

HANSEN PLEASSED WITH CADILLAC ANNOUNCEMENT

Selling Prices Restored to the Figures Prevailing Before Production Rules Were Made.

J. H. Hansen, general manager of the Jones-Hansen-Cadillac company, is exceedingly pleased at the announcement of the Cadillac policy for the season of 1919. The announcement which appears in the papers today, according to Mr. Hansen, is a remarkable proof of the usual Cadillac policy of advising the public exactly what will be done, and it shows that the selling price of Cadillac cars is at once restored to the figures prevailing just prior to the production restrictions ordered by the government on account of the war.

The Jones-Hansen Cadillac company is one of the few dealers in the United States who have Cadillac cars for immediate delivery. The Jones-Hansen people having absolute faith in the stability of Cadillac cars, have kept on buying all the Cadillac cars available, and while there is a great shortage of Cadillacs throughout the country, this is not the case in Omaha due to the fact that more Cadillac cars have been shipped into this territory in the past year than in any previous year.

The sale of Cadillac cars has been constant in accordance with good judgment on the part of the buyers who realized the advisability of securing the transportation service of a good motor car.

Cadillac cars of practically all models can be delivered immediately by the Jones-Hansen-Cadillac company of Omaha and Lincoln, as well as by the A. H. Jones company of Hastings. These combined companies have dealers in practically all large towns in Nebraska and western Iowa.

PRactical PARAGRAPHS

By S.P. LaDuc

Drives Truck 811 Miles.
Vernon H. Seitz of the Seitz Auto company of Baltimore achieved a remarkable feat this month when he drove a service truck, loaded with 5,000 pounds of parts, from Wabash, Ind., to Baltimore—811 miles—in seventy-one hours.—Motor Life.

Sooted Plug.
When a spark plug develops missing as a result of being sooted and no means of removal is at hand, as may happen sometimes on the road, the plug can be made to fire regularly again by disconnecting the lead and introducing an auxiliary gap of one-eighth or one-quarter between it and the plug terminal.

Chipped Gear Teeth.
In cases where a number of the teeth of a gear have chipped off at the outer edges they should be chamfered off by grinding. If in grinding the gear is permitted to heat enough to soften the metal a little further chipping will be prevented and the gear can be used until a new one can be installed.

Careful of the Magnets.
When the magnets are to be removed from the magneto for any purpose, an iron keeper must be placed across the two ends or poles until the magnets are again in place on the pole pieces of the magneto with the armature in place, these then, acting as keeper. If this caution is not observed the magnets will quickly become demagnetized.

Connecting Rod Knock.
The knock ordinarily produced by a loose connecting rod is rather in the nature of a pound, and is most noticeable at slow speed with closed throttle. If the play is excessive however, the knock will be heard at all speeds and loads. This is probably the commonest knock of all, is easy to identify, and should be remedied without any delay or worse trouble will follow.

Strain the Water.
Sediment in the cooling water certainly adds nothing to the efficiency of the cooling system, no matter what type it may be, but in the case of the pump system it is particularly injurious. Sediment in the water wears the impeller and cuts the bearings and shaft. For this reason water should always be carefully strained as it is being poured into the radiator.

Tappet Clearance.
A backfire or "pop" back through the carburetor may indicate insufficient intake valve tappet clearance. If the intake valve does not close, the burning charge escapes through the valve and ignites an incoming charge in the manifold. The loss of compression also causes loss of power and the gas blown back damages the carbureting system for the time being.

Flooding Carburetor.
The principal causes of flooding of the carburetor may be listed as follows: Needle valve being held open or leaking, due, perhaps, to dirt on the valve seat, preventing its closing properly. Imperfect or worn needle valve or seat. Sticking mechanism. A float too heavy or leaking, causing it to sink too deep, holding the needle valve open. Level too high. Loose nozzle or needle.

Emergency Pipe Splice.
When the fuel line suffers a fracture on the road there are a number of emergency repairs that may be made. If rubber tubing is available a section of this will make an admirable splice. A cork with a hole through it may be used and in the absence of one a raw potato makes a very satisfactory temporary splice. Cloth smeared with soap or shellac and then reinforced with splints is very handy.

Eighteen Year Old Omaha Boy in Service Over Year



LESTER ROBINSON



LEO ROBINSON

Corp. Leo Robinson, son of Mr. and Mrs. Dexter Robinson, 4755 South Eighteenth street, who came home this week from Camp Dodge for a short visit with his parents, is only 18 years of age, and has seen more than a year's service in Honolulu. His last visit with his parents was by telephone, August 9, when he passed through Omaha on his way from Fort Shafter, Honolulu to Camp Dodge, where he has been since.

