

TRACTOR MAKES ENDURANCE RUN; RECORDS KEPT

Parrett Company Has Big Machines Do Work Just as Required in Farming.

As the result of an endurance run conducted by the Parrett Tractor company in a 127-acre field near Wichita, Kan., official figures are available covering the operation of a tractor in actual field work, under average farming conditions and for a long period of time. The run was conducted under the official observation of a corps of men furnished by the Kansas Agricultural college at Manhattan, Kan. These men were under the supervision of Prof. F. F. Frazier of the engineering department.

Every pound of fuel, oil and water, every minute of operation, every stop, its duration and reason, were recorded. The farm tractor was used in harvesting 127 acres of wheat, threshing the grain, discing a portion of the land and plowing all of it. The run was conducted to approximate the actual conditions under which a tractor is operated on the average farm when operated by a crew of skilled and unskilled operators. It was not intended to make a non-stop run because information of a reliable and practical nature was desired and the run was conducted to produce such information.

Watch in Four Shifts.
The operators and observers were split into four shifts to cover each 24-hour period while the work of checking the run and making daily recapitulations was carefully organized. Three hundred and ninety pounds of binder twine were used

in harvesting the 127 acres of wheat. Only 34 acres out of the field were discing because of the condition of the soil. Three hundred and ten hours and nine minutes was the operating time on the entire field. Of the total time lost only 3 per cent is traceable to tractor trouble while 7 per cent is due to trouble with the implements operated. One hundred and twenty-seven acres of wheat were harvested with one eight foot binder pulled by a Parrett tractor. The complete outfit being operated by one man.

The plowing operation proved simpler to handle than either cutting or threshing. Nine sets of plow shares were used during the operation. The work of plowing was continued night and day, but the figures show that the combination of the plow and tractor performed best of all. One acre an hour was averaged in the plowing. Tractors were used for handling bundles to the separators in wagon trains, each train consisting of two wagons. Two tractors handled the three-wagon trains, which permitted one train at the separator being unloaded while the others were in the field being loaded. Threshing operation was made difficult mainly on account of the lack of field labor which made it hard to deliver bundles to the separator in a steady enough stream to keep the outfit operating up to capacity.

Hebb Motors Co. Sells 800 Patriot Trucks to One Firm
Final contract was executed in Lincoln this week whereby the Burrell Engineering & Equipment company of Kansas City, Mo., made the purchase of 528 Patriot trucks of 2 1/2-ton capacity, and 272 Patriot trucks of 1 1/2-ton capacity, a total of 800.

According to the Hebb Motors company of Lincoln, manufacturers of the Patriot truck, the contract amounts to a positive and definite purchase, the language of the contract being that the Kansas City concern "hereby agrees and binds itself to accept and pay for 800 Patriot motor trucks, said trucks to be shipped according to schedule."

HUDSON EXPANDS TO MEET DEMAND OVER COUNTRY

\$2,250,000 Being Expended to Increase the Output of Super-Six and Essex Cars.

"To meet the demand for Hudson and Essex cars, the factory has just taken the first steps in a program of expansion involving the immediate expenditure of \$2,250,000," Guy L. Smith announced today. Of this sum \$1,250,000 is for the acquisition of additional land and the erection of new buildings, while \$1,000,000 is for machinery and equipment. "Although 40,000 Hudson and Essex cars are being built this year, this number, the largest ever turned out in the history of the factory, has proved inadequate to meet the demand and the number will be increased next year to approximately 70,000."

"Every year for the past 10 years has seen a shortage of Hudson cars despite the constant enlargement of the factory facilities. During this period the Hudson factory has grown from a little two-story building into the largest plant in the world devoted exclusively to the manufacture of fine automobiles. "But even these vast facilities were taxed to the utmost this year by the tremendous popularity of the new Essex and the greatly increased demand for the Super-Six, both cars being turned out at present in the same plant. So far this year 12,000 Essex have been built and sold. But even this great number has proved insufficient in the face of a demand that seems to be increasing every day as the Essex becomes better known."

