



COLE EIGHT IS LAUDED BY MEN AT THE FRONT

Cars Make Good While Called Upon for Hardest Kind of Service Near the Battle Lines.

The Cole Motor Car company is getting many reports from members of the American expeditionary forces who have returned to this country about the work being done by the Cole Aero Eight with the American forces in France.

A letter from Major William H. Brown tells of some of the work being done by these new models. "Recently I was called on to make an inspection while over there where things are hottest, in connection with my duties at the front. A motor car was placed at my disposal, and it took no second look for me to recognize it as a Cole Eight. They are using these cars which you have shipped to the American expeditionary forces for the hardest work and they are sure making a record for themselves. To be able to ride in an Indiana made automobile away over here in France was a privilege. It felt like being home again."

Another report comes from an item which says: "Corp. Luther Shettler is engaged in transporting officers from place to place in 'No Man's Land' in a Cole eight-cylinder car."

Another expression comes from Lt. N. S. Frederick of the French flying corps, who has recently come to America to assist in the production of the famous Bugatti motors, which are being used in airplanes. Lieutenant Frederick will be remembered as the pilot of the famous Bugatti race car. His knowledge of motors in general, and engines in particular, add significance to his expression of complete satisfaction with the Aero Eight, which he characterized as a distinctive leader among American motor equipages.

Foshier Bros. & Dutton Take Agency for the Sandusky Tractor

Another of the old-time automobile enthusiasts has taken on a tractor. The firm of Foshier Bros. and Dutton have taken over the Sandusky tractor made at Sandusky, O.

Followers of the Fremont tractor show will doubtless remember this tractor as it was demonstrated there several seasons.

Daring Work by Artillery Observation Plane Pilot

A British Airdrome in France, Sept. 25.—(Correspondence of the Associated Press.)—An artillery observation plane caught fire while trying to obtain the range of a bridge. Did the airman attempt a landing to escape the flames or did they remain aloft to complete their task?

The pilot of the plane gives the answer in his own words: "I switched off the petrol supply, and opened out the throttle," he said. "One steep, swift dive, and the fire was out."

"Then I hesitated. Should we hurry off for home and safety or continue the shoot, in which a very little more observing would bring complete success? I turned to the observer. He leaned over and inspected the damage. It was not very bad really. He shouted in my ear. 'Let's carry on!'"

"I climbed again. Our battery was very soon firing as a battery—all guns—our last messages having completed the registration; and now shells were dropping all about the target. Our part was done and in a few minutes time the bridge was entirely destroyed. In our excitement the faulty engine was entirely forgotten, until, with one last splutter, it gave out completely. It stopped.

Bert Murphy Tries To Buy Attraction Of His Childhood

That the surroundings and little incidents of childhood unwillingly form a network of attachments in the life of an individual was demonstrated vividly on Saturday morning by Bert Murphy, of the Murphy-O'Brien company.

While a caller at the parlors of Stack & Falconer his attention was called to a small statue which is placed near the steps leading up to the porch. The statue is that of a small boy, one foot booted, the other bare, standing on a pedestal holding in his hand an electric light. This statue formerly was located in the back yard and formed a part of a fountain, but instead of the electric light, the boy held in his hand the other boot from the toe of which the water was freely pouring. It had been the pleasure of Mr. Murphy, during his childhood days to live in the nearby neighborhood, and many an afternoon has he spent playing by the fountain of which this statue was a part, allowing the spray to break and fall upon him.

At sight of this familiar statue the scenes of childhood flooded his memory thick and fast, and he became possessed of an irresistible desire to be its owner.

He accosted Mr. Stack in regard to its purchase, offering him first \$50 and then \$75, but to no avail. Messrs. Stack and Falconer also developed a strong attachment for the simple, yet attractive little image.

So many of the salesmen and repair men have gone to war that help is out of the question. Consequently, distributors have to squat down, Indian fashion, and do their talking to friend dealer, who is "somewhere under a car."

"Inspecting Coffins" Is Latest Hunch for Derelict Hubbies

A tip for the married man caught crawling up the front stairs by friend wife at 2 a. m. This "hunch," while coming from the opposite sex might easily serve its purpose for at least two nights during the coming season.

Miss Anna Cohn, copyist in the office of the district clerk, while granting her usual morning greetings to lawyers, reporters and others in the busy office at about 9 o'clock a. m., Friday, was told by one of the honored visitors that she looked "a wee bit sleepy."

"I am," Miss Cohn replied. "Ah, ha," came the rejoinder. "Must have been a big dance or you held hands too long."

"Wrong both times," she answered and by way of explanation, said: "I was looking over a choice collection of coffins. It was a beautiful assortment of highly decorated caskets and I was so interested I forgot how late it was."

"Well, that's a new one! However, best excuse for late hours I ever heard. I'll try that one on my wife," replied the bewildered male, as he braced himself.

But Miss Cohn thought his puzzled look called for further explanation, so she told how she had been visiting a girl friend near an undertaking establishment and that out of curiosity they had entered the establishment and were invited to inspect "the goods."

SALESMEN FIND DEALERS UNDER CARSTHESE DAYS

Distributors Have to Talk Business While Dealers Are Doing All the Work About Shop.

Automobile distributors are confronted with a new problem, asserts C. F. Morphen of the Card-Adams Motor company—that of calling on dealers while they are busy repairing cars and taking care of owners.

A short time ago dealers used to come to Omaha to sign contracts, order cars and transact general business, but now the average dealer is the boss, the service man, the salesman, the teacher, the inspector, the bookkeeper and everything.

