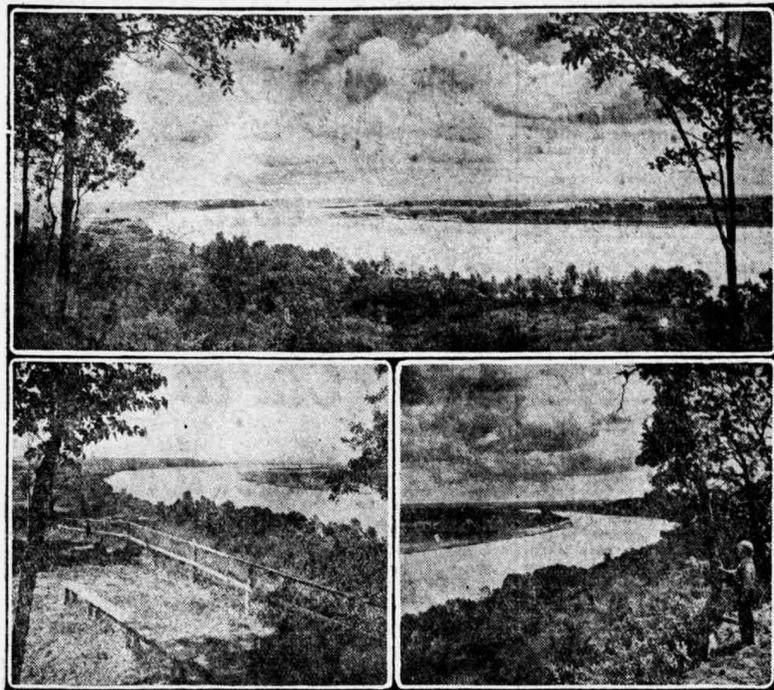


Beautiful Scenery Found Along Proposed Missouri River Front Drive



The accompanying scenes were photographed in Omaha and give an idea of the natural beauties which may be viewed from the bluffs along the river between Riverview park and Child's Point.

Commissioner Hummel of the park department and the city planning commission have planned a scenic boulevard route from Riverview park to Child's Point. The superintendent of parks and boulevards has made a survey of a proposed drive from Riverview park to J street, a distance of nearly three-fourths of a mile. It is proposed to connect this link with another boulevard drive which will extend southward from J street for two miles. This will be known as the South River Drive.

It is further proposed to connect this drive with the Fort Crook boulevard and make this a continuous thoroughfare with scenic spots along the route. The drive will go through clumps of trees, coming out at un-

pected places to a full view of the river as depicted in the illustrations. The boulevard will traverse a route which will entail the least destruction of natural beauties and the grades will be easy.

The city planners urge acquisition or control of the land between the boulevard and the river, to the end that the view may not be marred by objectionable structures or other changes in the natural perspective.

The city planning commission has made the following report on this proposed scenic boulevard: "The route from J street to Mandan park has been studied carefully by the commission. The absence of contour maps there east of Thirteenth street has made it impossible to establish a definite location, but enough information is at hand to recommend an approximate location. The city planning commission recommends that sufficient land be acquired from J street to Mandan park to construct a drive approximat-

ing the proposed plan. It is further recommended that enough land be acquired to protect such drives and preserve the view and their usefulness for all time to come. To obtain this object it will be necessary to acquire or control all land from the proposed drive east to the river and from Missouri avenue south to the city limits, except the railroad right-of-way.

"In connection with acquiring this property it is suggested that steps be taken to acquire or control the island in the Missouri river south of Riverview park as a bird reserve. The boulevard property and the Audubon society's reserve on Child's Point, which has been promoted by the Fontenelle Forest association, will then be of national importance as a resting and meeting place for migratory and domestic birds. Properly developed, this South River Drive will be a strikingly attractive feature of Omaha's development, far surpassing in scenic interest the famous Cliff Drive of Kansas City."

and demeshing of the gears is absolutely automatic because the drive shaft keyed to the starting motor shaft has a triple thread which forces the gear along the shaft, due to the momentum of a disc attached to this gear. The difference in speed of the starting motor shaft or the pinion gear respectively causes the gear to travel forward or back on the shaft

and engage or disengage with the tooth on the flywheel. The unit is fool proof because the gears cannot be stripped through any accidental pressing of the starting switch while the engine is running. The mechanism is protected against back fires of the engine because a spiral spring attached to the end of the Bendix drive shaft cushions these shocks and dis-

engages the Bendix pinion gear from the fly wheel whenever there is danger of the revolving shaft reversing and reversing the electric motor. There is no over-running clutch to stick or slip; there is no resistance or two point switch to burn out; there are no shifting levers and pedals with their complications. The Bendix drive has fewer parts and is simpler in construction than any other of the starter drives. It minimizes gear noise in cranking the engine because there is only one pair of gears in engagement. It is absolutely silent when the engine is running because there is no connection with the fly wheel as in the old type drives.

See Want Ads Produce R. suits.

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"America's First Car."