New Home of the Nebraska Stearns



The Nebraska Stearns company, recently organized to handle Stearns-Knight automobiles, has moved into its new building at Harney street and Twenty-sixth. J. V. Thomas, formerly sales manager for the F. B. Stearns company of Cleveland, Ohio, who will act as head of the new company, has chosen to cast his lot with automobile distributors of Nebraska, and to do this has given up his position with the factory.

A significant fact in connection with the establishing of the Nebraska Stearns company is that this location was selected by Mr. Thomas as the best territory in the United States. From time to time during Mr. Thomas' connection with the Stearns company, opportunities have presented themselves which would have permitted establishing himself in almost any section of the United States. These opportunities were "passed up," however, until the opportunity came to locate in Nebraska. Mr. Thomas feels that this territory, embracing Nebraska, western Iowa and South Dakota, represents the best automobile territory in the United States.

Robert B. Vance, who for the past two years has been connected with the Hayward-Cameron people, has joined the new company in the capacity of sales manager. The new building affords ample room for display and service, as well as a considerable storage capacity. A stock room, which will accommodate between \$15,000 and \$20,000 worth of parts, will enable the new company to render prompt service in case of trouble.

SMITHSONIAN EXPEDITION IS DUE IN AFRICA

Will Supplement Roosevelt's Collection for National Museum, According to Present Plans.

Washington, Aug. 30. — The Smithsonian African expedition, which sailed from this country July 15, is due at Capetown, South Africa, at which city final arrangements will be made for the plunge into the heart of the "dark continent."

The expedition under the direction of Edmund Heller, will collect animals, plants and other material for uses of comparison in working up the collections made in Africa by Col. Theodore Roosevelt, already in the National museum. Representatives of the Universal Film Manufacturing company will accompany the expedition, and the first movies of life in the mysterious interior of Africa will be shown to the public. The expedition will explore the jungles, deserts, lakes and rivers of this little known continent and will be out at least a year.

The itinerary as it has been tentatively laid out, contemplates a certain amount of exploration in various parts of the Cape region, after which the expedition will proceed northward to the great Victoria falls of the Zambesi river and thence north through western Rhodesia. The intention is, if no unforeseen obstacles arise, to cross over from the Zambesi basin to the sources of the Congo in Belgian Congo, following this river a considerable distance and then turning east toward Lake Tanganjika. It is hoped to follow up to some extent the trails of Livingston and Stanley in this region. The town of Ujiji on the eastern shore of the lake will be headquarters for a while. The lake district will be explored, from which excursions into the former German East Africa and the Uganda protectorate, especially the Ruyenzori mountain region will be undertaken. The further progress of the expedition has not been definitely settled as yet.

As far as the Smithsonian institution is concerned the primary object of the expedition is to supplement the collections of African animals and plants and ethnographical specimens already in the National museum, particularly the magnificent collections brought home by the Smithsonian expedition under Colonel Roosevelt.

These are now being worked up for monographic reports. It has been found, in order to do this intelligently and satisfactorily, that material from other parts of Africa, especially from the regions which the present expedition is going to traverse, must be had for comparison. While the National museum has considerable collections from various points on the west coast of the black continent, it is singularly deficient in specimens from the interior and from South Africa.

The opportunity to take a series of scientifically exact and truthful moving pictures of the animals and primitive peoples before they give way before the approaching civilization will be taken advantage of. Altogether, the expedition under the tried leadership of Mr. Edmund Heller and the co-operation of such experienced explorers and collectors as Mr. H. C. Raven and Dr. H. L. Shantz promises to be one of the greatest importance in bringing to light and of solving many of the problems which puzzled scientists as well as laymen for a long time.

Makes Special Price to Introduce Article

The Elgin Motor Power Co. of Cedar Rapids, Ia., has entered the Omaha and Nebraska field with Magic patches and Elgin Torpedo carbon remover. As a starter for the Nebraska trade, an offer is made for two products for the price of one. As the offer carries a money-back-if-not-satisfied guarantee motorists will have a chance to experiment at slight cost.

Is Your Name Here?
Harry, Lizzie, Rudolph, Viola, George, Dolly, Bert, Bertha. If so, let the man in the box office at Krug Park and see the big Festival of Fun free.

