



TRACTORS MAKE GOOD IN VERMONT ON HARD GROUND

Cleveland Used in Hillside Work Gives Satisfactory Service, Operator Writes.

Jones-Opper Auto company has received a letter from Leslie Waite of Vermont, where the ground is not strictly level, as to his success with the Cleveland tractor in working his place.

Waite says: "Last season I operated one of these Cleveland tractors on the Maplewood farms of Spencer Borden, here in Woodstock, and wish to state that its operation was entirely successful. It is a machine of large advantages, great capacity and particularly adapted to side hill work as well as for level lands.

"Much of its operation the past season, was on hillside work, not merely gentle slopes, but grades so steep that with round wheel tractors it would have been impossible to secure traction. The Cleveland shows no tendency to sag or slide on a side hill and can be driven lengthwise of a side hill as straight as one can snap a string.

"In having time this tractor was used on a 6-foot cut mower and I

have mowed eight acres of heavy hay in less than four hours when the mercury was so high that mowing with horses was practically an impossibility. This type of tractor was used to mow in a swamp where it was so wet the hay had to be brought out, the ground not being solid enough to permit the use of horses or wagon.

"For belt work it is ideal, its sturdy four-cylinder motor delivering a continuous flow of power, running threshers, sawing outfits and silo fillers with a steady, even pull so much desired for the best results and least wear and tear on the machines."

Omaha to Get Some Hudson Closed Cars for Windy Season

Guy L. Smith, Hudson dealer, has received good news from his factory announcing that in spite of the pressure of war needs there will be a number of closed cars available for the Omaha territory this fall. The Omaha branch has a few cars on hand and with more on the way there is hope that the needs of buyers in and near Omaha can be supplied.

"The demand for Hudson cars has been good all year," said Mr. Smith, "and we are doing our best to get Omaha people their full share of the output for the public. We are naturally filling our orders on the basis of first come first served and the early buyer is the man who will naturally get his car first. We can deliver some cars at once."

FRANKLIN FAME SPREADS TO ALL WORLD'S CLIMES

Everywhere It Proves to Be the Real Weather Car and is Not Affected by Temperature Changes.

From the frozen fields of Siberia to the desert sands of India, the word of the Franklin car, and its imperviousness to extremes of weather, has spread until, within the last few weeks, requests have come for representation in both these far distant parts of the globe—from Bombay, India, where water-cooled cars are apt to boil, and from Siberia, where frozen radiators are the rule.

During the same time, requests have come also from Havana, Cuba, San Sebastian, Spain, and from Dijon, France.

Tire Question First.

The trend of favor toward greater efficiency in motorcars is strikingly shown in the letter from France, in which almost the first question asked was in regard to gasoline and tire consumption.

This shows that the lessons taught by the world war are not going to be forgotten for some time, and that in France, at least, the utter disregard of how extravagantly

the car operates is a thing of the past.

Real Weather Car.

It is quite natural that the Franklin, which has made so many enviable records along the lines of efficiency in America, should be sought after by dealers in a country where for four years the need for the utmost economy in motor car operation has been the portion.

"It's a truly all-weather car," remarked H. Pelton, Omaha distributor. "With the approach of colder weather we have received a greatly increased number of inquiries on closed models and have fortunately been able to assure our customers that we are able to make deliveries on a limited number at once."

Public Market Will Be Reopened by Slossburg

Jake Slossburg, jr., Omaha grocer, who purchased the equipment of the Public market in the First National Bank building when they went into bankruptcy announces that he will reopen the establishment to be ready for business in about two weeks. Mr. Slossburg has successfully conducted several market places in Omaha for many years and the Public market under his management promises to be a success.

Repair Parts Sanctioned by War Industries Board

The war industries board has ruled that the automotive products section of the board shall care for the needs of automobile manufacturers in the way of material for parts for cars now in use, and that dealers may obtain parts and material for repairing cars in service.

OSTERMANN URGES STATE AID HIGHWAY

National Field Secretary of Lincoln Highway Says that State is Behind in Its Work.

H. C. Osterman, national field secretary of the Lincoln highway, stopped in Omaha for a few days after a tour of inspection over the route to address the board of directors of the Omaha Automobile club, members of the Rotary club, and other good roads boosters, on the national importance of the Lincoln highway to Omaha.

"The Lincoln Highway association started out with the prime purpose of securing enough money from contributions to pave the highway across the continent," he said. "It cost the association about \$29,000 to set the publicity wheels in motion, publish maps, sustaining membership cards and other road data, and the financial responses from the public amounted to something like \$23,000. The brains of the association saw that the fundamental purpose of securing financial aid in paving the Lincoln highway would have to be abandoned, and from then on our efforts have been purely that of a molder of public sentiment, crystallizing good roads thoughts toward securing a continuance, connected and improved route through the several states from New York to San Francisco.

Sieberling Aids.