Corporal Robinson enlisted May 16, 1917, when he was 16 years of age and was on his way to Fort Logan, Colorado, just two hours after he enlisted. He was at Fort Logan only 10 days when he was sent to Fort Shafter, Honolulu, Hawaii. He is now with the headquarters company, Second Infantry, Ninth

division, but expects to go to Siberia December 1, to remain for two years.

Mr. and Mrs. Robinson have another son, Lester, in the service who is now 23 years old and who enlisted three days after war was declared between the United States and Germany. He is supply sergeant with the Twentieth aero squadron. The last letter Mrs. Robinson received from him was written July 18, when he told his mother he was on the war front. He wrote a friend since then that he had the flu, but did not want to tell his mother. He has not been home for a visit since he enlisted.

NEW POST-WAR MODELS APPEAR IN SALES ROOMS

H. Pelton Receives Four New Marmon Models; New Color Scheme a Feature.

Post-war models are already beginning to appear on the motor car market here. The first to appear are four Marmon models shown by H. Pelton.

These are of the 1919 series and embody a few departures from the present Marmon line.

Four of these models will appear on the salesroom floor of H. Pel-

ton Monday morning. This quartet embraces a Sedan, a 5-passenger touring car and a four-passenger roadster. The color scheme is exquisite and is entirely new.

Although the Marmon factory is among the first to introduce 1919 models, it has recently been awarded the flag of honor by the government for producing the greatest number of Liberty motors for airplane service during the past month.

Ford Tractor Locomotive.
Henry Ford has another new achievement in the Ford tractor locomotive. While still in the experimental stage, he believes it has vast possibilities. It is a regular tractor, with flanged wheels connected with a driving rod. It develops enough power to haul a dozen sand cars such as those used in mining and excavation work. So far, it is merely one of Ford's playthings, but the general opinion in Detroit is that the cessation of the present war will see its production on a large scale.—Motor Life.

In Flanders Fields

By LT.-COL. JOHN McCRAE,
Canadian Expeditionary Forces.

In Flanders Fields the poppies grow
Between the crosses, row on row,
That mark our place; and in the sky
The larks, still bravely singing, fly—
Scarce heard amid the guns below.

We are the dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved, and now we lie
In Flanders Fields.

Take up our quarrel with the foe:
To you, from falling hands, we throw
The torch; be yours to lift it high;
We shall not sleep, though poppies blow
In Flanders Fields.

Are you the dead? No, comrades, woe,
The dead lie only with the foe,
You sleep, 'tis true, but yet you live;
You gave your life, yet did not give
Your deeds to be forgotten thus.
When home and snow turn to dust
In Flanders Fields.

Take up our quarrel! 'Tis that you ask,
Ah, yes, my comrades, that glad task
We've ended now, by vengeance deep
The wrongs of you and the land where
We sleep.

You and your comrades, row on row,
Now o'er your breast let poppies blow
In Flanders Fields.

No Decline in Auto Prices Need Be Feared in the Near Future

"There need be no fear on the part of automobile dealers and buyers regarding a decline in the price of automobiles," asserts Carl Changstrom of the Standard Motor Car Co.

The conditions will adjust themselves in much the same manner as they adjusted themselves to meet war conditions.

There is no indication of an immediate or even a near future drop in prices. Materials have been contracted for and paid for at war prices and until that material is used up and the labor situation clears up there will probably be no change in prices.

Tell the dealer that you saw his ad in The Bee.

AUTO OWNERS WILL ORGANIZE FOR PROTECTION

Meeting Called Here November 26 to Perfect Plans to Prevent Wholesale Car Stealing.

A convention has been called under the auspices of the Omaha Automobile club to meet at Omaha on Tuesday, November 26 for the formation of an organization tentatively named The Nebraska Automobile and Good Roads association.

Objects of the organization will be to formate a plan of co-operation that will become so effective as to prevent the stealing of automobiles.

To promote the improvement of highways.

To encourage proper highway maintenance.

To procure the proper marking of highways.

To urge just and rational highway legislation.

To further all good road projects.

To protect legitimate interests of its members.

To promote acquaintance, association, consultation among the owners of automobiles.

To maintain a thoroughly equipped and efficient touring information bureau for the service of members and motor tourists.

Members of commercial and good roads clubs are requested to send two delegates to this meeting.

