

TEST PROVES VALUE OF INTERNAL DRIVE

Demonstration of Seven Different Makes of Motor Trucks Satisfies Paving Contractor.

Ever since the motor truck received its well-earned recognition as one of the world's most efficient methods of transportation, there has been more or less discussion as to which form of drive has really proved itself superior. The various methods of propulsion have their enthusiastic backers, among the truck owners as well as manufacturers, and there are features of each which, of course, commend their use.

Advocates of the internal gear drive, and there are legions of them, have recently had their judgment splendidly vindicated in a test that included the leading makes of trucks employing other forms of drives.

Like Two-Ton Trucks.

Seven trucks were demonstrated recently for the benefit of the Coraopolis Livery & Transfer company, who were the favored bidders on a contract to haul paving bricks for a new stretch of road running out of Coraopolis Heights, near Pittsburgh. From previous experience with work of a similar nature it was decided to handle the whole proposition with motor trucks. Carefully prepared statistics, including the distance to be covered, the cubic yards of road to be paved and the quantity of brick necessary to complete the work, and the length of time allowed for the completion of their contract, suggested the use of two-ton trucks, with trailers, as likely to be most efficient.

Among the motor trucks tested in competition for this work was a Republic model "A" two-ton truck, with internal gear drive. The other trucks, as mentioned above, represented various forms of drives.

All of the trucks pulled three tons of brick up a hill chosen as a part of the testing ground, but all used low gear except the internal gear driven Republic. The Republic made its way easily up the grade in second gear, in much less time and with a very marked reduction in the consumption of gasoline.

More Power to Wheels.

But the really remarkable feature of the demonstration, as Mr. Pannell of the Coraopolis concern himself points out, is the fact that three of the trucks present had identically the same powered motor, and the same gear reduction, as the Republic. To even the casual observer these would plainly indicate the high efficiency of the internal gear drive. The internal gear drive used on all Republic trucks, transmits 92 per cent of the motor power to the wheels, which is from 12 per cent to 26 per cent more than any other form of drive.

Gossip Heard at the Omaha Auto Club

Foreign Cars Being Counted.
Police Superintendent Ringer, through suggestion of the Auto club, is having the patrolman on the Douglas street bridge count the foreign cars coming into and going out of Omaha. This count of cars, other than Iowa cars, will no doubt surprise many citizens who do not realize the immense highway volume that pours into Omaha from all directions. The tourist trade is a real asset.

Lincoln Highway Being Improved.
The word dropped by Field Secretary Ostermann, of the Lincoln Highway, that the Lincoln Highway route would be changed if improvements were not obtained on the east end of the highway in this state, has had the effect of stirring up some good road work along the line.

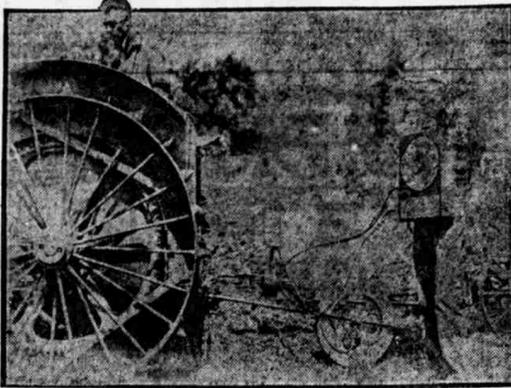
Iowa Lincoln Highway Excellent.
Tourists coming in to the club room from the Iowa stretch of the Lincoln Highway report it as very fast and in excellent shape.

Garage Ordinance Being Prepared.
An ordinance which will provide a close check on cars, local and transient, is being prepared. The ordinance will provide tangible means of tracing stolen cars.

Touring at Its Height.
Touring is at its height. Hundreds of travelers are stopping off at the club room every day for road information and route cards. Non-members from cities which have auto clubs are charged for the service. Club members are advised to present their membership cards at other clubs or a charge, and possibly refusal, will result. J. D. Youngman, club member, leaves for Denver, Colorado Springs, Estes Park, Cheyenne and other western points. E. M. Wellman recently returned from Lake Koronis, near Paynesville, Minn., and reports route furnished by the club excellent. C. O. Talmage is leaving for a fishing trip to the lakes around Alexandria, Minn. John Harvey, Jr., is to take in Minneapolis and then south to Peoria, Ill.

