

## WORLD MARKETS FOR AUTOS MADE IN U.S. FACTORIES

Eighty Countries Received Export Shipments During Last Fiscal Year; Value \$325,000,000.

There is no country of consequence in the world that has not bought American automobiles. They are known and used from Iceland in the Arctic circle, to Paraguay, Uruguay and Chile in far South America and Tasmania near the Antarctic circle. Eighty different countries are shown on the list of the bureau of foreign and domestic commerce to which automobiles and motor trucks were declared for export from the United States during the last year. They include such slightly-known countries as the Barbados Islands, Trinidad and Tobago, Dominican Republic, the Guianas, Aden, Shosen, Siam, Liberia, Labrador, Madagascar, and the many small islands designated as "Other British Oceania," "French Oceania," "German Oceania," "Other British West Indies," the Philippine Islands, and the Danish, Dutch and French West Indies. Our automobiles have penetrated the remote corners of the globe and are establishing their reputation in the high mountains of the Andes, the plains of Australia, desert sands of North Africa, under the torrid heat of Arabia and in the frigid regions of Alaska, Iceland and the Faroe Islands.

Largely as an effect of war conditions the exports of automobiles and trucks increased from a little more than 25,000 vehicles, valued at \$26,000,000, in the 12 months ended June 30, 1913, to 80,785, valued \$90,955,000 in the fiscal year ended June 30, 1917—more than tripling in the four-year period.

### Fuel Stoppage.

When the engine, after being started, runs for a minute or two and then stops, the first place to look for trouble is in the gasoline feed line. A partial stoppage in the pipe will lessen the flow of fuel so that the float chamber fills slowly. On being started the motor at once consumes this gasoline and then has to wait for more. There is another possible cause of this trouble, and that is the float of the carburetor sticking. Of course if the float is stuck in a high position the flow of fuel will be greatly lessened or even stopped.

### Use for Old Files.

Occasionally it becomes necessary for the man who operates his own car to file a piece of cast iron that has been subjected to friction and has acquired a glassy surface of "skin." The best way to get through this skin is to use the edges of an old file, as using a good file on such surfaces will spoil it.

## Patriot Truck Hauls California's First Wheat.



The above illustration shows a Patriot Truck working on the Holman Brothers' ranch, near Farmington, Cal. The four-mile trip to the Farmington warehouse was

made eight times a day, the Patriot carrying a load of four and one-half tons on each trip. The performance of this truck, handling almost 100 per cent overload, has made many friends for it in the Farmington

## Icebergs to Be Used By Wyoming Man In New Irrigation Plan

(From a Staff Correspondent.)  
Washington, Aug. 9.—Irrigation of western lands from a hitherto unknown and untried source is promised with the success of an experiment to be tried next winter by W. H. Zindel of Kaycee, Wyo., who has been in the east to test certain appliances.

Briefly, the Zindel plan is to use icebergs for irrigation next summer—real icebergs he expects to build in Wyoming the coming winter. He will carry water from a mountain stream to a point where it can drop several hundred feet—and during the winter, when this water is not needed for any purpose, it will freeze and create an iceberg that will not melt until long after the winter snow has disappeared. "I got the idea from visiting Niagara last winter," said Zindel, "and I can see no reason why it will not work. During the winter months thousands of these icebergs can be built in Wyoming and the west, and they will hold the moisture back until after the run-off from the snow leaves the ground. Many of them would not entirely melt until late August."

## Editor of Today Has No Use for Free Lists; Cash Only

"Until a few years ago, the editor of the country paper filled his space with patent medicine and many other kinds of so-called 'foreign' advertisements, taking his pay in printing ink made of lamp black and molasses. He traded the space for jack knives and wrote columns on deaths and marriages, without reward, or hope of reward, but conditions have changed," said Charles M. Hubner, of the Nebraska City Press, veteran Nebraska newspaper man, who was with the boys in Omaha last week. Continuing, Mr. Hubner said:

