

KAISER HAS ONLY AUTO GOING ON AIR

Even Crown Prince Has Tires Filled With Rags; Gasoline Six Dollars Per Gallon.

The only automobile in Germany running on pneumatic tires is Kaiser Wilhelm's. Even the crown prince is denied this luxury. Along with Von Hindenburg, Ludendorff, Von Mackensen and the other diadems in the German crown, the crown prince bumps along to the front on tires filled with rags, compressed cork and paper.

These observation form but a small part of the anthology of facts gathered by Victor van der Linde, special technical representative of the B. F. Goodrich Rubber company of Akron, who has just returned from Europe after long study of tire conditions abroad. In some countries tires are not to be had at all, except at a fabulous price and only after a dozen or two high government officials have had one on the witness stand for weeks, literally speaking; gasoline is worth more than champagne and is obtainable only with government consent, and nine-tenths of the automobiles are not running.

The is the European scale of prices on gasoline:

Country	Per Gal.	Per Gal.
Germany	..... \$6.00	Holland \$1.50
Austria	..... 4.00	Denmark 1.35
Great Britain	..... .95	Italy 1.00
France	..... 1.25	Spain 1.10
Sweden	..... 1.75	Greece 1.60

"And yet," said Mr. Van der Linde, "men will run to their last cent, or to the end of their resources, before they will give up their cars."

Mr. Van der Linde said that Spain had taken advantage of its neutrality to build up a big automobile industry and has built truck haulage systems equal to our railroads. Shortage of railroad equipment forced Spain to adopt the truck as the chief means of travel.

Mr. Van der Linde gave the prevailing price of tires in the following countries:

- Germany: None to be had.
- Austria: None to be had.
- Sweden: \$550 for a tire if you have a permit from Royal Automobile club.
- Norway: \$460 with permit.
- Denmark: \$320 for a tire if you can find one and give written assurance to government that it will not go to Germany.
- Holland: \$350 for a tire with government guarantee.
- Russia: \$100 for one tire.
- Great Britain: \$90 for one tire.
- France: \$90 for one tire.
- Italy: \$100 for one tire.
- Spain: \$125 for one tire.

Willis-Overland to Raise Prices Again November 1

E. B. Wilson, manager of the Willis-Overland, Inc., Omaha branch, has just received definite notice of a second advance in Overland and Willis-Knight price. October 1 prices went up and now comes advice to the effect that another advance ranging from \$45 on some models to \$100 on others will become effective November 1.

Mr. Wilson says the increased price don't seem to effect sales to any extent. The September, 1917, business was 100 per cent greater than that of 1916 and the cars on hand represent only one-third the number had on hand three months ago.

Franklin Factory Breaks Records on Production

The week ending September 29 smashed all production records for the Franklin automobile company. During this biggest week in the company's history, 285 cars were turned out in five and one-half working days, an average of fifty-two cars per day.

In spite of this greatly increased output, orders have been steadily gaining on shipments. During the last week in September alone 400 orders were received, and for the entire month of September the total number of orders received exceeded shipments by 34 per cent.

Stearns Car Surely Has Seen America



A. H. Ramey has "seen America first." He has driven this Stearns car 250,000 miles and expects to make his sixth transcontinental trip in it.

Ramey, who is at the wheel, and his companion, Frank Fischer, stopped at the factory of the F. B. Stearns

company on their way from Los Angeles to Buffalo, last week. Although six years old, the "boat" gave them no trouble, they said. Not even a spark plug had to be cleaned since leaving Los Angeles. One puncture is all the tire trouble they have had.

when its time does come, that every car owner ought to have one.

Testing Wheels.

Every car owner ought to make it a practice to test the wheels for side play, at least three or four times a year. Side play performs a doubly vicious role for it causes excessive bearing wear and tire wear as well. If the motorist will jack up each wheel in turn and grasping it firmly, push and pull it, any side motion will be readily apparent. In many cars wheel bearings are adjustable to care for just such trouble.

Rattle in Shackles.