High Mileage Tires Require Some Care

"Don't neglect your tires just because they stay up and give you long service," is the advice of the service manager of the Fisk Rubber Co.

"In these days when the science of manufacture has progressed to the stage where high mileages, unknown in the earlier days, are now the general rule, it is convenient for many to drive recklessly along without thought or regard for their tires. "Tires need attention the same as your motor. They need to be properly fitted to the rim and wheel. They must be trued up and the wheels must be aligned regularly. Gashes and cuts picked up on sharp stones or trolley switches should be treated and sared for like any wound. There's a way to do this at a cost of only a few cents. Any reliable tire dealer can provide you with Fillicut and show you how to use it.

Salesmen Enthusiastic Over the Fulton Motor Truck

Branch managers and wholesale men of the Fulton Motor Truck company met at the executive offices of the company, 1710 Broadway, New York, August 14 and 15, and on August 16 enjoyed a fishing trip with the company officials. No convention of the company ever

brought so much undiluted optimism. Business in every section of America was reported as vastly improved in the truck field, and sales reported prior to and during the convention, when the managers received reports from their branches and wholesale depots, were impressively large and indicated record-breaking proportions. The two-ton Model C Fulton recently announced, the Locomotor and the Fulton ground grippers which the company is just introducing under its own patents, aroused the branch men to the utmost enthusiasm.

Willard
STORAGE BATTERY
TRADE MARK REGISTERED

**Service First
Advice Second
Sales Third**

These's our policy in a nutshell.

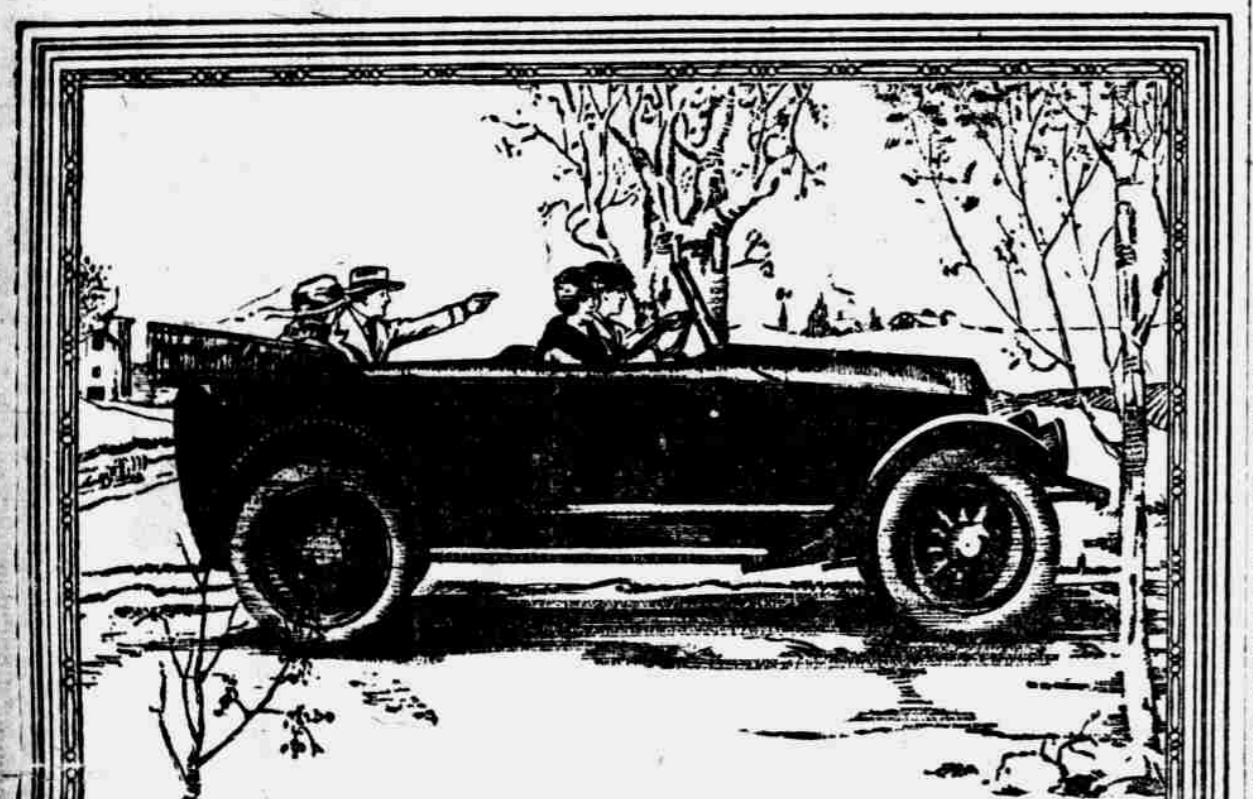
First—When the customer comes in, find out what HE wants. Give him satisfaction at the lowest charge consistent with a good, thorough job.