"The association is not in the road constructing business, but of late years we have seen the ultimate necessity of bridging the poor spots on the highway with outside financial aid. Toward this end Mr. Sieberling, president of the association and also president of the Good-year Tire and Rubber company, contributed \$100,000 for building a road across the lower arm of the Great American desert in Utah. Construction has been completed and a three-foot grade thrown up clear across the formerly impassable low spot.

"This 20-mile boulevard will be graveled nine inches deep, giving us a hard road from Salt Lake City for 185 miles west into the arid district of Utah and Nevada. Carl G. Fisher, president of the Prestolite company, contributed \$25,000 to open Johnson Pass, just this side of the Sieberling section. Mr. John N. Willys of Willys-Overland Auto company donated \$50,000 for the opening of Overland canyon. Part of this money will be spent in the counties of Wyoming, where bad spots need attention and the taxable property of not sufficient value to raise the necessary amount.

Nebraska Backward.

"At the present time I find Nebraska just about the most backward state on the route, and when we travel through your wonderfully rich state it is hard to believe that road progress has not kept pace with yield and richness of the land. You in Nebraska have hundreds of thousands of tons of excellent gravel in the western part of the state and it is positively pitiful to drive a car over some sections of the highway and mire in a foot of muck, with gravel not over 50 feet from the road.

"You have practically an all-weather strip from around Sutherland west, with a few low spots that brings to mind the old adage that a chain is no stronger than its weakest link.

"The Lincoln highway has been laid out. The route is now where it always will be, with minor changes tending to cut out mileage here and there. The route has been gone over many times by expert engineers. In Nebraska you have a water level way from Waterloo clear to the end of the state. When Nebraska wakes up and talks hard roads the Lincoln highway, with its absence of hills and grades will be possibly one of the longest level stretches of highway in the world.

Other Roads Unnecessary.

"I am not here, gentlemen, to deny the necessity of building other roads. The Lincoln highway is only one route through the country, but we are at the same time egotistically proud of the fact that the Lincoln Highway association is the most progressive road association the world has ever known. Our efforts in the past will bear out our claim. Through association efforts in the different states we have secured over \$14,000,000 in road work on the Lincoln highway.

"I am particularly anxious to impress upon you the importance of the Highway as a future 'street' through the states," when it shall have been hard surfaced. The national importance of the route is often lost in the feeling of pessimism which lays hold of the people of the different communities where the progress has not kept pace with the average sections throughout the route. Because you have poor strips in Nebraska should be incentive sufficient to stir you to redoubled efforts to build a real road. In many sections the highway is the natural drain of the abutting property on both sides, and in wet weather we cannot expect to have anything more than a sea of mud. Nebraska is wealthy enough to bond in each county for a hard road east and west and north and south. Build your main trunk lines first and then tie to them with your cross roads. Main trunk highways serve 80 per cent of the people

ALLEN SEDANS FOR NEW SEASON NOW DISPLAYED

Limited Number Received in Omaha by Standard Motor Company Show Superior Designing.

One of the most attractive offerings in closed cars for the winter season 1918-19 is the Allen-41 sedan. The demand for this handsome new car is bound to exceed the limited supply the factory has been permitted to manufacture.

According to Carl Changstrom, president of the Standard Motor company, local Allen dealers, the Allen sedan embodies the best in late closed car designing. Its adapt-

ability to business as well as social uses, together with low running and upkeep cost, will appeal strongly to the thrifty buyer.

This new sedan is built on the standard Allen-41 chassis, which is thoroughly proven by a year's satisfactory service in all parts of the country. The body is complete in every detail. Adjustable windshield is slanting, full ventilating and fitted with a rain visor. Doors are "staggered," left hand one opening into front compartment; right hand one into rear. Upholstery is of heavy all-wool cloth of handsome design. Body is finished in dark blue, with top, fenders and radiator black and wheels cream colored.

Comfortable, convenient and adapted to use in all weathers, the new Allen sedan, which now sells at \$1,695, E. O. B. Fostoria, O., stands as a value meriting the careful consideration of this season's closed car buyers.

