

Air Pressure of Auto Tires Should Be Same at All Times

The air pressure should remain the same winter and summer, says the manager of a tire company. "Many car owners labor under a false impression regarding the tire pressure," he adds. "Tires should

not be pumped up harder in the winter months. Likewise pressure should not be reduced in summer because decreases cause the tires to bend more, create more friction and naturally generate heat. Motorists are inclined to make a complicated matter of inflation. While too little pressure is extremely important and is undoubtedly the biggest abuse tires are put to, determining the

proper air pressure for tires is really a simple matter. A tire gauge is not absolutely necessary. Just stand in front or rear of your car and observe that the tires are full and round, that they do not sag noticeably under the weight of the car. Proper inflation is so important that no chances should be taken. At all times the tire should receive the benefit of the doubt,

PIGS NOW RIDE TO MARKET LIKE ARISTOCRATS

Great Truck Industry Built Up Through Giving Better Service Than the Railroads.

To get a bunch of live stock to market quickly before a drop takes all the joy out of a season's profits is one of the things motor transport is enabling farmers to do. Uncertain railroad transportation and car shortage have led to a marked increase in the numbers of fat hogs, sheep, and cattle hauled to market in motor trucks in the last year. The fat stock travel with greater comfort and are not so long on the road where the truck supplants the freight train.

Although the movement of live stock to market by motor usually costs more than by railroad, this extra expense is more than balanced by the quick delivery of the stock before the market has much opportunity to fluctuate. Furthermore, when the lorry is used, as a rule, hogs from a single farm are loaded in one truck, and there is less danger of the animals fighting and injuring each other in transit than when a carload of mixed hogs is shipped by rail.

In investigating the extent of motor truck transportation to the Omaha live stock market, the Department of Agriculture found that for 40 years the movement of live stock by wagon from farms from five to 25 miles away had been fairly large. Development of better highways and more rapid means of transportation, that is, the motor truck, has greatly extended this territory and fat farm animals now are hauled by truck to South Omaha from farms at much greater distances than those formerly served by wagon. A number of commission firms cater particularly to the motor truck, or less-than-carload trade. Their business is increasing, because many farmers are purchasing trucks for the special purpose of delivering live stock.

Companies Formed.
Motor truck companies have been formed in many towns and cities within a radius of 50 miles of Omaha to meet the demands of farmers for such device. These companies are developing not only the live stock trade, but also a "back haul" trade of groceries, merchandise and general freight such as feeds, fertilizers and farm supplies. On one morning this winter between 5:30 and 8 o'clock 40 truckloads of live stock were delivered at the Omaha yards, and of this number 19 of the vehicles were owned by farmers.

The charges for hauling stock by motor vary with the distance. Some companies charge a flat rate of 25 cents a hundred pounds, and add 1 cent per hundred pounds per mile. Other firms charge by the load, from \$10 to \$15 for the trip, depending on the distance and the number of animals carried. Although the rates are considered extremely high, as the truck hauler charges 50 to 60 cents a hundredweight, compared with a 12 to 15 cent freight rate,

still the farmers seem to find the motor-truck method profitable. The carrying capacity of the truck varies with the size, age, class and weight of the animals. A standard two-ton truck will carry about 20 head of hogs. The floor space of the truck, when small stock, such as sheep and hogs, are transported, is often increased by double-decking. As a rule, the motor express companies operate trucks of four or five tons capacity, while the vehicles owned by farmers usually carry one or two tons.

Increase Here.
Figures indicate how the motor truck delivery of live stock at the South Omaha yards has increased in the last two years. In the first nine months of 1917 there were only 32,129 hogs in the Omaha "drive in." There was an increase of 90 per cent in the same period in 1918, 142,220 hogs being delivered by the truck. The cattle "drive in" from July to September, inclusive, 1917, was 12,189 head, and in the same period in 1918, 17,681 cattle.

The Cincinnati, Indianapolis and Louisville markets receive a large part of their hogs directly from the farms by motor trucks. One typical double-deck truckload of live stock unloaded at the Cincinnati stock yards in the presence of a representative of the Department of Agriculture, consisted of three 850-pound cattle, seven calves weighing 150 pounds each and 11 hogs averaging 185 pounds. Another load consisted of seven 750-pound cattle, while other loads were made up of from 10 to 25 hogs, weighing from 175 to 225 pounds each.