Spring shackle play or looseness between the spring end and the shackle may give much annoyance until the seat of trouble is discovered. Rattling caused by this looseness will be more frequent and distinct when the car is riding over fairly rough roads. A good method of taking up the play is to place shims between the spring end and the shackle. Or the play may be removed by tightening the spring bolt. Watch the shackles and do not allow mud to accumulate, for small particles of flinty grit in the mud make their way into the working parts and cause excessive wear. Lubricate the shackle bolts generously.

Progressive Tightening.

In tightening opposed nuts, such as those holding the bearing caps in place, one nut should be drawn up a little and then the opposite one tightened a little. It is wrong to tighten one nut fully and then proceed with the other, as this method tends to spring the metal and cause poor contact.

Spring Seat Lubrication.

Many present day cars are fitted with springs, mounted on seats that oscillate. These spring seats usually have some means of lubrication, but many car owners never take the trouble simply to turn up the grease cup provided. While it is not necessary to turn the cup each day, it is advisable to give this part a little attention now and then. In cantilever suspensions the center bearing of the spring should be well oiled. Usually this bearing operates upon a small steel shaft, extending out from the frame. In some cases a tube running transversely of the frame is used, either a grease cup or an oil hole will be found.

Overland Again Wins First Choice at Show

Word has just been received to the effect that the Overland has again won first place in the space allotment at the New York automobile show. The space at the New York show is awarded in accordance with the best showing from a sales standpoint and the Overland has grabbed the prize for five years straight.

Troops at Fort Douglas Are Subscribing Heavily

Salt Lake City, Utah, Oct. 13.—Officers and men of the Forty-second, Forty-third and Twentieth regiments at Fort Douglas have subscribed a total of \$80,000 to the Liberty bond campaign. Members of the Utah light field artillery have taken \$100,000 worth of the bonds.

TRUCK LINE FROM AKRON TO BOSTON

Cord Tires Prove Their Value on Heavy Trucks on This Long-Distance Haul.

One of the most important developments of the year in the motor transportation world has been, without doubt, the use of cord tires on heavily laden motor trucks. The Goodyear Tire and Rubber company some time ago had developed a cord tire which was carrying loads up to two tons economically, in many kinds of service, but it was not until last April that this company launched into the bigger sizes of tires for trucks carrying from three to five tons of load.

The transportation service at that time inaugurated between Akron and Boston, with a five-ton Packard truck, hauling tires to the company's eastern branches, has now grown into a fleet of five trucks—two Packards and three Whites—plying regularly between the two cities, observing a seven-day schedule for the round trip of 1,500 miles. The problem of a successful operation of any vehicle engaged in long distance hauling, does not bother the originators of this motor truck line, for the company has extensive cotton mills at Goodyear, Conn., from which the trucks transport cotton fabric to the main plant at Akron.

Avoids Delays. This truck service insures the factory against the vexatious delays formerly experienced in obtaining fabric shipments by railroad and permits quick delivery of emergency shipments of tires to the eastern territory.

But the successful operation of this pioneer long distance motor truck line has been made possible only through the use of big pneumatic cord tires. No other type of tire would permit the necessary speed or insure the proper cushioning of the truck and its load.

On the three-ton trucks the tire sizes are 38x7 front and 44x10 rear, while the five-ton freighters use 40x8 front and 48x12 rear. These tires are of the same design as the cord tires for touring cars, except that they contain more plies of cords and proportionately increased amounts of rubber. They permit noiseless operation of the trucks, except for the engine exhaust, and prevent any damage to the roads. Without them the trucks would soon rattle themselves to pieces.

ACID INTO WATER

By R. C. SMITH, Manager DeLoe East Side Service Station. Anyone who has ever experimented in chemistry knows that heating occurs when sulphuric acid is poured into water. It is only necessary to put in a couple of drops of sulphuric acid to note the temperature rise. Water should never be poured into acid, but acid into the water. If the water is poured into the acid the heat rises so rapidly that an explosion may occur.

To bring this simple lesson home to the battery user it is only necessary to recall that when the battery is receiving its charge acid is leaving the plates and entering the water surrounding them. This naturally

causes a rise in the temperature of the solution. The resistance of the grids and other parts of the storage battery to the flow of current into the cells also causes a rise in temperature and it is for this reason that the electrolyte of a battery receiving a charge will be seen to be gasing or bubbling and the rise in temperature must be carefully watched. A battery should never be allowed to get above 110 degrees in temperature. If it gets up to 120 degrees it is apt to be destroyed. The more rapid the charge the more rapid is the feeding of acid into the water and hence the quicker the temperature rise. It is therefore quite important not to charge the battery

too rapidly. This will not occur with a properly worked out electrical system and it will not occur when the water is at the proper height because of the concentrated charging due to the reduced area.

