

OMAHA SUPPLY FIRM BOUGHT BY CLARKE POWELL

One of Largest Deals of Kind in Recent Years Consumed in \$50,000 Sale in Omaha.

One of the largest deals consummated in this part of the country in automobile supply circles in recent years was concluded Saturday morning when the Powell Supply company bought the entire stock of the Omaha Auto Supply company.

The Omaha Auto Supply company has been in existence for seven years and was owned by Charles E. Fanning. On account of his many other interests, Mr. Fanning decided to close out the business, and in view of the scarcity of merchandise in the automobile supply line, the Powell Supply company jumped at the chance to get this material.

Clarke G. Powell states that there was over \$50,000 worth of merchandise involved and that the stock was the cleanest and most up-to-date of any that he had seen. The manager of the Omaha Auto Supply company, L. R. Wilson, had used excellent judgment in making his purchases and had kept clear of all but the standard lines.

Go to New Firm.

Several members of the Omaha auto organization, including Manager Wilson, will go with the Powell company. Mr. Powell figures that this combination will put the Powell Supply company in a better position to serve the automobile trade in the central west than any other supply house in the country. While giving better service to the trade, the move will also be along the lines of conservation, as it will mean the handling of a much larger volume of business through one organization instead of two.

Powell Supply company is one of the pioneer automotive supply houses and has long been recognized as a leading factor in the business. The recent purchase will give Omaha one of the strongest distributing houses in this line in the country.

Omaha Auto Club Motor Notes

There are hundreds of motorists who drive in at filling stations needing eight to ten gallons to fill their tanks and buy but three or four. This is a waste of gasoline for the simple reason that it is estimated there is one-twelfth of a pint, or nearly so, absolutely wasted by spilling or evaporation every time you have to take on gas. By filling your tank you waste an unnecessary amount of gas, and thus save the absolute waste. You save nothing by buying two or four gallons when you need ten to fill the tank. The country at large is the loser and you will be in the end if you don't conserve in as many ways as possible. Figure 4,000,000 cars out of 5,000,000 saving one-twelfth of a pint of the precious fluid after every day by filling full each tank and you can save \$33,333.33 pints, or 41,666.66 gallons, every other day, and the splendid saving for twelve months of 7,499,998.80 gallons. Nearly 5,000,000 gallons saved a year by a little thoughtfulness. This is only one way to conserve gasoline.

Automobiles are asked by the fuel administration to assist in every way possible to extend the conservation program. If the practices of waste are not corrected, drastic regulations will become imperative. Inspectors and local deputies will be appointed by the near future.

Motor truck hog delivery at the South Omaha stock yards is hitting a pace for the whole country to follow. From January 1 to August 20, 128,065 hogs were brought in by truck. Figure ten to a truck and this means 12,806 truck loads of porkers. The largest day's receipts was on July 19, when 1,545 hogs, or 154 truck loads, pulled into the yards.

Fifty-two Iowa counties have established the patrol system of road maintenance. The patrol system is compulsory but after two years in effect only half the counties have established it because of difficulties in securing men and also on account of road progress not being far enough along to warrant the expense. The patrol mileage in each county averages 150 miles and is highly successful where established.

There, little road, don't cry. They've broken your back, you say. But trucks that are used in place of trains.

Are things that have come to stay.

Another new highway, all marked, has been added to Nebraska's system of marked roads. The Grainland runs from Sioux City to Grand Island, via Emerson, Wayne, Hoskins, Norfolk, then down the Meridian Road through Madison and Humphrey to Platte Center, and southwest through Monroe, Genoa and Fullerton to Palmer and Grand Island. It is marked with an orange square, black bands bottom and top with G-H in center.

The Federal government has use for so many automobile mechanics that the trade is feeling the scarcity of repair men. An expert mechanic teaching auto repairing to owners in the east hands them this bit of advice first thing: "Study your instruction book thoroughly. There is no other book published, no matter how complete, which can be substituted for the manufacturer's book concerning his own car. A thorough study of the parts will teach you how to make a lot of the minor repairs and adjustments for which you have heretofore run into a garage to have taken care of.

Plan now to spend September 5 at the State Fair. The government is interested in the success of prominent state fairs and your attendance is needed. Go by automobile and thus relieve the railroads. The Auto club has requested the county commissioners of Douglas, Sarge and Saunders counties to not main roads in shape for heavy travel.

5,166 Makes in France.

A census taken by the French intelligence office in 1900 revealed that there were just 5,166 automobiles of all kinds in France.