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Fourdore

"The Prettiest Four-Passenger Roadster"

Note the four wide doors

One of 11 "war-time models"

LOW-SWUNG and racy in its dominant eye-arresting proportions, the new Haynes "Fourdore" commands unbounded admiration. The hood is broad and high-arched. The weather-tight windshield slopes rakishly.

THIS is no era for peace-time frills and fancies. Neither is it the hour for undue privation. "Happy mediums" supply the patriotic solution.

The body lines, characteristic of all the latest Haynes models, are straight. Wheel-form fenders, center cowl, rounded stern and modish top heighten its magnetism.

Eleven new Haynes offerings coincide with this war-time spirit. Each is replete with timely ideas in appointments, seating arrangements and upholstery. Each has a sturdy under-structure, broad long springs, generous wheelbase.

Deep carmine, beige brown or royal green finishes of super-lustre further enhance its attraction.

More than the Haynes incorporates we deem inappropriate—for today. Yet to wish greater riding comfort, or more stately beauty, is futile. Thus here is essential luxury and commanding appearance—without extravagance.

Beauty does not, however, usurp convenience. Four wide doors provide unobstructed entry and egress for all.

Mechanical maturity vs. experiment

Roominess is predominant

THE comfortably shaped, sumptuously cushioned French pleated seats are broad. Knee room and floor space are generous both in the fore and rear compartments, for beneath is a 7-passenger touring chassis of 127-inch wheelbase.

WE regard this as no time for needless experiment. Where the past has demonstrated a design to be entirely satisfactory, let it be continued. Purchasers gain through advance assurance of excellent service.

"Six-footers" and stout passengers may travel relaxed.

Thus we offer Haynes "Light Six" engines virtually identical to the more than 20,000 now in use. Three and one-half years of owner-driving prove them mechanically mature and without fault. Such engines are time-tried and free from uncertainty.

The back of the forward seat is leather covered and fitted with tonneau light and switch. Two flexible robe rails are provided.

Likewise Haynes "Light Twelves" enter their third year upon this owner-tested basis. Your choice of these two famously economical motors is afforded.

There is a capacious water-tight luggage compartment at the rear.

Gear-shift and emergency brake levers are curved to be within natural grasp. So are they in all Haynes models.

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Model 30 (4-pass. FOURDORE road.)	1825
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Model 32 Coupe (4-pass.).....	2575
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For those who cannot visit our showroom we have a beautiful catalog ready to send. It brings the Haynes line to your home. It gives the information that you wish. Write for it.

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Model 44 Town Car (5-pass.).....	3885
Demountable tops for all open models	300
Add \$14 to cover war tax	
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ENDURANCE TEST FOR ALL MOTORS OF SMALL PISTON

A Revival of Twenty-four-Hour Dirt Track Races After War Is Now Predicted.

"The day will come when the warring nations of the world will have settled their differences and the checked flag waves on American speedways once again," asserts F. E. Miller of the T. G. Northwell company, "and there will be a revival of 24-hour races in order to determine the stamina of the prevailing type of high-speed motors of small piston displacement."

This is the belief of George M. Dickson, president of the National Motor Car and Vehicle corporation of Indianapolis, manufacturing the National Highway sixes and twelves, proud descendants of a National four that 13 years ago put the world's 24-hour record for stock cars on a dirt track at 1094 3-16 miles.

"Just prior to President Wilson's declaration of war on German autocracy, several speedway managers were planning the revival of 24-hour contests," he said, "and I am inclined to think that such events will be scheduled when automobile racing is resumed in this country."

Would Test Staying Qualities.

"These twice-around-the-clock events should prove well worth while, satisfying the public demand for something new in the way of automobile competition and also being of great value to the motor car engineers. For the cars of today, with piston displacements of 300 cubic inches or less and of unusual high engine speeds have yet to undergo the racking test of the 24-hour grind. No one disputes their speeds, for they have averaged close to 100 miles per hour in 300-mile races, but the stamina of the automobile is not tested so severely in these five-hour runs as in the grueling marathons that last a day and a night.

"Wonderful motor endurance has been developed in aviation engines since the outbreak of the European war and with the coming of peace, the motoring public will be curious to know whether these aeroplane motors have the same degree of stamina when placed in the chassis of an automobile. Stability is the quality first looked for in a machine by the average buyer, and in 24-hour races, the manufacturer can prove that his product possesses it to a marked degree.

First to Demonstrate.

"One of the first companies to demonstrate the stamina of its cars was the National, which in 1905 staged a 24-hour race against time on the dirt track at the Indianapolis fair grounds. Charlie Merz, now in the government service, and Jap Clemons alternated at the wheel of the car and although losing many precious minutes in making a total of 56 wheel changes, established a record of 1094 3-16 miles, which stood until 1909, when Ralph Mulford and Cy Patschke put the 24-hour stock car mark at 1,196 miles.