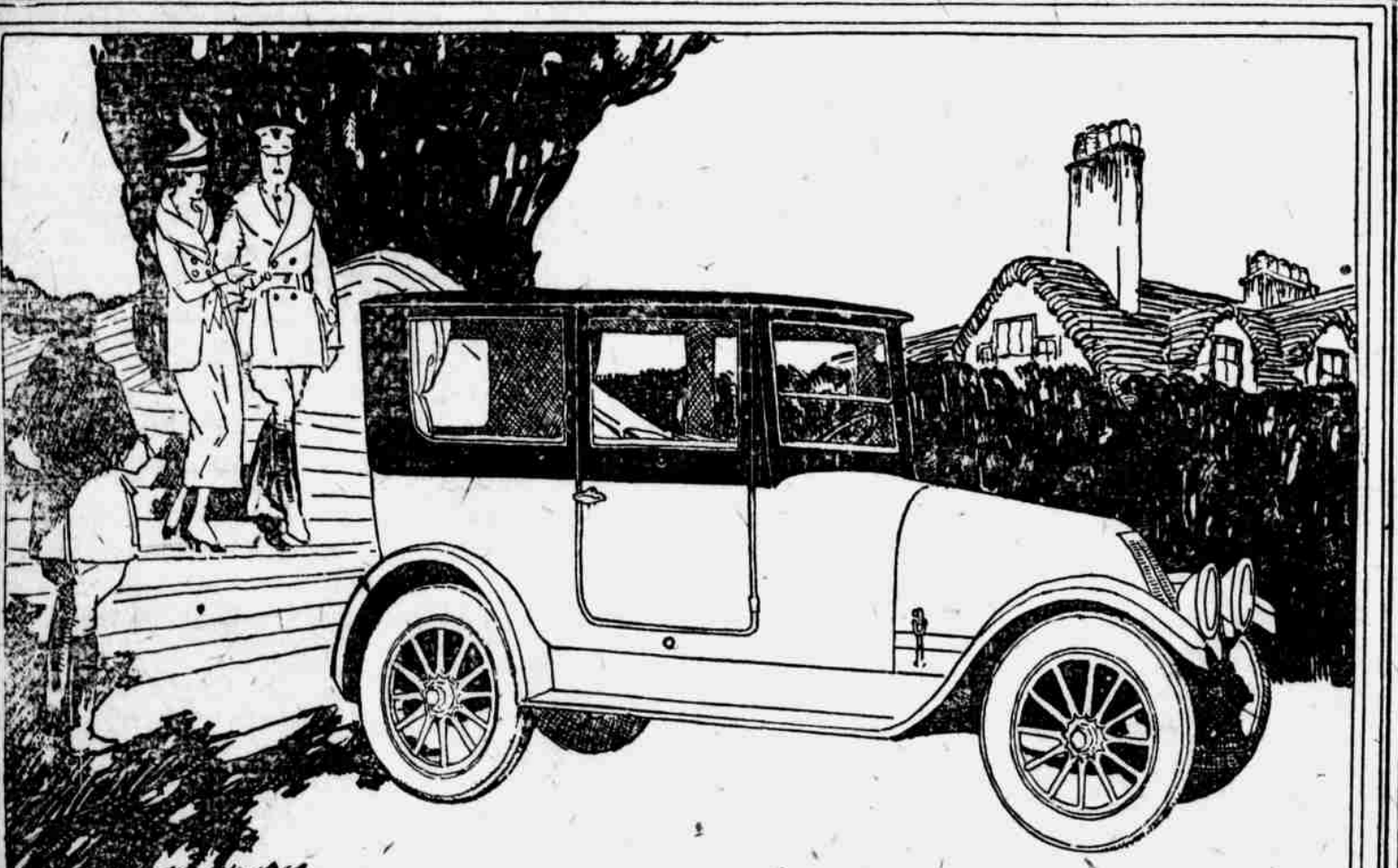
Look to the Steering.

This is the time of year when every owner should give the steering system a minute inspection. To

the careful owner this inspection is a frequent occurrence, but even those who are not so careful should look over this essential system at this time. After a hard season's wear some defect may very possibly be found. The steering knuckles should be looked over to see if the spindle bolts are tight. The joints of the axle link and a bar should be tested for lost motion. For the owner who has not already done so it is a very good plan to cover all the small joints of the steering system with small leather bags to be kept full of lubricant, protecting and oiling the joints at the same time.

Small Spares.

All small screws and similar parts carried on the car should be segregated in small boxes instead of being thrown promiscuously into the tool box, as is so often the case. Any brightly finished steel part, which is likely to rust, should be coated with grease and wrapped in cloth or paper, while rubber spares should be protected from oil, which will ruin them very quickly.



THE FRANKLIN SEDAN

Combines Enclosed Car Comfort With Open Car Economy

EXPERIENCED motorists all over the country have instantly accepted the Franklin Wide Window Sedan as the Ideal Enclosed Car for year-round use.

The reason is simple. In this car, Enclosed Car Comfort is combined with Open Car Economy.

It couldn't have happened in any other automobile. First, because the Franklin Company pioneered the Sedan type in this country—and brought it to its present perfection. Second, because in no other automobile could Franklin Economy exist.

Franklin Direct Air Cooling, Scientific Light Weight and Flexibility—these are the Big Reasons behind Franklin Economy Facts—as distinguished from the usual economy claims.

The Franklin Sedan consistently delivers:
18-20 Miles to the gallon of gasoline—instead of 8.
10,000 Miles to the set of tires—instead of 5,000.

Add to this, Beauty of Appearance. Add the Wide Window feature which, by removing one window-post, gives a remarkable range of vision; the quiet good taste of its up-to-date interior decoration; the convenience of its seating arrangement—a patented Franklin feature.

Add, too, the easy rolling Franklin quality that enables this Sedan to run lightly, flexibly, resiliently over roads which would mean discomfort, pounding and grinding wear in the usual heavy and rigid enclosed car.

Then you will have some idea of Enclosed Car Perfection; and, if interested in Economy, too, you will want to see and try the car.

H. Pelton 2019-25 FARNAM STREET

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