"Rick's" Classic Modesty Unchanged by Altitudes

This is the opening chapter in the story of a man who might be a hero, if he had any of the conventional traits. Heroes always disclose "becoming modesty"—but when "drawn out" reveal, through implication, a surprising lack of self-hatred and a remarkable appreciation of their abilities and courage. And yet we forgive those things in a man who has achieved to daring and unusual heights of bravery.

Eddie Rickenbacker—the man of this story—is distinctly disappointing in the role. The record of his newest achievement and daring as an aviator is well under way, but his letters from France—the only available gauge—to H. C. Bradford, his ex-manager and bosom friend, are devoid of even the remotest suggestion of ego, which his work over the American sectors would well justify. In its place is only the happy enthusiasm that characterizes the youth of this fighting country.

The letters to his beloved "Brad" are for the most part empty of things of war and flying warfare. They want to know how Bill Pickens is getting along. How is George This, and what is Jack That doing? He asks about Ralph De Palma and Barney Oldfield, but most of himself is a missing quantity in his correspondence.

With Pershing.

It was most discouraging. But musing carefully, one found an occasional nugget.

Before Verdun, while he was yet with General Pershing as personal driver for that officer, he wrote: "I had the rare opportunity to be with him on his inspection of the different sectors of the front, from Verdun to Switzerland. We could see the entire artillery preparations, as we were just two and one-half miles from the front-line trenches. We were continually in danger of being shelled by the Germans. We remained there until one o'clock Saturday night, when the boys went over the top. Words are really insufficient to express the horrors of the whole affair; . . . that thundering, the damage from the shells, I'm writing only from the point of view of one who has witnessed it. Imagine the feelings of those participating. It is a grand human conception.

"As we came to Rheims we stopped to visit the world's famous cathedral. Through the courtesy of the bishop we were guided through the entire destruction. Even as we were there, a shell which had failed to explode was unearthed from beneath the floor. It was a 350-mm. shell.

Shells Expected.

"We were told that the Germans were expected to shell the cathedral every day at 5 o'clock. Everybody looked at his watch. It was then 4:40. I don't think you have to stretch your imagination any to realize what my speed was for the next twenty minutes. I had time enough to accept some pieces of glass from the shattered windows and have enclosed a piece. It will make a memorable souvenir if made into a ring. If possible I will send you a German helmet and cap."

In the same letter he voiced keen satisfaction in his appointment to the aviation section, his pilot's license and his commission as first lieutenant, stating that he was "working very hard to equal the honor."

On flying, observation and enemy plane hunting he wrote: "Believe me, Brad, it is a great sport. Have been flying with a Baby Nieuport for the last three weeks and can do the loop-the-loop, ninety-degree turns, spirals, tailspins and land very well. Flying is far more fascinating than remaining on the ground. I can look down on old Mother Earth from far above with Mr. Moon man."

Gets Fighting Plane.

Early in April the embryo ace, in his typical, joyful way, told that he had at last been presented with his fighting plane. No grim purpose or heroic pose pervades his letter of that time.

He writes, in his simple way, "I am just as happy as can be. I am in a pursuit squadron as a pursuit pilot, with a pretty Baby Nieuport, which has about 135 miles per hour under her bonnet. Made a trip the other day with the wind behind me and covered a distance of eighty miles at an average of over 150 miles per hour." And concludes, with his refreshing exuberance, "Oh, boy! It's the life."

Rickenbacker never possessed that quality properly attributed to many racing drivers in the sobriquet "daredevil." Recklessness, the lucky star, was too unstable a satellite for him. It was too much the symbol of the gambler. When he drove, the efficiency born of experience, coolness and a sort of flexible steel nerve which bent to suit any emergency were always present, always at his instant command.

Has Quick Judgment.

He is quick to accept unfavorable circumstances and in such crises never loses poise. His judgment at those moments merely pulls on his seven-league boots and leaps to his aid.

This same capacity for instantly judging, for determining in a second's fraction what must be done, will make him one of the war's greatest pilots. It will bring him forth triumphantly safe in combat against enemy odds. Indeed it has already done so, for the press dispatches, which have lauded his work, prove that he has applied it to his lofty endeavors against the boche.

Shortly before leaving the French sector for the American lines he mentioned an "unusual experience a few days ago while flying over Germany, when they started using my tailpiece for a target and came rather close, as, upon landing, I found several holes in my plane caused by fragments of their shells. Rather good shots, don't you think, considering that at the time I was flying at about 18,000 feet?"

