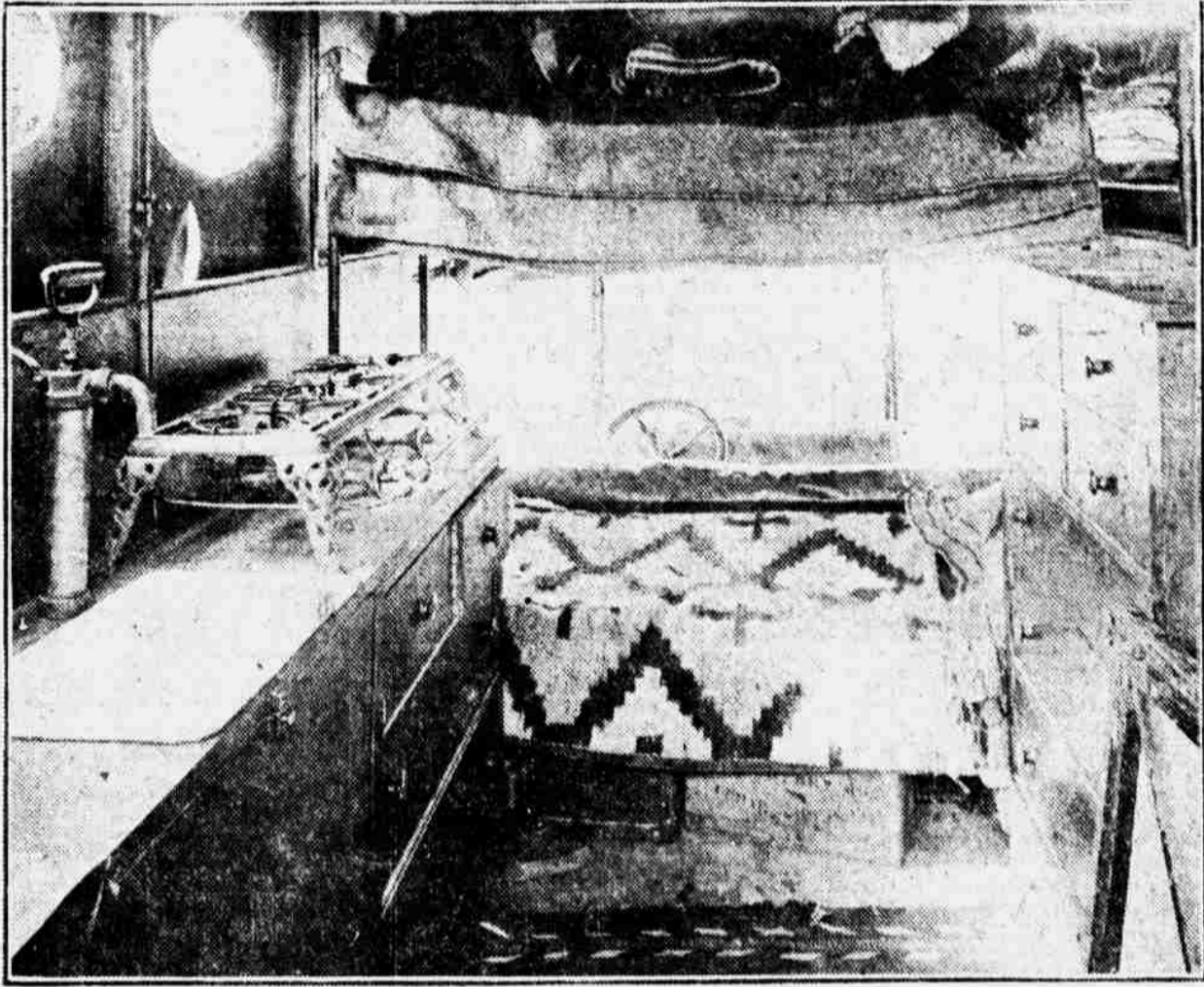
Every department of the Liberty Motor Car company has furnished men for the government service. It speaks well for the character of the organization that the government has called on a number of its highly trained men for the army service.

It seems particularly fitting at this time that the Liberty Motor Car company should assist as it is in the general movement and fight for liberty and "freedom for democracy throughout the world."

Trial of Hindu Uprising Case Set for October 15

Chicago, Oct. 6.—Federal Judge Landis today set for trial October 15 the government case against Gustav H. Jacobsen, wealthy Chicago real estate dealer; Baron Kurt von Reiszewitz, formerly of the German consulate here; Albert Wehde, former art dealer, and eleven others, who are charged with conspiracy in connection with alleged attempts to foment a revolution in India against the British government.