Second—Tell him how to prevent battery trouble. We're not anxious to repair his battery, except to make it last longer.

Third—When he really needs a new battery we want him to buy it from us, naturally, and to buy a Willard with Threaded Rubber Insulation—because that battery will last longer and give him less occasion for expense on repairs than any other battery he can buy.

Come in and find out the wonderful service records of Willard Batteries with Threaded Rubber Insulation.

Nebraska Storage Battery Co.
20th and Harney. Phone Tyler 2820.



Owners of Holmes Improved Air-Cooled Cars instinctively set a high mileage for the average day's run

THE reason is the ease with which all roads are traveled. Where other cars are slowed down to 15 to 20 miles an hour by ruts, worn gravel, sand or mud, the Holmes steadily swings along at from 30 to 35 miles an hour without the slightest discomfort to the occupants.

Full elliptic springs and a flexible chassis absorb the shocks of the road. This is best seen by watching a Holmes over country roads. The understructure is steadily accommodating itself to the rough spots; the body moves along as steadily as though it were riding over the smoothest boulevard.

Steering is without effort; the flexibility of the chassis keeps the wheels to the road with a steadiness which takes all strain off the driver.

In long tours the smoothness and flexibility of the Holmes Improved Motor, with a speed range of from three to fifty miles an hour on high gear, carries the car along without the slightest feeling that the motor is laboring.

And this ability to cover more miles in a day in perfect comfort to the occupants is obtained at an economy of operation hitherto associated only with small cars of restricted performance.

18 to 20 miles to the gallon of gasoline is the average fuel consumption. 10,000 miles to the set is the average tire mileage.