"Incidentally, while the National was setting a new 24-hour record, the Indianapolis speedway, the Father Adam of the similar courses at New York, Chicago, Cincinnati and Minneapolis and the smaller tracks at Providence, Uniontown, Omaha and Los Angeles, was conceived, the four owners of the Hoosier speed saucer—

BANNER YEAR FOR LOW PRICED CARS

Auto Dealers Predict Steady Increase in Demand for Machines Both Here and in Canada.

"The coming year will be bigger and better for the motor car industry than any previous season," asserts W. L. Kilby of the Noyes-Kilby Motor company.

"This is the verdict of members of the Saxon Motor Car corporation's organization, who have been in direct touch with the automobile situation in Canada during the last three years and who have watched the effect of war time conditions in the Dominion. They point out that this year Canada has retailed more automobiles than in any year since the motor car first came into use there, and at the same time, this year has seen the entire Dominion devote more and more of its energies to prosecuting the war.

"Following from this, they turn to the situation in this country in the last six months. Instead of completely breaking down the retail motor car business, as was Canada's experience, the early days of our participation in the conflict have been characterized by a splendid steady business in automobile sales and one that has continued right through the winter to date.

Expect Bigger Sales.

"Saxon dealers all over the country have branded this year as one of surprises for, instead of a decrease in sales with the coming of cold weather, they have found an increasing number of buyers. They are certain that this condition is going to be followed by spring and summer business which will surpass anything they have heretofore experienced.

"One thing that makes Saxon's success during the year practically assured is the fact that the motor buying public is going in for cars that can do hard work and do it well. The need of the automobile in these times is apparent to every business man, but the type of car that is purchased by them apparently is one that has every convenience and point of mechanical excellence, without undue luxury and froth, such as characterized the trend of motor car buying a year ago.

"In a word, the country is looking for an automobile to work, one that retails for a moderate price. Special colors, special upholstery and other luxuries but unnecessary features are being eliminated.

"Then, too, with the price of gasoline soaring, Saxon economy of operation is winning men to it who heretofore were not accustomed to think much about the cost of upkeep."

Tub Spencer Threatens To Quit Detroit Tigers

Report comes from Santa Clara, Cal., where Catcher Ed Spencer of Detroit is acting as coach of the college team, that he has about decided to stay on the coast this season. Spencer is quoted as saying he would like to have the management of one of the independent teams playing in California and that if he gets it he will quit the Tigers.

Persistent Advertising Is the Road to Success.

BENDIX DRIVE STANDS TEST IN ALL CONDITIONS

King Motor Man Shows How Starting Unit Has Come Into Almost Universal Use.

By WALLACE C. HOOD, General Sales Manager, King Motor Car Company.

Motor car drivers as well as automobile engineers judge the merits of a starting system by its ability to develop sufficient energy to crank the engine under any and all conditions; even in very cold weather, when the storage battery is low and inefficient, and the engine is very stiff and hard to crank. One of the real developments in a motor car unit of which little has been said is the Eclipse-Bendix drive, which was the first used in this country by the King Motor Car company and is now in almost universal use throughout the industry.

Much has been heard about the Bendix drive through court litigations and disputes over patent rights; matters of discussion in the manufacturing field and courts only. To the public at large and the automobile owner in particular little is known of the Bendix drive, which today is essential to the operation of the self-starter.

Cranking Unit.

The Bendix drive is the unit that connects the starting motor with the fly wheel when the electric current is turned on, which causes the electric starting motor to revolve and through the Bendix pinion gear to turn the fly wheel and crank the engine. This arrangement transmits the necessary power from the storage battery to turn the engine over until a charge of gas is taken into the cylinders and exploded, causing the engine to start and run under its own power. There was a time when the starting of the motor with the self-starter was a noisy and grinding operation, accompanied by many mechanical troubles, due to complications arising from numerous gears, over-running clutch and complicated resistance switch. The Bendix drive has eliminated all of these troubles, because its action of engagements and disengagement is automatic, through the principle of the momentum of revolving parts. It is now used by over two scores of passenger car and truck manufacturers, and its universal use is predicted. Among well known cars which use the Bendix drive are the Appersons, Biddle, Chalmers, Chandler, Chevrolet, Cole, Daniels, Dort, Federal truck, F. J. A. T., Garford truck, Haynes, Interstate, Jeffery Quad truck, King 8, Kissel, Mitchell, National, Oakland, Oldsmobile, Overland, Paige, Peerless, Premier, Republic truck, Stearns, Velie and Winton.

Permits Smaller Motor.

The Bendix drive is manufactured by the Eclipse Machine company of Elmira, N. Y., pioneers in the manufacture of coaster brakes for bicycles. When the King company first started to use this drive, it employed a 13-tooth pinion, a size that is universally used today. During the past season an 11-tooth pinion was developed for the King Motor Car company and is now being used on the current model. This pinion gear permits a smaller starting motor to be used because of the greater gear reduction between the starting motor and the engine; a reduction of 11/2 to 1 instead of 9/2 to 1.

In the Bendix drive the meshing