"I should remark that conditions have changed with the papers and the men who edit and publish them. Now we are much like other business men. We run our business for the money that there is in it, and also because we like the business. We have quit running free notices, and I understand that it is a universal rule with all the boys that they charge for publishing birth, marriage and death notices. Time was when all these went free. We have improved the character of our papers and we pay cash for what we get, demanding cash for what we deliver. Formerly we carried a 'free' list that was longer

than that of the paid subscribers. In those days, if a merchant placed a column advertisement, he expected about half as much space as a 'free reader.' Now that's all gone and buying space of us on the same principle as buying meat of the butcher, or groceries of the grocer. It's a business transaction, pure and simple. As a result of the change in policy adopted by the newspaper men, they have come to be looked upon as reputable citizens and business men instead of objects of charity. "We no longer take suckling pigs, chickens, cornwood, corn cobs and numerous other things on subscription. Subscriptions now are cash in advance, and generally I think the people like the change. As it is now, the subscribers are not under obligations to the editors and publishers. We are not all getting rich, but most of us are making money. We are able to dress our wives well, send our children to school and occasionally one of the boys who happens to be a little more thrifty than some of his neighbors is able to buy and own an automobile."

## WINDSHIELD IS BAR TO RAIN; YET DRIVER CAN SEE

New Device on Latest Cole Model Great Help to Those Driving in Storm.

Dozens of near miracles wrought by the far-sighted pioneers of the motor car industry during the short period of its existence have made its history the most romantic of any American industry and show possibly the best evidence supporting the trite adage that truth is stranger than fiction. Having brought the open touring and sport models up to a point approaching perfection these restless souls, never content to let well enough alone, have directed their attention during the past few seasons to improvement of all-season models.

Keeping pace with the popularity of winter driving, which has been increasing with amazing strides recently, the Cole Motor Car company has brought forth many necessary improvements on the all-season car. Therefore, the news that Cole is responsible for another enclosed car convenience is nothing more than motordom has come to expect periodically.

However, the announcement of a windshield, which in a driving gale will keep all rain and snow out of the interior of the car, and at the same time yield the driver a clear view of the road through a section unobstructed even by any portion of the glass, cannot be made without creating an unusual ripple on the busy surface of motordom.

## Rancher Had Seventeen Autos, Buys Motorcycle

C. W. Heywood, a wealthy rancher from Sheridan county, having had 17 automobiles and induced by a returned soldier, who had seen the service given by Harley-Davidson motorcycles in France, purchased a machine with side car from Victor H. Roos, the local Harley-Davidson distributor, last week and drove it home, a distance of 450 miles.

J. W. Getshell, another rancher from Daves county, stepped into Mr. Roos' salesroom Friday at 6 p. m., explained that he missed his train, had an important engagement at Neligh, and that he needed a motorcycle on his ranch anyway, purchased an outfit and said he was going to drive all night, and was on his way as soon as the machine was filled with oil and gas, and with a trial spin of a few blocks. "Looks to me like they were going to discard the cow ponies for Harley-Davidsons," exclaimed Victor Roos.

## HANSEN IS NOW CADILLAC MAN IN THIS SECTION

Buys Interest of Partner and Now Has Most of Nebraska and Thirteen Iowa Counties.

J. H. Hansen, who has been the junior member of the Jones-Hansen-Cadillac company, former Cadillac distributor in the Omaha territory, has purchased the stock of the former president and has now become distributor for Cadillac cars in Omaha, Lincoln and Hastings territory, which includes practically all of the state of Nebraska and 13 counties in Iowa.

In calling on Mr. Hansen, the remarks which he made show that he gives the credit for his success to the Cadillac car itself. He seems to be entirely too busy with his new duties in lining up the territory to be willing to go into a lengthy interview as to how and why it happened, but simply said: "The Cadillac car, the Cadillac ideals of service, combined with the best people in the community, can not help but bring success to the fellow who will work."

It is Mr. Hansen's idea to expand his selling organization and his service department, and to continue to maintain the Lincoln office. Mr. Hansen also remarked that he had made several appointments for promotion among the men who have stayed with him for the last two years, announcement of which will be made later. The scarcity of Cadillac cars seems to be the only thing which worries Mr. Hansen, as he is very anxious to make good his promises to Cadillac purchasers. He says that the factory is now making a few special shipments to him, which will make Cadillac cars available in Omaha for delivery very soon.

## Showers Are Promised by Weather Bureau This Week

Washington, Aug. 9.—Weather predictions for the week beginning August 11, follows:  
Upper Mississippi and lower Missouri valleys: Normal temperature and generally fair except that occasional showers are probable first half of week.