So many of the salesmen and repair men have gone to war that help is out of the question. Consequently, distributors have to squat down, Indian fashion, and do their talking to friend dealer, who is "somewhere under a car."

Wear in the main bearings is about the easiest to distinguish of any of these engine ills. When the engine knocks with the car traveling along a level road and continues to knock regardless of spark advance or speed the trouble will be either worn main bearings, play in the connecting rod bearings or carbon deposits. If it is ascertained that no carbon is present in the combustion chambers the bearings are guilty.

American Steamer Sunk. New York, Oct. 5.—The new American steamship Lake City was sunk in collision with the oil tanker James McGee off Key West Thursday night, according to information received in maritime circles here today. The majority of the crew, it was said, was lost.

Water Leaks. In engines that are provided with a plate on the side to facilitate work on the interior it is not uncommon to find that water is escaping here in spite of the rubber and fabric composition with which it is sealed. As a general thing this condition may be remedied by simply painting the plate with shellac or red lead and then screwing it tightly into place.

Carbon Deposits. While carbon deposits in the combustion chambers contain residuum from burned gasoline and oil, there is also a considerable percentage of road dust, which is almost ideally adapted to act with the other ingredients in producing the carbon. It is possible to reduce the amount of this dust entering the cylinders by placing a screen in the air intake and cleaning it frequently. Of course this does not entirely exclude the foreign matter in the air, but it helps, which is worth while.

Locking Bolts. Spring washers should never be used in connection with connecting rod ends or with main bearing bolts because these washers have a habit of snapping in two on occasion, thereby leaving the nut loose. The best method of locking these parts is with castellated nuts and split pins.

Jacket Repair. A neat repair of a cracked water jacket may be made in the following way, provided the crack is so small that the water merely seeps out. The interior of the jacket is thoroughly cleaned out and filled with a solution of sulphate of copper or blue stone. This leaks out through the crack and in so doing deposits a thin film of pure copper that seals the crack.

Pitted Valves. The average car owner does not seem to realize that grinding will not cure a badly pitted valve head and seat. In cases where this condition exists the valve should be removed and smoothed down on a lathe or valve reseating tool, and the seat should be similarly treated before the two are placed together for the grinding that will give them perfect contact.

AMMETER READINGS Are Real Need to Keep Batteries in Order

PRactical PARAGRAPHS By S.P. LaDue Gasket Cutter.

The man who does all the work about his car will find the little device known as a gasket cutter of great help to him. It is almost impossible to cut an accurate gasket with a knife or scissors, but with the cutter these little necessities may be made with absolute accuracy. A cutting blade is carried on this device on a sliding bar, so that any sized gasket may be obtained.

The Work Bench. For the man who wants a movable work bench, an excellent idea is to fix rollers or casters to the legs on one end and a pair of handles at the other. In this way the bench may be trundled about like a wheelbarrow and yet when it rests on all fours it is perfectly firm and gives a solid base for work. It is a good plan to place the vise and tool drawer on the end of the bench without wheels and also to put a ledge around the edges to keep tools from falling off when the bench is being moved.

Main Bearing Wear. Wear in the main bearings is about the easiest to distinguish of any of these engine ills. When the engine knocks with the car traveling along a level road and continues to knock regardless of spark advance or speed the trouble will be either worn main bearings, play in the connecting rod bearings or carbon deposits. If it is ascertained that no carbon is present in the combustion chambers the bearings are guilty.

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Don't monkey with Acid. It won't strengthen your battery. It won't ginger up your starter or brighten your lights. It won't put fire in your spark. But it does burn the life out of the plates—increases the need of repairs—makes your battery cost more and makes its life shorter. If you think your battery needs acid, come in and get an expert opinion. Ask for a copy of the booklet—"A Mark with a Meaning for You." It tells a vital story.

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yes— we are going to stay in business

That is our answer to the question you have been asking us

Ever since "Hudson Enlisted with Uncle Sam," our friends have questioned us about our future plans.

First of all, we are going to get just as many as possible of the remaining Hudsons to be built so that just as many prospective owners of Hudson Super-Sixes in our territory as possible will be able to have the car of their choice.

This is not entirely unselfish on our part, we admit. We are building for the future. The more Hudson automobiles there are in this neighborhood demonstrating the caliber of Super-Six construction and performance, the greater the good will and demand for Hudsons after the non-productive war period is over.

We realize the substantial foundation of quality upon which the Hudson reputation rests and which has built up Hudson success. It does not require a prophet to predict the future of Hudson. To say that permanence is assured is only half stating the case. We can see nothing but increasing progress and prosperity following the present, and let us hope very temporary conditions. That is another reason why our good friends may expect us to stay in business.

But there is still one more reason—sufficient for us if it were the only one.

Hudson Super-Sixes are built on the theory that the motorist buys the USE of his car, not merely the JOY of possession. We sell on the same basis.

So we are in business to stay because we owe a duty of service to Hudson owners. Our Service Department will continue to operate with a complete stock of replacements and a corps of capable mechanics.

In conclusion—once more let us remind you who have been considering a Super-Six that with the passing of each day your chance of getting one decreases in proportion.

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

A STITCH IN TIME SAVES NINE

This old adage seems to gain force when applied to the automobile. In the construction of such a complicated price of machinery as the automobile much depends upon the proper working of each unit and in its relation to other working parts. One faulty part will soon develop others and then your troubles multiply. Let our experts inspect your car and repair it. Every bit of our work is done by men who are experts and under the personal supervision of a master mechanic. If you don't keep your old car running you may not have a car, because new cars will be scarce.

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