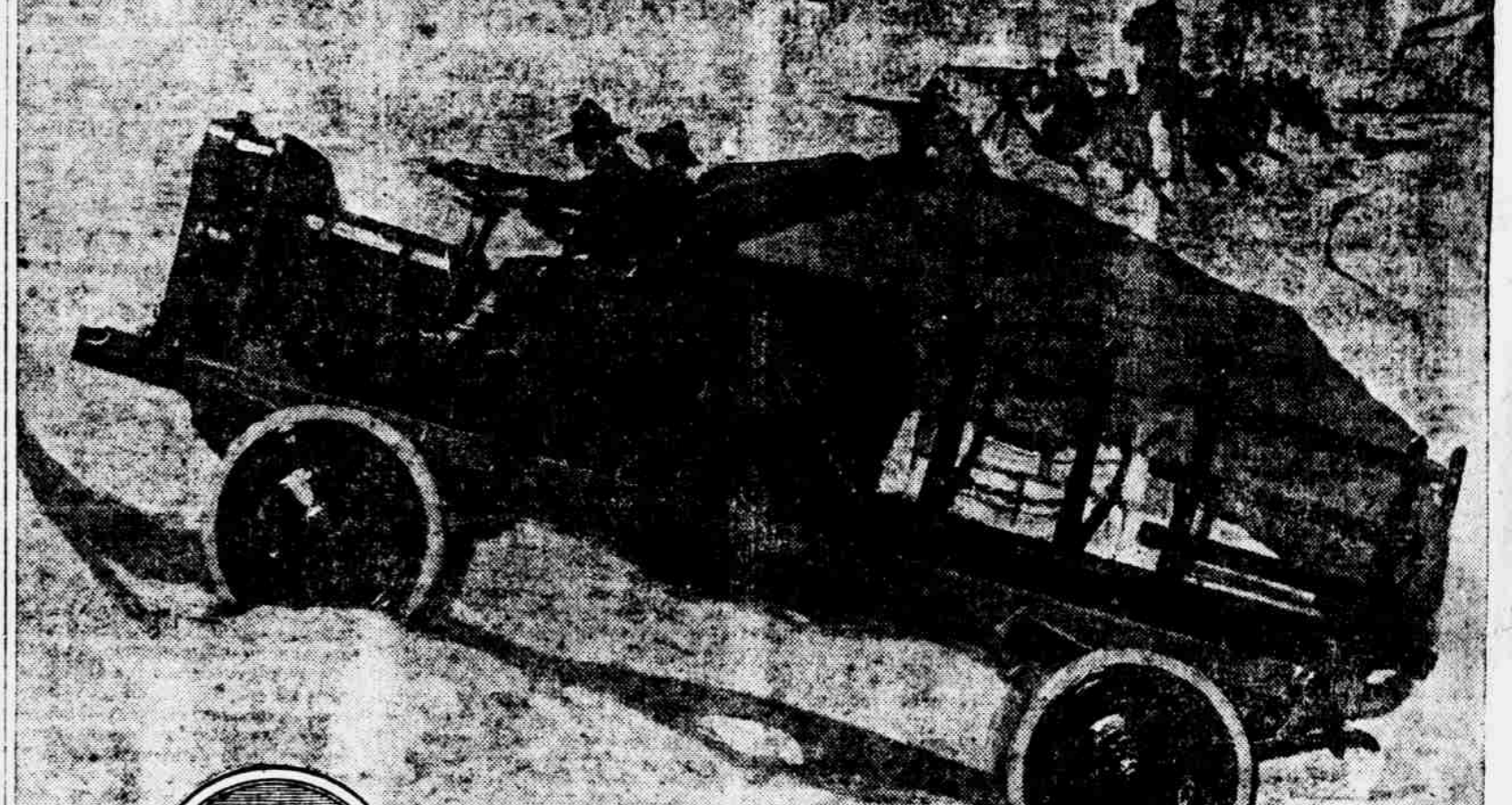
That such operating cost can be obtained in a car of 126 inch wheel base and seven-passenger capacity is proof that high operating costs are no longer necessary in a car of proper size for enjoyment and that the price of economy is no longer restricted carrying capacity and cramped discomfort.

Tate-Morton Company
Distributors for Nebraska and Iowa.
2417 Farnam St. OMAHA, NEB.

HOLMES

Improved Air Cooled

U.S. Marines Adopt Nash Quad



Nash Quad Now Standard Equipment For Marine Expeditionary Service

JOIN the Marines! If you desire to see the world, sign up with this famous branch of Uncle Sam's fighting forces, which in France and elsewhere has won for itself such a high place in the admiration and affection of the American people. Even in so-called peace times, the Marines are constantly on the move from one quarter of the globe to another, keeping order and protecting the interests of America.

THE Nash Quad, with its record for dependable performance in the service of the Allies during the world war, has been selected by the Standardization Board of the U. S. Marine Corps as standard equipment for expeditionary service.

The selection of the Quad as standard equipment for this use was made after the Marine Corps had conducted exhaustive tests of various trucks, had carefully compared data as to performance and reliability, and after it had had an extended experience with more than 400 Nash Quads in actual service.

This means that from now on Nash trucks go wherever the Marines are sent, to bring up munitions and supplies, and to do all the various hauling tasks for these famous fighters of Uncle Sam.

Nash Trucks—One-Ton Chassis, \$1650; Two-Ton Chassis, \$2250; Nash Quad Chassis, \$3250
From F. O. B. Kansas

In addition to Nash trucks there is a full line of Nash passenger cars with Nash Perfection Valve-in-Head Motor

NASH SALES COMPANY
(Wholesale Distributors)
Tenth and Howard Streets. Omaha, Nebraska.
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2043-5 Farnam Street. Phone: Douglas 2406.

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VALUE CARS AT VOLUME PRICES