Call Club Before You Start Trip.
It is suggested that before starting on your motor trip one call at the club for first-hand information on the route. At present there is an important detour on the Spirit Lake Airline from Denison north, which eliminates heavy road work in progress. From Spirit Lake there is an important new connection east and north for the Twin Cities, much better than the old way around Jackson. On the O-L-D there is a better road between Crete and Exeter than the main traveled road. The following auto clubs are refusing information to nonmembers: Hartford, Conn.; Chicago Motor, Elgin and Rockford in Illinois; Hoosier (Indianapolis) in Indiana; Davenport, Ia.; Louisville, Ky.; Maine State association; Springfield and Boston in Massachusetts; Detroit Auto club, Mich.; St. Louis and Kansas City, many clubs in New Jersey; New York State association, Buffalo, Rome, Rochester, Glens Falls, Jervis, Poughkeepsie, Utica, in New York; Cincinnati, Cleveland, Columbus, Delaware County association, Lima, Springfield, Toledo and Bucyrus in Ohio; Tulsa, Okl.; Pittsburgh, Harrisburg, Lackawanna County club; Lehigh Valley club, Corry and Lancaster, in Pennsylvania; and dozens of others all over the country are refusing information route books on the theory that the man who motors can afford more than the man who

Hyatt Dynamometer



"The National Tractor Demonstration at Saline, Kan., this year possesses a feature that makes it very much more interesting than any tractor demonstration held in previous years. This feature consists of actual tests made by each manufacturer to show the efficiency of his tractor. They will be conducted under the supervision of the tractor demonstration official and can be used thereafter as authorized and officially recognized tests.

Naturally, the test that most farm owners will be interested in, is draw-bar efficiency. They want to know, in cold figures, just how much power the tractor has at the draw-bar—how much it has to pull the implement through the field.

The instrument that measures this draw-bar pull has been developed by the Hyatt Roller Bearing company. This Hyatt dynamometer will accurately measure not only the draw-bar

pull but also the time and the distance traveled.

The Hyatt Dynamometer consists of three units—first, the hydrostatic unit connected directly with the tractor and serving as a hitch between the tractor and the implement. The pressure obtained is transmitted through the hollow brass tube to the recording instrument. Second, a special speedometer wheel, which turns the chart in the recording instrument whereby the number of feet traveled is obtained. Third, a recording instrument that consists of a clock and a dial on which is placed a ruled chart. On this chart is registered, in red ink, the pounds pull and time required.

From the above data, the draw-bar horse-power can be compiled. The Hyatt dynamometer will be available for all manufacturers that desire to make such tests and will be in charge of two Hyatt experts—Mr. Woolley and Mr. Newman.

ation methods would soon convince people that the automobile is something which cannot be dispensed with without seriously hampering our present efficiency.

Streets Need Resurfacing.

The club has asked the city commissioners to resurface Farnam between Fortieth and Forty-second. This stretch is rough and used heavily. Another bad block is between Tenth and Eleventh on Mason, which if asphalted would provide a means of reaching the stations without traveling the congested Tenth street viaduct.

Crossing at Forty-Fifth and Dodge.

City Authorities state that permanent pavement will be laid as soon as the tracks are up under the viaduct. Temporary repairs will have to suffice until this time.

People Ought to Realize

the Value of Automobile

J. H. DeJong of the J. H. DeJong Auto company in speaking of the automobile as a necessity, ventured an opinion to the effect that it would be a good thing for the country and some of the men who do not realize the importance of the automobile to our present day life, if the government would restrict the use of motor cars for one week. The extra burden which would be thrown onto railroads, street cars and other transpor-

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Peak is to Address Omaha

Dealers Here Wednesday

E. E. Peak, executive secretary of the National Automobile Dealers' association, who has been very active in automobile work at Washington, D. C., is expected in Omaha Wednesday.