## Interior Wire Break.

On rare occasions it happens that a wire breaks inside its insulation, giving no exterior sign of the trouble. The car owner thinks the ignition system has gone bad, changes spark plugs, sends the magnet to the service station, etc., when all the time this interior wire break is the cause. In the event of an obscure ignition trouble remember this.

## Famous Hill Taken On High by Stephen Salient Six Auto

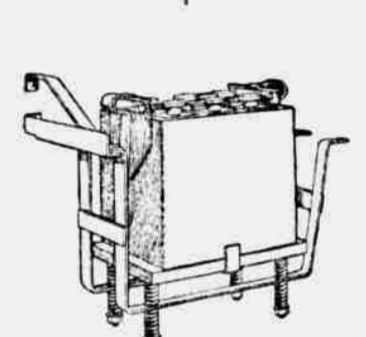
News of one of the most impressive performances yet made by a motor car was recently published by the Los Angeles Examiner. John Opshal, Stephen Salient Six dealer at Fillmore, took one of his stock Stephens car and in high gear climbed the famous Ojai grade, located in Ventura county. The Ojai grade is one of the hardest in the state of California and

incidentally in the country. The Stephens Salient six is the first car to officially climb this grade in high gear. This hill has always defied motorists because of its rugged, uneven condition, which causes the car to bounce, thereby losing traction. Another condition that makes it hard to climb is that the road winds in "S" curves all the way up, making it impossible to get up any speed. The hill is eight-tenths of a mile long and is very steep, furnishing a continuous hard pull from beginning to end. Opportunity knocks at your door every time you read The Bee Want Ads.



Service must be built in—it can't be "wished" in

The thing you want in a motor truck cannot be expressed in a few words; if it could it would be "ability to stand the gaff of steady service".



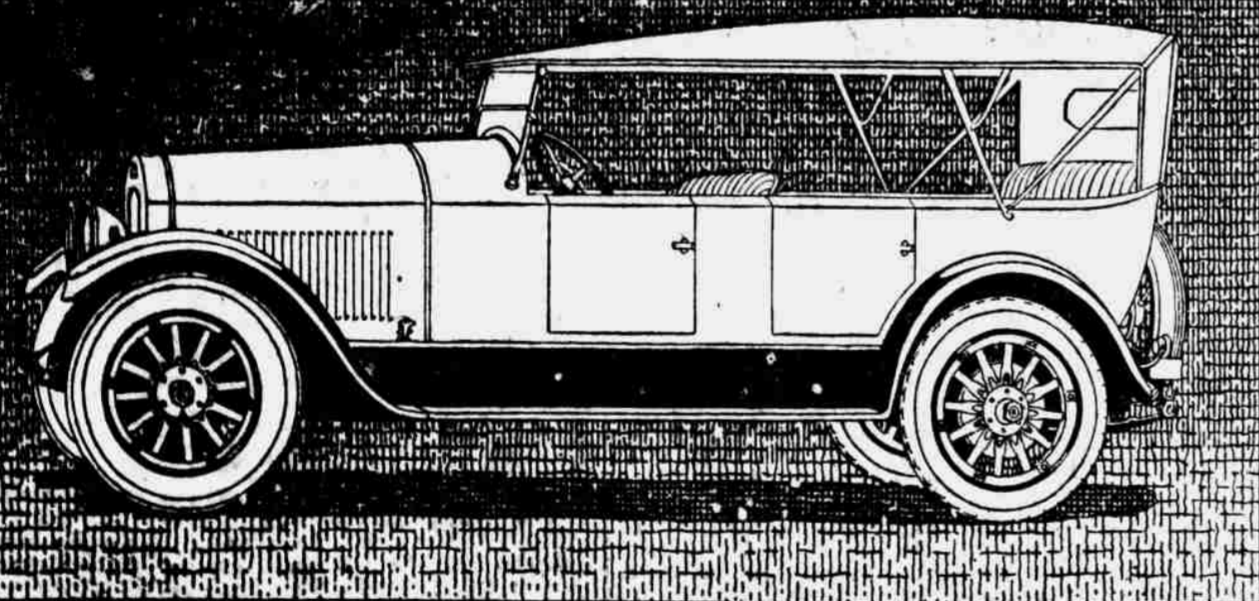
Grant Cushioned Battery Cradle which makes electric lighting and starting possible on a truck.

That quality can't be wished into a truck. It must be built into it. It is built into Grant trucks. Three and a half—nearly four years, successful service in many lines of business proves it.

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