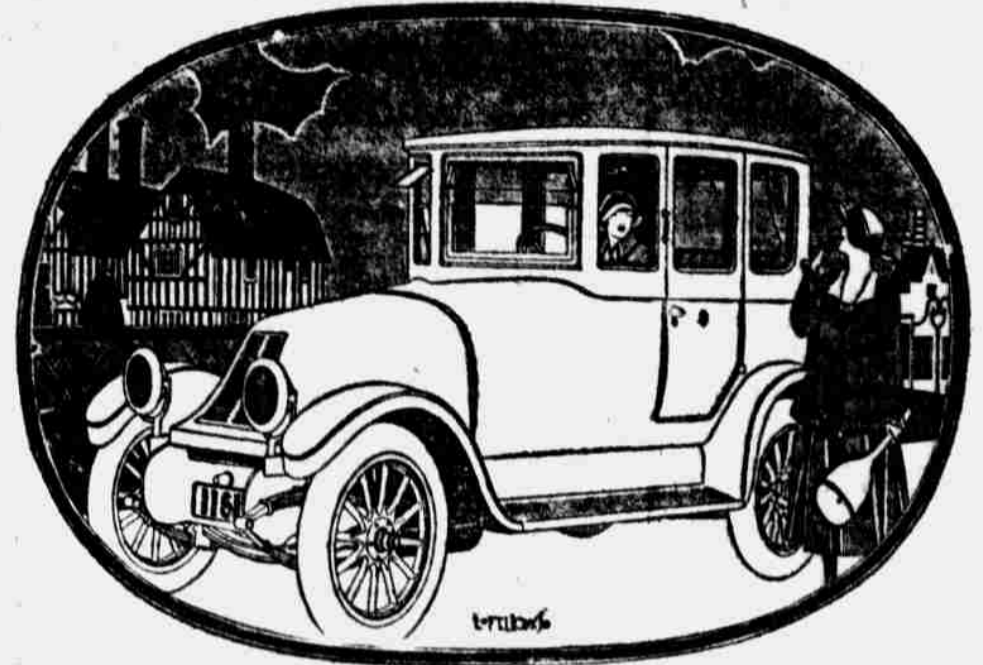
The temperature rise due to overcharging puts the battery in an unhealthy state, in the same way a temperature rise in the human body causes a dangerous fever. The warping of the plates loosens the active material in the lead grids and causes the plates to break down the insulation. The active material also becomes burned and hard. It is only necessary to look at the illustrations showing the difference between a pos-

itive plate that is crystallized and one in its normal condition or at a negative plate which has been sulphated clear through from overheating to see the danger.

Hood Sales Manager Of King Motor Car Co.

Artemas Ward, jr., president of the King Motor Car company announces the appointment of Wallace C. Hood, one of the veterans of the automobile industry, as sales manager for the King Eight. Mr. Hood took over the reins of the sales department on October 1 and will put into effect at once plans for widening the distribution of the King Eight.

The Franklin Enclosed Cars



THE PUBLIC THRIFT—AND A YEAR-AROUND CAR

IT IS becoming plain to the automobile owner as never before, that thrift in a motor car begins with the basic design and construction.

That gasoline economy, tire economy, and long life are matters of light weight and resiliency, as against dead weight and rigid construction.

The fact that Franklin Enclosed Car design has been adapted to these engineering principles, means that thrift and all-around usability are uppermost.

Franklin Enclosed Cars get away from cumbersome and extravagance. Instead, they fit these self-reliant times perfectly.

It is the Franklin that established the

Thrift Record of 40.3 miles to the gallon of gasoline—the average of 179 Franklin Cars, in all parts of the United States, on July 13th.

It is the Franklin owners who have established a five-year tire record of 10,203 miles to the set of tires.

In principle, Franklin Enclosed Cars offer the motorist every inducement of economy and practicality to extend the use of his car throughout winter and summer.