Motor Car Tourist Has Home Comforts



Uses Prest-O-Lite Appliances For Heat and Light and Sails Securely Along on Goodrich Tires.

A real "honest-to-goodness" automobile tourist passed through Omaha in a five-room flat Friday and he didn't have a "gosh-darned" hotel bill on his mind either.

Aside from that he had twelve dozen fresh eggs, some ripe tomatoes and a fair sized icebox in the little flat. We might have elaborated upon the icebox, but it wasn't that kind of an icebox. The visible contents consisted of milk, cream and butter. Anything it was a beautiful thought and the suggestion will live forever.

But, laying all joking aside, a real genius has been in our fair city. His name is R. E. Magner of Seattle, and we might even go so far as to say that he has designed a touring outfit which allows all the comforts of a Pullman and a lot more fresh air.

Instead of the usual touring car, Mr. Magner conceived the idea of utilizing a one-ton Denby truck for his tour, and to this chassis he has added all the comforts of home.

Just above the frame a base has been built for seven fifteen-gallon tanks—two contain gasoline, one oil, two water and two Prest-O-Lite gas. All of these are connected through pipes with their respective objective points. The Prest-O-Lite gas is used as fuel for a three-burner gas range and lights. The water from the tanks is drawn with an air pump and the gasoline tanks are connected with the motor.

The interior of the body is furnished with three comfortable bunks, tiered, one above the other; a fair-sized dresser, an icebox, a removable table, camp chairs and a kitchen sink.

The body is constructed of light wood and fiber board, and the total weight is so small as to be almost unbelievable.

One of the unique features is a collapsible bath tub, which adds the final touch of convenience.

Mr. Wagner, his mother and sister and a driver are making a trip from Boston to Seattle. They left Boston September 4 and expect to arrive at Seattle the latter part of this month.

Another interesting fact which concerns the equipment is that the two front tires contain the original air put in at Boston. Mr. Wagner is using Goodrich pneumatic tires and they have 2,300 miles to their credit to date and look as if they were good for many more miles.

New Self-Acting Top on The New Westcott Six

A patented "self-acting" top is one of the important features of the new Series 18 Westcott Six. The new series of models has just been announced by the Westcott Motor Car company, Springfield, O., through the Standard Motor Car company, their local distributors. This top will be standard equipment on all open models and the company claims it to be a decided improvement over the usual so-called one-man tops so generally used. The construction permits of its being raised or lowered with the greatest ease, and it is said that it can be readily operated by any lady, regardless of size.

"Blackmore" door attachments for jiffy curtains, allowing them to open and close with the doors, give every convenience for driving in rainy or winter weather. Westcott offers these, together with the automatic top, as standard equipment, undoubtedly being the first car so equipped, regardless of price.

Elmer Rosengren Tells What Makes a Battery Weak

No motor car owner would think of wondering why his car would not run if his gasoline tank were empty, and when you stop to think of it, the same principle applies to storage batteries.

As explained by Elmer Rosengren of the Nebraska Storage Battery company, the battery is often growing weaker and weaker without the owner knowing anything about it. He may be driving his car a great deal at night, especially in the summer months, with his electric light consuming almost as much current as is being generated. Perhaps he is driving short distances and operating his starter frequently without putting back into the battery the amount of current he takes out of it.

It is a very simple matter to take a hydrometer test of the battery to determine what condition it is in. A great many people do not make this test themselves, but rely upon the Nebraska Storage Battery company, where they can have it made free of charge and at the same time get valuable suggestions regarding the care of and operation of their electrical system.

CONVERTIBLE SEDAN TO BE POPULAR CAR

Buyers Seeking Winter Car Which They Can Drive Themselves the Year Around.

Throughout the country there is a decided trend among automobile buyers towards the type of closed car that can be driven by the owner himself. Motor car authorities attribute this to the fact that chauffeurs, young men as a class, are in a large proportion subject to the selective draft for the new National army.

Owners who are thus deprived of a chauffeur are, however, seeing relief in the convertible touring sedan, and they are in sufficient number to give a recognizable impulse to the demand for cars of this type.