The custom in hauling stock by motor-truck to the Cincinnati market is to charge a flat rate of from \$15 to \$30 a trip for the use of the large truck to convey the stock from 15 to 40 miles. One shipper reports that he hauled 25 hogs 43 miles in four hours, and that the actual shrinkage of these hogs, which weighed approximately 200 pounds apiece, was from six to 10 pounds.

Kansas City and Denver.
At Kansas City a marked increase in the local "drive in" has resulted largely from the increased use of motor trucks. During the first eight months of 1918, 72,887 hogs were handled by motor truck and wagon, an increase of 21,505 over the same period of 1917. Denver notes an increase of 223 per cent in sheep, 12 per cent in hogs, and 13 per cent in cattle in the local "drive in" during the first eight months of 1918, compared with 1917. At St. Joseph, Mo., the "drive in" during the last year has more than doubled through the use of trucks. In a single day at St. Joseph 1,400 hogs, 200 cattle, and a considerable number of sheep were brought to the market in 190 motor trucks.

With good, permanent roads on the boom in all parts of the country, and transportation by truck more satisfactory in every way, the department investigators believe that the future promises cheap and efficient marketing of stock in power vehicles. The effect of market fluctuations is reduced to the minimum, because, in the main, only a few hours are required from the farm to the stockyard.

Freezing Ice Cream Carrying Wash Too Much for Chauffeur

Chauffeurs in Albany have been amused at the orders recently drawn up by a motor car owner and handed to his driver. The driver promptly resigned, and information is lacking as to whether a more amenable chauffeur was obtained. The orders were: Arrive at house 7:30 a. m. except Sunday, then arrive 8:30 a. m.

Call at house and see that ashes are removed from stove and bring in coal, ice and wood.

Before leaving at night see that cook has wood and coal.

Clean porches Tuesday, Thursday and Saturday mornings.

Cut lawn both ways and trim with shears around shrubbery every Friday or Saturday.

Every Monday morning take wash to House of Good Shepherd.

Clean cellar every Saturday.

Car to be brushed out every day and washed, when dirty, after every trip.

Carriage house, bathroom, garage, harness room kept clean and in order.

Every Sunday a. m., after getting coal, wood and ice for cook, freeze ice cream and be ready to take girls to church 9:50 a. m., and return at 10:10.

Freeze ice cream when told.

Your uniform kept pressed, shoes shined and very neat appearance when driving.

Tardiness, insolence, laziness, inexcusable.

All orders given are in kindly spirit and should be received in same spirit.

Never drive cars without uniform, hat and gloves.

No chauffeur is allowed the use of the cars.

Never wear uniform before or after driving and keep same on hanger.

New Experiences at Front Brings New Devices on Market

It will be noted in the cases of many standard accessories at the show that they reveal the direct influence of use in warfare at the front. Many features and forms of construction which are sufficiently sturdy for civil uses were found too light and not strong enough for the rigors of life in the war zone. It meant redesigning in many factories to meet army and navy specifications. In other cases war necessity was the mother of invention, and there are some real "war babies" offered—not the least to mention the wonderful Liberty airplane motor which will be displayed at the armory.

As the popularity of the closed passenger car for all year round use continues to grow, many refinements and accessories will be noted that are applicable to the limousine and coupe. Bodies are being constructed with larger windows than ever before, so that they become practically glass-walled affairs. Various anti-rattling devices will be found to keep the windows from rattling and to eliminate body