One of his April letters is given to the following:

That the many opportunities for securing remunerative employment in the big rubber companies of Akron, O., are appealing to many young men just finishing their college courses for the year, is indicated by the noticeable influx of college men during the last week. These men, the majority of whom expect to continue their studies next fall, naturally turn for summer work to an industry in which it is possible to earn a wage permitting a saving for the "rainy day" ahead.

SAVE THE STEAM FOR MUNITIONS AND FOR GRAIN

Commercial Travelers Especially Urged to Make More Extensive Use of Autos.

"According to the latest available crop reports issued by the United States Department of Agriculture, the wheat acreage in this country is something over 28 per cent in excess of last year's acreage. And while it is impossible to say exactly what the yield will total, it is estimated that approximately 80,000,000 bushels more than the average for the past five years will be harvested. It is evident that the transportation of this enormous crop, in addition to the tremendous war transportation requirements, will throw an incalculably heavy strain on the railroads during the approaching fall and winter," says Charles A. Tucker of the Nebraska Oldsmobile company.

Use Autos More.

"Of course the government's action in raising passenger rates and curtailing raising passenger rates has automatically restricted railroad travel to a very considerable extent. But that isn't enough—not by half—it is up to every man and woman who travels to use the railroads just as little as is absolutely essential.

"Traveling men, particularly, can do much to help. I know of dozens of men who have simply motorized their routes and quit using the railroads altogether. In cases where the territory covered is not too widely scattered this method not only saves time, but actually keeps down the expense account. In some cases, traveling men to whom we have sold cars say that they surely will continue to use them in their work even should after-the-war conditions result in normal rail rates.

"Another way in which steam power is being conserved and can be conserved to greater extent is by substituting the automobile for the occasional business trip or family tour. While the motor car usually provides the most pleasurable mode of travel, there may be times when its use will require some little sacrifice of time or convenience. But sacrifice is the spirit of the day and the national need is so great that nobody can afford to overlook any chance to render even indirect service."

JAP AUTO RULES, THOUGH UNIQUE, CERTAINLY PLAIN

Eight Knots an Hour is Speed Limit in Towns and Motorists Are Warned to "Ring Horn."

"Every time you see a picture of a Japanese thoroughfare you wonder how automobiles have any room to maneuver at all, let alone how they can observe traffic laws as stringent as those in force on Fifth avenue," asserts H. Pelton, Franklin distributor. But according to a well known motor car importer, just returned to the States, the Japs have their own ideas of how a car and driver should behave, and what is more, take pains to see that all foreigners understand them. Here is the way the rules were translated into English by the Japanese traffic authorities and posted at Pyang Yang, Chosen Province.

1. You must drive your automobile at the speed of eight knots per hour on the city road and at 12 knots per hour on the country roads.
2. In narrow place of road corner and bridge, speed slowly.
3. When you see the policeman throw up his hand you must not drive in front of him.
4. When you see the corner and the bridge, ring the horn.
5. When you see the head of the passenger on foot or the cow or the horse you must ring the horn.
6. When you meet the horse or the cow speed slowly and take care to ring the horn and not be afraid of them. Drive slowly when you meet the horse and the cattle, do not make them afraid and carefully make the sound. If they afraid the sound, you must escape a little while at the side of the road till they pass.
7. When you drive the motor car do not leave the driver seat and take care lest unexpected trouble happen.
8. Do not drive the motor car when you get drunk and do not smoke on driver's seat.
9. When two cars are driving in the same road, if there is another car in front of yours, you must keep 60 yards away from him, if you go ahead of him ring horn and pass him.
10. When you cross the railway wait until the other train and other cars pass through.
11. When anything the matter with your car you go police station and tell him.
12. When you want to have a driver or exchange another, you must enclose driver's address, career and age.

Special Notice.

You must never put overload on your automobile. The licensed capacity of your Ford car is five persons, two in front house and three back house.

Adjusting Brakes.

After adjusting brakes it should be ascertained that the wheels run freely. This is done by jacking up the rear wheels and turning them by hand. If resistance is encountered and a scraping sound issues from the wheel as it revolves, the chances are that the brakes are dragging. In the case of fabric linings this trouble may be cured by prying the band with a screwdriver or similar tool. It is wise when on a tour to put the hand on the brakes during halts, as dragging will be indicated by heating of the drums.

The driver of a car having wire wheels should give this equipment an occasional detailed inspection for the purpose of locating possible loose spokes. While the wire wheel is so resilient that it usually suffers no damage from an ordinary bump, at the same time, it occasionally happens that a spoke is loosened. In cases where the enamel has been cracked off, a little paint should be applied to forestall rust.