At this time particularly, those who are planning the purchase of a car should see our Franklin Enclosed Models—peculiarly the cars of sound thrift and widest range of year-round service.

Sedan . . . 2010 lbs. \$2980.00	Cabriolet . . 2485 lbs. \$2850.00	Brougham . . 2575 lbs. \$2900.00
Town Car . 2610 lbs. \$3200.00	Limousine . 2620 lbs. \$3200.00	All Prices F.O.B. Syracuse

FRANKLIN MOTOR CAR CO.

2205 Farnam Street. Phone Douglas 1712.

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THE UNIVERSAL CAR

Ford Cars—
Ford Service—
Ford Satisfaction

The Ford is acknowledged to be "the universal car" because of its demonstrated usefulness.

There are solid reasons for this, as back of the remarkable performance of Ford cars—and of the car's strength and dependability—is the quality of

material built into every vital part at the factory.

And yet, if your Ford car is to continue to give the service intended and desired, all adjustments and replacements rendered necessary through the wear and tear of usage, or accidents, should be made by competent Ford workmen using genuine Ford-made material of the same quality and strength as the identical parts they replace.

This is the character of service we give to the owners of Ford cars who favor us with their patronage. Everything in our workshop is genuinely Ford—materials, workmen, and even charges. Bring your Ford cars to us for service, and thus have the assurance of getting the most possible use from your car.

Prompt care given orders for Ford cars. Runabout, \$345; Touring Car, \$360; Coupelet, \$560; Town Car, \$645; Sedan, \$695; One-Ton Truck Chassis, \$600. These prices f. o. b. Detroit.

- Holmes-Adkins Co., 4911 S. 24th St.
- McCaffrey Motor Co., 10th and Howard Sts.
- Nichols-Rice Motor Co., Ames Ave. and Florence Blvd.
- Sample-Hart Motor Co., 18th and Burt Sts.
- Universal Motor Co., 2562 Leavenworth St.

It will pay you to know the Ford dealer in your neighborhood

National Advanced Type Sixes

The beauty and worth of the new six-cylinder National bespeak not only its owner's desire for high quality, but also his keen appreciation of real automobile value. It is a big car, strong and able, and under all conditions one economically maintained.

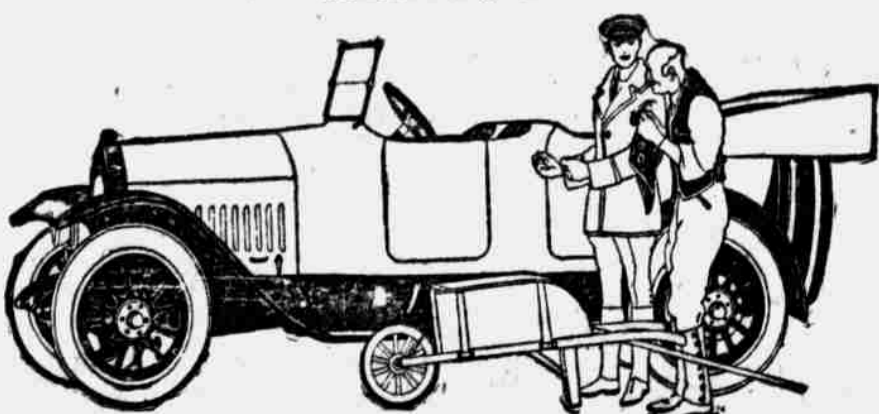
Complete Range of Body Styles in Both

Six & Twelve Cylinder Models

7-Passenger Touring Car, 4-Passenger Sport Phaeton, 4-Passenger Roadster, Convertible Sedan
The Six Sedan \$2920, The Twelve Sedan \$3420
Open Car Prices—The Six \$1995, The Twelve \$2695

NATIONAL MOTOR CAR & VEHICLE CORP., INDIANAPOLIS

Seventeenth Successful Year



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Omaha, Neb.

- LUTE MORSE, Lincoln, Neb.
- S. R. NELSON, Atlantic, Ia.
- DEAN BROS., York, Neb.
- OSCAR CARLSON CO., Dannebrog, Neb.
- FRANK BLAKENEY, Falls City, Neb.