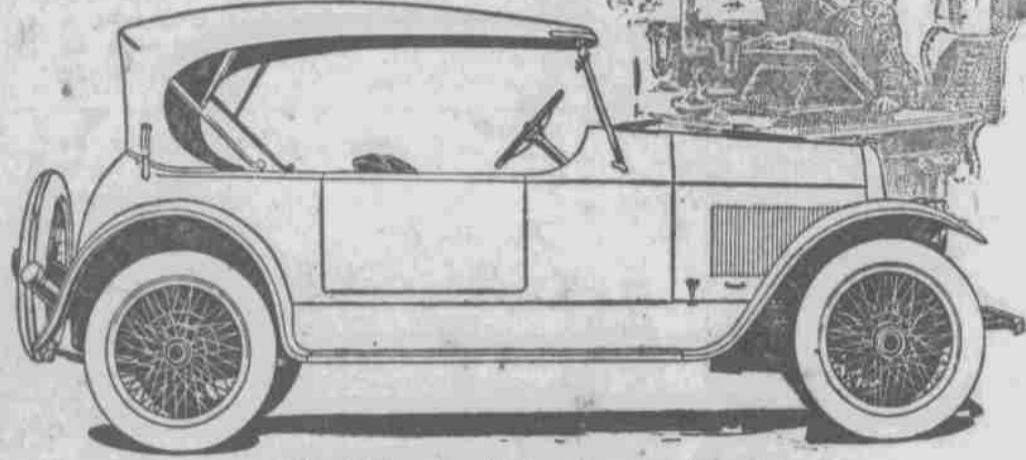
squeaks. Then, too, there are plenty of exhibits of new winter bodies applicable to Fords and other makes of small cars.

Heaters of greatly improved designs, using hot exhaust gases as a means for keeping the car comfortable, are seen in high priced cars and even in some of the more moderate priced.

Hundreds of accessories will be found that are designed to overcome the effects of cold weather. There are many more priming devices to facilitate starting at low temperatures, most of these being controlled from the dash. Devices of this nature have been on the market for years, but a number of the 1919 models work on new principles or have had their design considerably modified.

American Autos Carry British Mission in Japan
Three National automobiles purchased by the imperial household of Japan recently served as state carriages for Prince Arthur of Connaught and members of his party during their visit in Tokio, where they went on a diplomatic mission for the British government.

KISSEL Custom-Built Six



Kissel Silver Special Four-Passenger Tourster.

The Auto Show's DeLuxe Edition

HAND-WROUGHT with the same skill and technique that characterize the custom-built job—advanced chassis construction—body building—mechanical excellence.

A composite in body design of those unique and distinctive features which mark the custom-built motor car costing thousands of dollars. Mounted on the Kissel custom-built chassis, on which we are now concentrating, representing the culmination of thirteen years of engineering achievements and innovation triumphs.

On display—4 pass. Tourster in Silver Blue, 4-pass. Speedster in Chrome Yellow.

DEAL WITH DUTTON.

C. J. Dutton Automotive Co.

7056-58 Farnam Street, Omaha, Neb.

At Space D Annex

PIERCE ARROW DUAL VALVE SIX



THE Pierce-Arrow has always been a car that yielded comfort unstintedly. This comfort is the compound of easy riding, perfect control, elasticity, quick response, intelligent designing. The new Dual Valve Engine increases these qualities. It yields greater power and greater flexibility, minimizes gear shifting, adds nothing to weight and lessens oil and gasoline consumption.

J. T. STEWART MOTOR CO.

2048-52 Farnam Street
OMAHA, NEBRASKA

The Knight of Today

IMPRESSIVE in stately strength, like the knights of the roads of yesterday; vivid with the dignity and power of those medieval travelers, the MOLINE-KNIGHT MOTOR CAR is in truth The Knight of Today.

Outside, its lines, a delight to the eye—inside, its responsive mechanism a delight to the hand—it is a smart, elegant car you can drive anywhere, and are proud to be seen driving it.

Its carbon-defying engine—the silent sleeve-valve Moline-Knight Engine—is a heart of power and courage, tried out with the tanks of Flanders fields of battle and crowded motor bus traffic of New York and Chicago.

No carbon to clean out—no pre-ignition and back-fire—silent as the night—it adds a special joy to your car and doubles its usefulness.

There is a warrior-hearted engine for a car. Work but spurs it. Age but betters it.

The Special De Luxe is a 7-passenger, 50 h. p. Moline-Knight which has a special appeal to motorists seeking a fastidious model, combined with all-around usefulness.