The automobile has now become such an important factor in every day life and business that it is considered imperative for owners to organize at once for mutual protection and benefit.

The organization will endeavor to stop the wholesale stealing of automobiles.

Walter Hoye Writes of Flying Experiences at Ellington Field, Tex.

W. C. Frasier, 637 Omaha National bank building, has received a letter from Walter Hoye, who, before he entered the service, was a prominent Omaha attorney with offices in the Woodmen of the World building.

Mr. Hoye is stationed at Ellington Field, Texas. In describing the training for the air service he writes: "Cloud flying is one keen little stunt. An instructor goes up with a pilot; after attaining a certain altitude, the pilot is blindfolded and told to steer a straight course for a certain time, then turn to 90 degrees, go straight ahead some more, then turn back and bisect his original course. Imagine yourself turned loose in the ozone with your lamps shaded. In the first place, you get excited, scared and everything. They drill a lot of that apparently impossible stuff into you in an attempt to develop your 'feel of the ship,' 'instinctive balance and direction,' etc. Of course, I haven't reached that stage yet.

"And the bombs! Oh, boy! They are some babies. H. E.'s—big ones; demolition, regular artillery shells; incendiary, that will set anything, even the Rhine, I guess, on fire; and fragmentation which can mow infantry within a radius of 400 feet from point of impact. I do believe this bombing is the King Dodo of the lot. We are training exclusively for bombing, but with the knowledge acquired in this we can do all aerial work including contract patrol, photography and liaison. The combat end of course, is our middle name—not, however, the one-seater variety. The air forces are getting away from the individual star proposition more and more and it's now resolving itself into a unit effort rather than individual.

Form Owners' Repair Club.

St. Louis, Mo., has a new service plan for owners who must have cars adjusted or repaired on evenings or Sundays. The Miller Motor Mart has arranged for owners with whom they have had business to organize an Owners' Repair club. For the dues they pay, members have the use of any tools or equipment of the service station this dealer maintains, doing the work themselves. Supplies are extra.

This co-ordinates perfectly with the government purpose to release the necessarily heavy burden of work that has lately characterized the short handed service station.—Motor Life.

Cadillac Policy for 1918-1919

The Cadillac Motor Car Company announces herewith its policy for 1918-1919.

Prices will be restored at once to the figures which prevailed before Cadillac production was restricted by Governmental order.

Decreased output resulting from Governmental curtailment necessitated an increase of \$300 on all Cadillac models.

This \$300 increase is now removed on the entire Cadillac line—the readjustment prices to be in effect as of 12 o'clock Midnight, Saturday, November 16th.

It must be remembered that the Cadillac Motor Car Company has been on an exclusive war basis, and deliveries will naturally be limited, until the factory is restored to a peace-footing.

The respect in which the Cadillac is held, the world over, has been greatly emphasized by its splendid performance in war service, and by the further fact that the United States Army has adopted the Cadillac as its standard seven-passenger car.

Cadillac capacity has always been swiftly absorbed, but, in view of the fact cited above, prospective buyers will do well to be forewarned against a demand without a precedent.

We assume that Peace will shortly follow the signed armistice. In that event, the entire capacity of our factory will be devoted to the production of Cadillac cars.

In spite of that fact, we do not believe it will be possible to build, during 1919, all the Cadillac cars the world will want.

CADILLAC MOTOR CAR COMPANY
DETROIT, MICHIGAN

FORD OWNERS

You Will Get at Least 50% More Mileage from Your Gasoline, with a

U. & J. Carburetor

Your engine will have more "pep" and power, faster pick-up, more speed, and will start in zero or colder weather just as freely and quickly as in summer.

GUARANTEED
If it fails to do all we claim, in a fifteen-day trial on your Ford, return it and we will promptly refund your money. There are no strings tied to this guarantee.

You can install a U. & J. without special tools. Or drive here and we'll put one on your Ford for you in an hour.

Nebraska Representatives Wanted.
U. & J. Carburetor Co.
311 N. 18th St. (Davenport Garage)
Omaha, Neb.

Jones-Hansen-Cadillac Co.

Omaha, Neb. Lincoln, Neb.

Immediate delivery of Cadillac Cars, four-passenger and seven-passenger models in special colors, Landaulets, Town Cars and Town Landaulets, as well as seven-passenger enclosed Suburbans, can be had now from the Jones-Hansen-Cadillac Company in Omaha and Lincoln, and from the A. H. Jones Company in Hastings.