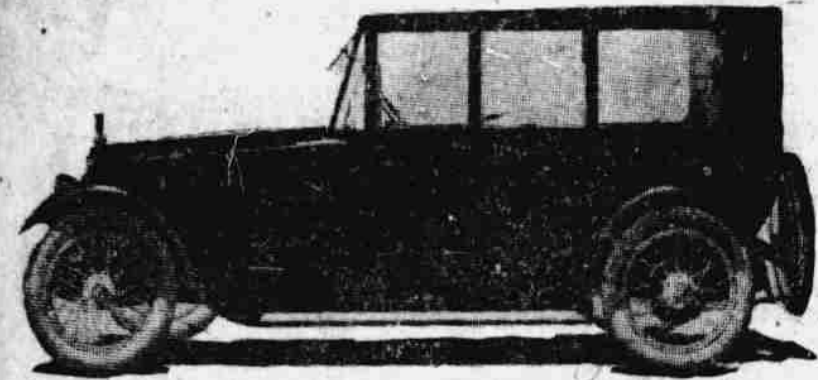


## Jordan Sedan Soon to Be in Omaha



Announcement was recently made by Dill & Topping to the effect that they will distribute the Jordan in Nebraska and western Iowa.

The Jordan is one of the newer cars offered by American manufac-

turers. The makers claim it to be a custom made car, sold at stock car prices. One of the features of the Jordan is a full aluminum body. The Jordan manufacturers use Continental motors.

## GLIMPSSES OF NEBRASKA

M. D. Writes Entertainingly of Water Power, Patriotism and Other Things

## BY A RETURNED TRAVELER

Do the readers of The Bee know that the Niobrara river (Niobrara in the Sioux language, means running water), rushing through northern Nebraska to the Missouri river and thence to the sea, is a gold mine in its wonderful water power, yet capital hesitates to harness its strength and accumulate a fortune by distributing light and power to the people of Nebraska and South Dakota? There should be at least 50 dams and power plants on this valuable stream, for the masses, hungry for cheap light and power, need the great benefits that would follow such a development and in consequence thereof long strides would be taken towards that millennium, which we so often prophesy, but never see. Valentine and Ainsworth are the only communities in Nebraska thus far, which have seen the light. They are enjoying to the full extent all the gifts of nature offered them by the Niobrara river.

## Plant at Valentine.

At Valentine, light and power are obtained from a plant on this river, four miles away. The dam affords a fall of 43 feet, which generates 300 horse-power. The fall can be increased to 50 feet, insuring 3,000 horse-power and if potash is discovered in lakes 20 miles away, the potash vender will buy electric juice from the Cornell plant, and ever afterwards the Valentine banker will have no trouble keeping the wolf from his door.

At Ainsworth the light and power is transmitted from a plant on the Niobrara river 12 miles away and if this dam is enlarged the county seat of Brown county will have a large surplus of light and power to sell to its neighbors. Suppose a dam were constructed every two miles along the Niobrara river, each developing 3,000 horse-power—that would mean 50 power plants within a distance of 100 miles—generating a grand total of 150,000 horse-power. Ponder upon that possibility for a while and then get busy, Miss Nebraska.

Speaking of water power reminds us that the enterprising city of Imperial, county seat of Chase county, has just completed a dam on the Frenchman, six miles away, with a fall of 23 feet, whereby horse-power of 90 to 110 will be furnished, and this will afford the city a surplus of light and power which can be sold to farms and adjoining towns. Imperial will soon be one of the best lighted cities in Nebraska and the cheap power will attract to its environs plenty of capital, which means much to southwestern Nebraska. The Frenchman river is fed by springs at its source, and, though very tortuous, is swiftly flowing. For many miles this stream courses its way through the 43,000-acre ranch of Kilpatrick brothers.