Mr. Peak will address the automobile dealers at the Chamber of Commerce. According to C. G. Powell, everyone is anticipating a very interesting talk. Mr. Peak plans on going into various phases of the automobile business quite thoroughly.

Sleeping Car.

Car owners who enjoy camping may very easily arrange their vehicles so that they can be turned into a sleeping apartment. By having the back of the front seat hinged so that it will fold even with the bottom of the seats, it is a simple matter to make a comfortable bed and use the car as a sort of individual Pullman.

Cavanaugh and Swanson

Take Over Motor Company

Announcement was made last week that Frank P. Cavanaugh of the Motor company and Harry C. Swanson, formerly of Swanson Bros. of Hastings had taken over control of the Motor company located at 2415 Farnam street. The new firm will continue to handle the Elgin automobile and in addition will add the Smith-Form-A-Truck line.

Opper Goes to Colorado on Automobile Vacation Trip

J. M. Opper of the Jones-Opper company left Sunday for the Colorado Rockies, where he expects to spend a few weeks' vacation.

Mr. Opper plans on spending most of his time driving through the mountains and in getting a line on conditions in this territory.

Farm Tractor Runs a Close Race with the Automobile

According to F. C. French of the Nebraska Buick Automobile company, in charge of the truck and tractor sales, the tractor business is taking on an aspect which will very soon make the tractor close competition for the automobile business.

This year, according to French, tractors are perfected to an extent which makes them practical for almost all kinds of work. Farmers are beginning to realize this and inquiries are coming in very fast.

French believes that it in the duty

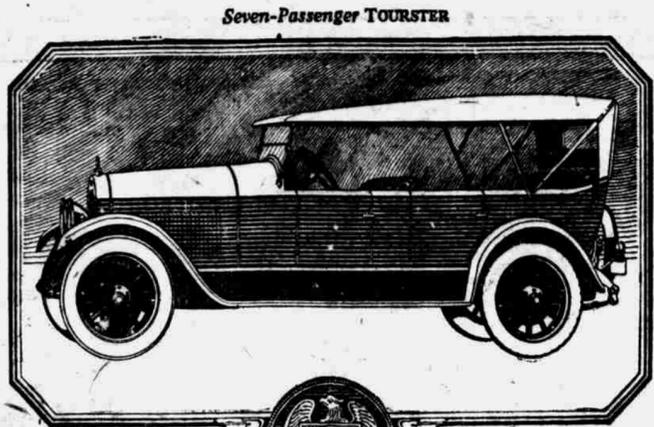


E. E. Peak

of every man who wishes to aid the government in the program calling for increased production of food stuffs, to investigate the tractor and its possibilities in connection with his own endeavors very thoroughly.

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Seven-Passenger TOURSTER



The Cole Aero-EIGHT

Develops 80 horsepower. Weighs 3600 pounds road-ready. Controls almost automatically. Needs less fuel and uses fewer tires.

Double the range of performance
Half the cost of operation

DE BROWN AUTO SALES CO. Wholesale Distributors for Iowa and Nebraska. Some Good Territory Open for Live Dealers. 11th & L Sts., Lincoln, Neb. 1414 Locust St., Des Moines, Ia. 2210 Farnam St. Phone Doug. 6268

Traynor Automobile Co. Retail Distributors.

COLE MOTOR CAR COMPANY, INDIANAPOLIS, U. S. A.

Bee Want Ads Are Business Boosters.

A Self-Explanatory Letter from a Nebraska Farmer Concerning

REO TRUCKS

Staplehurst, Neb.
April 29, 1918.