Converting Old Cars Into Trucks Means of Conserving in Autos

One of the most effective means of conservation is the converting of the old and new pleasure cars into valuable trucks. This method of conservation has grown by leaps and bounds. When the government curtailed the amount of material available for the manufacture of pleasure cars, Dodge Bros. immediately went to furnishing what they call their "front end," namely, the engine and transmission, front part of the frame and the front wheels, and Graham Bros. co-operated with them and designed a "rear end" that would fit this, making a reliable and sturdy truck with the famous Torbenesen rear axle.

E. A. Bullock of the Graham Bros. Sales company of Omaha tells us also that the demand for these "rear ends" is put on other makes of cars and cars that have been discarded for pleasure use, has taxed the capacity of practically all the factories engaged in the industry.

The universal style as brought out by Graham Bros. fits any car that does not have the transmission on the rear axle and a set of fixtures has been developed to even make this adaptable for the Overland car and makes as good a truck out of an Overland as any other car of the same size.

The Graham Bros. Sales company will exhibit next week at the state fair in space No. 121.

Battery Must Be Adjusted to Meet Changed Conditions

"Unless adjusted to meet the changed conditions of touring, the generator will force more electricity into the battery than the battery is called upon to furnish to the starter," says Elmer Rosengren, of the Nebraska Storage Battery company. "As a result the battery will be overheated and may be seriously damaged.

"It is advisable for the touring motorist to feel of the battery cell connections once in a while. If they seem more than blood warm to the touch it is safe to assume that the battery is hotter than is good for it. A very simple remedy for this difficulty, however, is to burn all the lights while driving, even in the daytime for the remainder of the day.

"The best way to prevent such a necessity, however, is to have your generator adjusted to touring conditions before you start, on the principle that it is better to prevent an overheated condition than to cure it after it has started.

Installing Bearings.

When driving ball bearings into place, some form of soft metal yoke or tubular section should be used. In this way the hammer blows are distributed evenly and the bearing is driven home without injury. In using a double yoke member, one prong can be placed against the inner race, while the other rests on the outer race. In removing a bearing or part, the pressure should be applied where the part is a tight fit on the shaft or in the housing. As a general thing the inner race is a tight fit on the shaft, while the outer race is a push fit in the housing. When it is necessary to use blows in removing a bearing, a brass or hobbitt metal bar or a block of hard wood should be interposed between the hammer and the part. Also the blows of the hammer should not be all directed at one point, but scattered around, giving

Emergency Grease.

When a grease cup supplying a bearing runs dry on the road, it is a simple matter to carry on by filling the cup with cotton waste, which has been saturated with lubricating oil. This takes the place of the grease very acceptably until a fresh supply of the heavier lubricant can be secured.

will last for a considerably longer time.



"Four Ninety" Sedan \$1,185 f. o. b. Flint

Everything a Sedan Should be, at a Price You Can Pay

The Chevrolet "Four Ninety" Sedan was brought out so that the average man could have a comfortable all-year motor car.

Chevrolet resources enable us to produce a Sedan that compares in beauty of design and completeness of equipment with Sedans priced much higher.

And there is no Sedan at any price possessing a more efficient and economical power plant than the Chevrolet "Four Ninety" Sedan. It is powered with the famed valve-in-head motor.

The Chevrolet Sedan is an all-year car. In winter, a warm, roomy closed car; in summer, an open, easy-riding touring car. Simply drop the windows and deposit the posts in a receptacle provided for them. As a Sedan or a Touring Car, it accommodates five passengers in absolute comfort.

Hayward-Cameron Motor Co., 2427 Farnam St. Omaha, Neb. Phone Douglas 2406.



Manager of Trawver Auto Company in Training Camp

W. L. Trawver of the Trawver Auto company, left last Wednesday for Camp Lee, Va., where he will enter the veterinary training camp. H. E. Trawver of Des Moines has assumed active management of the business and announces that he will continue the same policies that have been used in the past, courteous treatment, clean stock of new and used cars, and money back if not satisfied. The new manager is experienced in the used car business, having been connected with the Auto Salvage and Exchange company of Des Moines.

Willard STORAGE BATTERY SERVICE STATION

When We Say "O.K."—it's "O.K."

Here's what O. K. means when we put it on your battery.

- Quick strong spin when you step on the starter.
- Bright light in the road ahead for night driving.
- Hot spark that puts real life in your motor.

If you have any suspicions that your battery isn't O. K. right now, drive around and get the facts.

There's a new Willard feature that is "O. K."—and we know. Ask us about Threaded Rubber Insulation, and get a copy of the booklet "A Mark with a Meaning for You."

Nebraska Storage Battery Company
20th and Harney Sts. Omaha, Nebraska. Phone Tyler 2920.