## A Refreshing Character.

In these days of stress and reclamation it is refreshing to meet a lovable character whose commendable deeds are unsung, whose medals of honor have not arrived, but who is entitled to both. Somewhere in western Nebraska resides a German Lutheran minister of conscript age, registered, awaiting the call to arms. He presides over a large congregation and a flourishing school. He was born in Germany and two of his brothers, soldiers in the German army, have been killed. When visited lately he was conversing with a member of his church, a wealthy farmer of the neighborhood, but he kindly excused himself for a moment to greet his more recent guest, whom he invited into his home. In answer to a series of questions he said in substance: "I was born in Germany. My two brothers are dead, killed while fighting for the fatherland. I am registered and subject to draft. Possibly I might be exempted because of my profession, but I have taken out my first naturalization papers and would have completed my citizenship by this time if this awful war had not debarred me. I will not plead exemption if I am called because America is my country. It has been very kind to me. I love it and the flag, and if my brothers can die for their country I am ready and willing to die for mine. You saw the man I was talking with when you approached my home. I was then pressing him to increase his holdings in Liberty bonds. He promised to do so. I have requested each member of my church to do likewise. No, we have not done much for the Red Cross, but we are moving in that direction and expect to raise \$500 by Christmas. Will you give me the name of the Omaha gentleman in charge of Red Cross work so we can send him our subscriptions and give the credit to Nebraska? Our treasurer resides in Iowa and if we send Red Cross funds to him the state of Iowa will receive credit for the same. The women of our church have perfected a Red Cross organization and I expect much from them." We told him to communicate with Frank W. Judson, Omaha, on Red Cross matters. That minister is a patriot worth while. He is not only patriotic to his country, but to his state, and his example should be emulated throughout America.

August Miller owns a flour mill on the Blue river (Miller the Miller) in Surprise, Butler county, Nebraska.

The waters of the Blue river furnish the power to grind grain and manufacture electric juice. The mill has a daily capacity of 13 barrels and the old-fashioned burr system is in use. Automobile parties run in for a distance of many miles to purchase the Miller whole wheat flour, for his customers think it so much better than that which comes from the patent process. While we sat and talked, "Gus" seemed more interested in his electric indicator than in anything else and when asked for an explanation, he said: "This is ironing day in Surprise. There are 50 electric flat irons running to and fro over freshly laundered goods and I must be careful not to shoot too much voltage into those irons, yet furnish enough to satisfy every need."

Young Ashton, an Omaha boy, residing on Hickory street, modest, unassuming, joined the navy and was ordered to the Chicago station. After a few weeks of strenuous work he was transferred to Minneapolis, where he and many others were examined as to their qualifications for service in the wireless corps. Of those called the 30 who received the highest grades—grades above a definite minimum—would be sent to Harvard college for a four months' term of instruction. Ashton was one of the 30, and, better still, he was one of 19 to pass a perfect examination. He is now at Harvard college and may soon be heard from as a member of an American battleship crew, responding to S. O. S. signals.

## About Alien Enemies.

There are thousands of alien enemies in America. We have quite a number in Nebraska. It is astonishing the number of foreigners in our state who have never taken out even their first naturalization papers. People from England and Germany, in fact people from all parts of Europe are of this number and scores of them have resided here for years and years. Priests, ministers, teachers, mechanics, farmers—and some of them hostile to this government. They assume no responsibilities, are afforded all kinds of protection and benefits and even succeed to lucrative positions vacated by our boys who join the colors and fight to save our country from annihilation and incidentally save the alien his life and job. Is this right? No, every resident in America should either fight or pay. Most of our soldiers are doing both.

M. D.

## Khaki Men Invited to Hear San Carlo Opera

Through special arrangement with Fortune Gallo, impresario of the San Carlo Grand Opera Company, and the management of the Auditorium, Lucius Pryor invites 1,000 soldiers stationed at Fort Crook and Fort Omaha as his guests on the night of December 3 for the grand opera, "La Gioconda."

This is in no wise a charity, but merely a slight tribute from the management to those who are doing for their country what the management cannot do.

William Newton of the Haskin Brothers company has personally paid the war tax so that there will be no charge whatsoever for any soldier or sailor (officer or enlisted man) to see this San Carlo production.

## British Government Calls For Highly Skilled Patriots

To loyal Britishers and Canadians, highly skilled in special trades, goes out an urgent call from their government through Major J. C. Biggs, staff officer at division headquarters in Chicago. The tradesmen, whose enlistment will be in inland water transport service, include blacksmiths, boat builders, carpenters, culkers, drillers, frame benders, machinists, shipyard pile drivers, stevedores, platers, helpers, quarrymen, riggers, riveters and rivetters' mates, seamen, shipwrights and timbermen. Skilled men, not quite up to the high standard of physical fitness, will be accepted if they have not lost an eye or a limb. Age limits are from 19 to 56 years.