"We are already experiencing a demand from owners who have lost or are going to lose their chauffeurs," said Manager Miller of the T. G. Northwall company, local National Highway motor car distributor for the new National twelve and six-cylinder sedans. This car, with its airplane type twelve-cylinder or powerful six-cylinder motor, is so easily handled that no woman finds the work exhausting. It is easily and quickly converted from the closed sedan to the open touring car model—without stepping out of the car. Protection against rain without the bothersome work of putting up curtains, and absence of a lot of work removing and housing top or parts of the top meet about every other demand, so that where chauffeurs have been summoned touring sedan provides a way out of the difficulty. With the sedan the driver is with the rest of the passengers just the same as in a touring car.

It is also true that the touring sedan gives a wider range of vision than the cloth tops, which many motorists never lower, anyway, because of the bother. There is less overhang—it is not needed for curtain attachment—and the back window is larger than in most cloth tops.

Cycle Car Makes New Record Between K. C. And Pike's Peak

The present season has seen the motorcycle attain popularity by leaps and bounds, and among the

specific causes of this, is the advent of the side-car. This kind of equipment balances the machine and renders its operation much simpler. On a trip from Kansas City to Pike's Peak, just completed, Mr. and Mrs. T. S. Gooch established a new record between these two points, using a motorcycle and side-car, all on Goodyear tires. 382 miles were reeled off on the last day of their trip.

Exide Battery Service

—All makes
—All cars

When better batteries are built Exide will build them.

Delco Exide Service Station
R. C. SMITH, Manager.
2029 Farnam St. Doug. 3697.
Omaha, Neb.

THE GIANT THAT LIVES IN A BOX

Stearns MOTOR CARS

Knight Principle—Stearns Practise

Stearns-built from motor to rear axle. That is the secret of the clock-like performance of the Stearns.

The motor is a Knight motor—but a Knight-motor-built-by-Stearns.

The Knight principle has been perfected by six years of Stearns practise.

It is an integral working part of a fine manufacturing unit. From motor to rear axle there is harmony—complete and absolute.

The incomparable smoothness and silence of the car is a result of this union of fine principle and fine manufacturing practise.

Quiet and competent are the two terms that best describe the Stearns.

It is distinctly a car for those who cannot rest content with the ordinary.

It looms head and shoulders above the usual in the first fifteen minutes of demonstration.

It delivers a rare and unusual quality of performance.

Recognition of its goodness has greatly broadened the Stearns market.

The wider market has brought it within range of all who appreciate a truly fine car.

Stearns Four Five-passenger Touring Car for Seven, \$1785	Stearns Eight Seven-Passenger Four Passenger Roadster, \$2575
Convertible Sedan, \$2385; Coupe, \$2300; Limousine, \$3200; Limousine Brougham, \$3300; Landulet, \$3300; Landulet Brougham, \$3350	Coupe-Landulet, \$3200; Limousine, \$3675; Limousine Brougham, \$3675; Landulet, \$3985; Landulet Brougham, \$3985.

McIntyre-Hayward Motor Company
Distributors Nebraska and Western Iowa
2427 Farnam Street OMAHA, NEB. Phone Douglas 2406

Stearns Five Passenger Four Cylinder Touring Car

Will You Wait Until All Hudsons Are Sold?

We Cannot Fill Orders at the Present Low Prices Much Longer, For Our Allotment Is Nearly Gone.

Of over 50 makes of cars, Hudson is the only one that has not increased in price since last January.

And because, in the past, it has been customary to set a date for higher prices to go into effect, many people have put off their purchase of a Hudson until the last minute.

Hudsons will advance, for with the present price of materials they cannot be manufactured and sold at today's prices after the materials now on hand are exhausted. But before that time comes our allotment of Hudsons will all be sold, and we will not be able to sell you a car at present prices.

When these other makes of cars sold at from \$100 to \$300 less than the Hudson, our sales were greater than the total sales of any two cars

that have been advanced up to the price of the Hudson. Now that practically all the cars have advanced in price, Hudson sales are at their highest.

Remember, too, that Hudson is never compared with cars that sell at or near its price, but always with cars that sell at many hundreds of dollars more.

Men who planned to buy Hudsons next spring are ordering them today. They know then the price will be higher, and the demand greater. Today there are over 40,000 Hudsons in use—40,000 enthusiastic owners.

The present situation is an advantageous one. You can save money if you do not delay. Any day now we may exhaust our allotment. Then you will have to pay more.

GUY L. SMITH

"SERVICE FIRST"

65-67 Farnam Street, Corner of 26th Street.

Douglas 1970. Open Evenings.