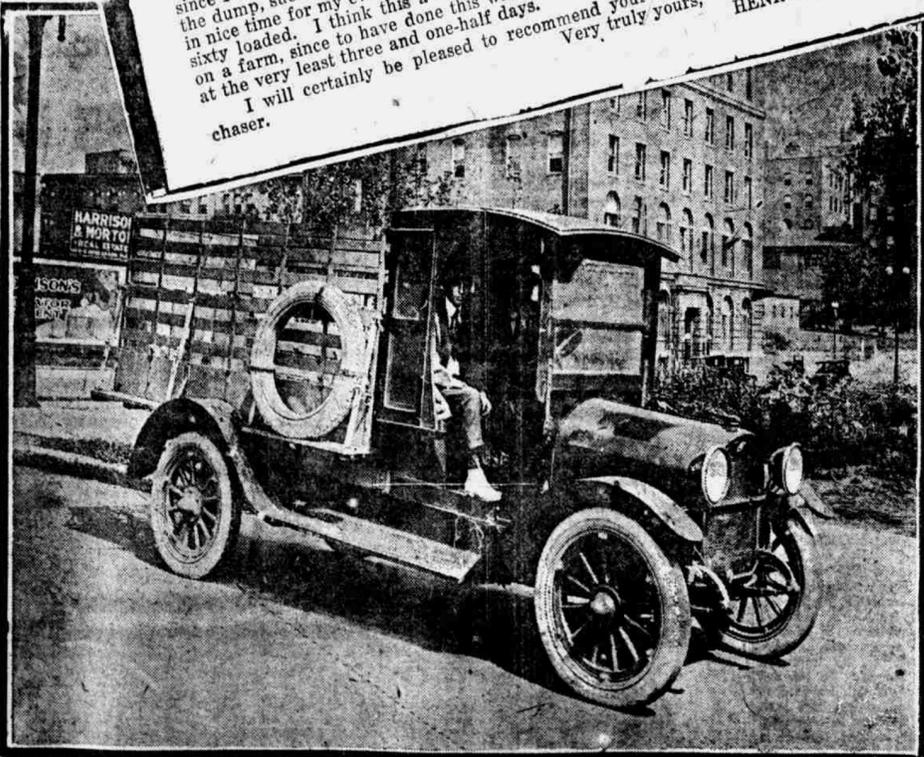
Jones-Opper Company,
Omaha, Nebraska.
Gentlemen:

Answering your inquiry as to how I like the Model F truck with 8-in-1 body and cab, which I purchased through your dealers, Machurek and Vanderkolk, of David City, some three weeks ago, I wish to advise that I am more than pleased. As an example of what the truck will do permit me to give you the following:

On April 25th I got up at my usual time in the morning, and after my chores were done and breakfast over, began hauling oats to the Farmers Grain Company's Elevator at Staplehurst, exactly seven and one-half miles distant. I hauled eight loads, averaging a little over seventy-five bushels per load, did all the loading myself, and since I could not dump in the elevator had to shovel through the open end-gate into the dump, such part of the load as would not freely run out. I finished this work in nice time for my evening chores, though I had traveled sixty miles empty and sixty loaded. I think this a very satisfactory showing as to the worth of a truck on a farm, since to have done this with my team and wagon would have required at the very least three and one-half days.

I will certainly be pleased to recommend your truck to any prospective purchaser.

Very truly yours,
HENRY MENZE.



Jones-Opper Co.

2043-2045 Farnam Street, Omaha
Distributors for Eastern and Northern
Nebraska and Western Iowa

A. H. Jones

HASTINGS, NEB.
Distributor for Southern and
Western Nebraska and Northern Kansas.

Get an Allen demonstration before you buy any car

You can't possibly know, until you have ridden in an Allen, what a wealth of fine qualities this car possesses.

Its motor is not heavy nor does it consume much fuel, but it produces abundant speed and power to outperform most of the big, high-powered cars.

And it is a quick, smooth, silent application of power.

The clutch action is like velvet.

The car rides with unusual comfort—is easy to drive and control.

Those devices that make for safety are designed with a liberal margin of strength.

Finally, the quality of the car mechanically is so high that replacement expenses are held at a minimum.

The Allen owner has a sense of sureness that his car can be depended upon for all the service he may demand—and it can.

\$1195

Ex. B. Factoris, Ohio

Let us make this Allen demonstration now—and we'll make it under your conditions, which should be severe enough to convince you of this car's real value.

Standard Motor Car Co.

CARL CHANGSTROM, Pres.

2020 Farnam St. Phone Doug. 1705
Omaha, Neb.

Factory Address: The Allen Motor Company, Factoris, Ohio