## Former Omaha Scout Spends Furlough at Home

Harold Hausfahre, former scout with troop No. 7, returned the other day to his ship, Arizona, after spending a pleasant furlough with the home folks. "This is the life," he said when asked regarding his work on the wide, wide sea for Uncle Sam. He said he found his Boy Scout work came in to fine advantage when he entered the naval service to fight for democracy. He is signalman on the ship's bridge. "Gee boys, we have to work, but it is great," he added. Ronald Kane, another member of troop No. 7, is in the navy service, being on a convoy ship. R. M. Brown is scoutmaster of this troop and is proud that two of his boys are in the navy.

# The Franklin Car

## Proves Its Economy with New Thrift Standard for Motor Car Efficiency

A PUBLIC statement issued the other day by a prominent New York business man again puts emphasis on the immediate necessity for gasoline economy.

It's a hard matter these days for the motorist to evade this gasoline question. And with rubber going up, the tire question comes in for its share of serious consideration.

An authority on the subject computes the annual waste in gasoline and tires to be over \$300,000,000.

Each time the motorist drives up to a gasoline station for a supply, "gasoline economy" is brought home to him.

Each time he buys a new set of tires, he wonders whether the old ones covered as many miles as they should have.

### Only a Thoroughly Efficient Car Can Give Big Gasoline Mileage

Experienced motorists, as well as scientific men, accept gasoline economy as the real measure of motor car efficiency, on the principle that anything that influences the service a car gives eventually shows up in gasoline consumption.

For example, take any car that gives but seven to twelve miles to the gallon of gasoline.

Here you find ponderous machinery, superfluous dead weight and rigidity, all demanding more gasoline to move the car along.

Under the hood you find gasoline consuming machinery, which the Franklin eliminates—the usual 177 complicated parts of the water-cooling system.

And take into account the tire bills of the car extravagant with its gasoline:—For the same yearly mileage, nearly three times what it costs the Franklin owner.

### How the Franklin may be Compared With Any Other Make of Car

For the want of a reliable standard, one established on a national basis, to gauge the efficiency of motor car performance, many

motorists are confused over this question of motor car efficiency.

On July 13 of this year, 179 Franklin dealers put the Franklin car to a simple but practical efficiency test. With stock cars and a one-gallon supply of gasoline for each car, the remarkable national average of 40.3 miles was recorded. The entire 179 tests were attested to by drivers and observers before Notary Publics.

The chief aim of this national test was to put before the motorist a simple and equitable basis of comparison between the efficiency of the Franklin and the efficiency of any other make of car. Any car of any make can easily follow this simple test.

### What Franklin's New Thrift Record Means to Thinking Motorists

Experience with motor cars soon tells the motorist that gasoline economy is more significant than merely low gasoline bills.

For the wear, tear and friction that wastes gasoline is the same that tends to wear out a car.

You can see why the free-running Franklin lasts longest and bears minimum depreciation.

Also how its fineness—right materials and right construction—leads to economy all along the line.

It is because the Franklin is the scientific-light-weight car that it stops gasoline waste. And this light weight is what makes possible the Franklin owners' tire average of over 10,000 miles per set.

And Franklin direct air cooling does more than convert every particle of gasoline into mileage. It frees the owner of the worry of a water-cooling system, the freezing and overheating troubles.

As final proof, investigate the used-car market. The conspicuous scarcity of Franklins is a story of long life and economical service.

One thing is certain—you can't get Motor Car Economy by talking about it. Either the car has it—or it hasn't.

Gasoline Costs in the Franklin Car only	Oil Costs in the Franklin Car only	Tires Cost in the Franklin Car only	Friction loss in the Franklin Car only	Depreciation loss in the Franklin Car only
Average Gasoline Cost of other Fine Cars	Average Oil Cost of other Fine Cars	Average Tire Cost of other Fine Cars	Average Friction loss in other Fine Cars	Average Depreciation Loss in other Fine Cars

Touring Car . 2280 lbs. \$2050.00  
Cabriolet . 2485 lbs. 2850.00  
Town Car . 2610 lbs. 3200.00

Runabout . 2160 lbs. \$2000.00  
Sedan . 2610 lbs. 2950.00  
Limousine . 2620 lbs. 3200.00

Four-Pass. Roadster 2280 lbs. \$2050.00  
Brougham . 2575 lbs. 2900.00

All Prices F. O. B. Syracuse

## FRANKLIN MOTOR CAR CO.

2205 Farnam St.

Phone Douglas 1712

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