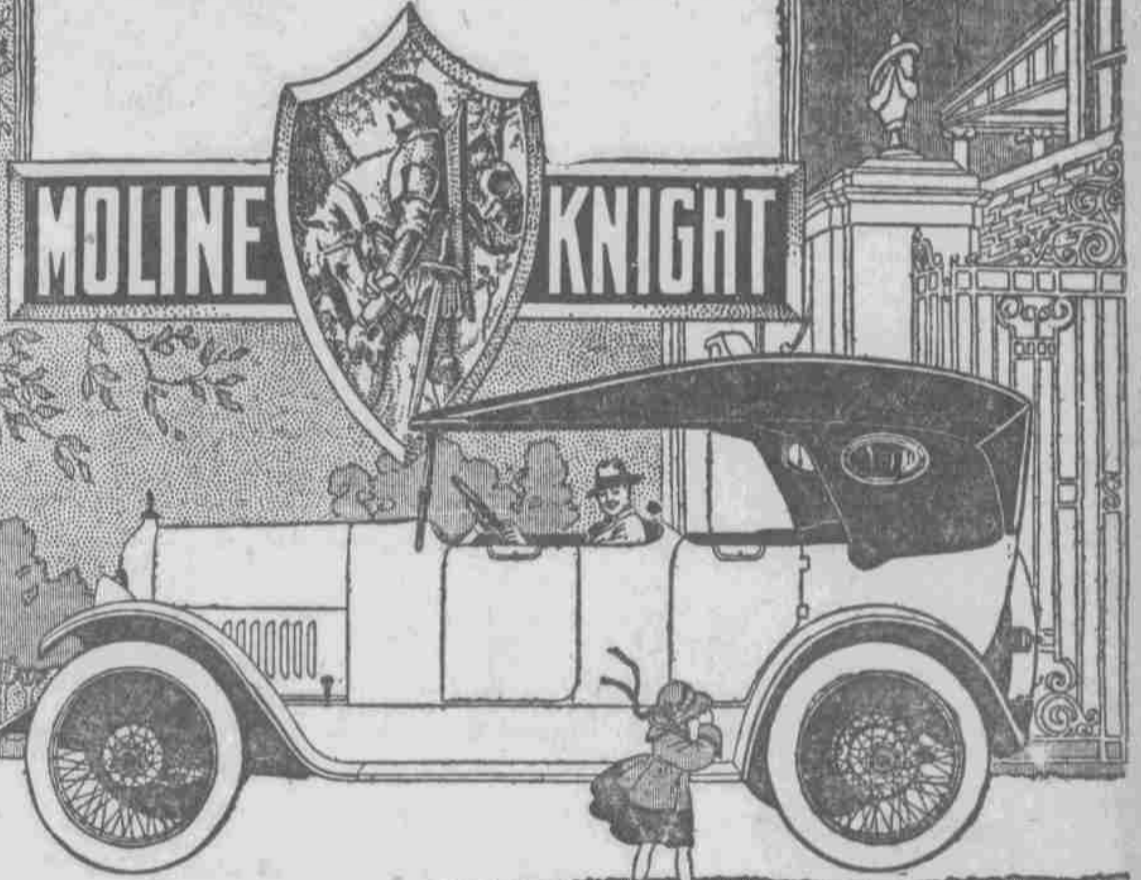
But you will find a model to please your taste and fancy. All have the unrivaled Moline-Knight engine.

Other Models
Coupe Model L, 4 seats, 40 h. p. All-Season Sedan, 5 seats, 40 h. p.
Chummy Roadster, Model L, 40 h. p. Open Car, Model L, 40 h. p.
Chummy Roadster, Model G, 50 h. p. Open Car, Model G, 50 h. p.

Prices Range From \$2,000 to \$2,500

GNUDSEN AUTO CO.

2107 Farnam St. Omaha, Neb.
Space Number 22, Omaha Auto Show.



The Ultimate Small Car

THE Pilot exemplifies competent engineering and design.

And in the Pilot you find the extreme of high quality standards in the selection of materials and equipment of every kind used in its construction.



Prices
f. o. b.

Richmond, Ind.
Five-Passenger - - - \$1,550
Four-Passenger - - - \$1,600
Five-Passenger Sedan - \$2,250

Workmanship and finish are executed with the utmost of painstaking care.

The touring model though moderate in size and economical in operation, is roomy and rides easily.

The performance is what you would expect of this Superfine Small Car.

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