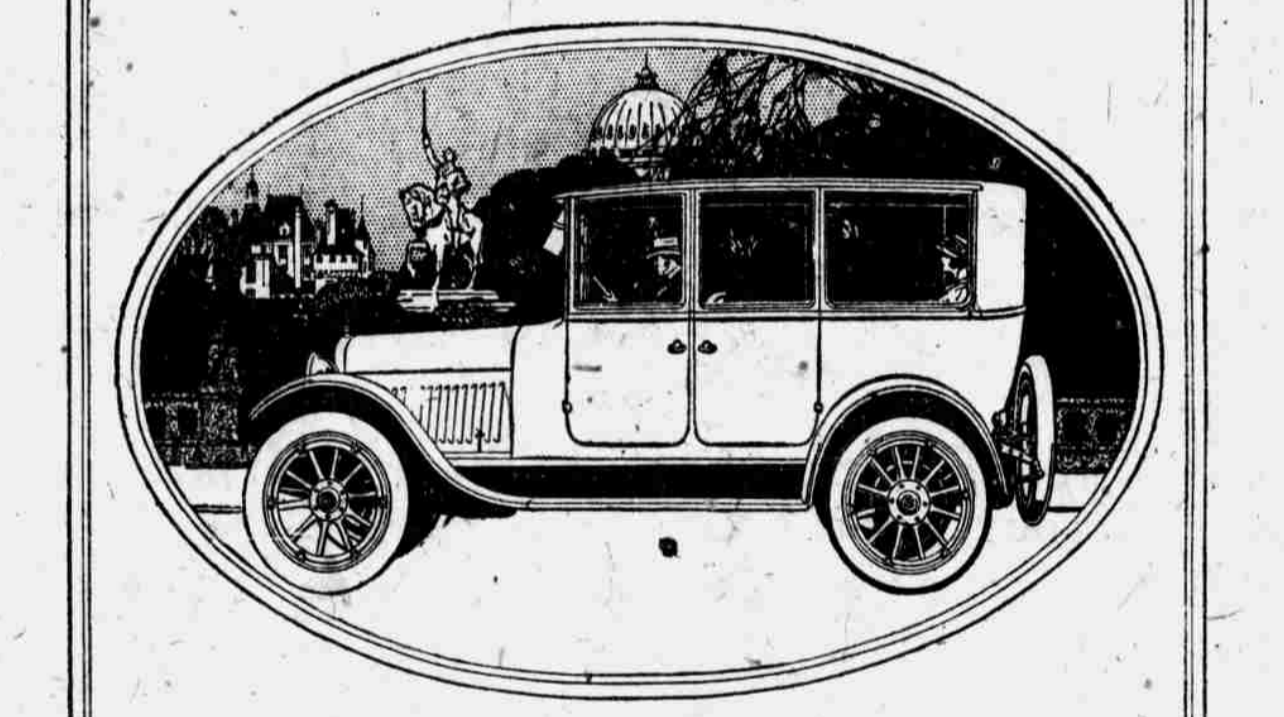


BRANCHES:

- Wahoo Storage Battery Company, Wahoo, Nebraska.
- Wayne Storage Battery Company, Wayne, Nebraska.
- Fremont Storage Battery Company, Fremont, Nebraska.
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CHANDLER SIX Famous For Its Marvelous Motor



The Point of Climax in Sedan Design

THE seven-passenger convertible type of sedan is given its finest expression in the current Chandler model. This is a truly handsome car, most graceful of line, splendidly finished and upholstered. It seats seven with extreme comfort when the two auxiliary chairs are in use. The four doors give ready entrance and exit without confusion or disturbance.

Mounted on the standard Chandler chassis, distinguished for its marvelous motor, the sedan is most serviceable in all seasons. The windows may be lowered into the body panels, or entirely removed, and, at any moment, the car may be entirely enclosed if desired.

The Chandler car is offered in other attractive models. Nearly fifty thousand Chandler owners know the extraordinary worth of the Chandler car.

Choose Your Chandler Now

- Seven-Passenger Touring Car, \$1795
- Four-Passenger Roadster, \$1795
- Four-Passenger Dispatch Car, \$1875
- Convertible Sedan, \$2495
- Convertible Coupe, \$2395
- Limousine, \$3095

All prices f. o. b. Cleveland

CARD-ADAMS MOTOR CO.,
Chandler Dept., Ralph W. Jones, Manager.
2421 Farnam St., Omaha. 1640 O St., Lincoln.

CHANDLER MOTOR CAR COMPANY, CLEVELAND, OHIO