

## NO JAIL NEEDED IN THIS QUIANT TOWN

Imagine a town in Indiana that has been settled for a hundred years and which has not even railroad, telegraph or express accommodations. The jail is a log cabin, but it is said that the people are so good that there is really no use for a jail at all, and that it is never used.

Such a town is Nashville, Indiana, and according to a newspaper clipping, the town has discovered a way to save \$2.50 a month, which is considered a great deal there.

The newspaper clipping reads as follows:

"A special from Nashville, Brown county, says that the members of the town council at their regular meeting voted to abolish the office of town marshal and to appoint a street commissioner with police powers. This action was taken because there was nothing for the marshal to do and as the salary of the marshal was \$5 a month and the street commissioner's salary will be only \$2.50 per month, they will effect a saving to the town of \$2.50 per month."

In speaking of the town of Nashville, Isaac Weld, 815 Colfax street, Evanston, says

The clipping from a Bloomington paper reads like a joke, but it is true. Nashville, Indiana, is a town in a class by itself, there being nothing like it short of the back yards of Kentucky, Tennessee and the Virginias. It has been settled for a hundred years and has no railroad, telegraph or express office. The courthouse is almost a hundred years old. The jail is of triple log construction and has not been in use for many years, for the very simple reason that there are no criminals.

"There was one arrest a few years ago and the authorities sent the man to an adjoining county and paid his keep until his trial. The jail still stands in the courthouse yard showing the cots as last slept upon years ago. The people are perfectly satisfied with conditions as they are and do not care for railroads or telegraph.

"It is the most picturesque section of the central west, very hilly, almost mountainous. It is the mecca of artists, some noted ones having established homes there, others going there only for summer and fall outdoor sketching. If any of our readers want to see life 100 years ago they can do so by taking the Illinois Central railroad at Indianapolis—thirty miles only by rail, and eight to ten miles by automobile and you are in the quaintest old town in America."

### STEPHENS CHASSIS SIMPLE AND STURDY

All models of Stephens Six automobiles are built on one chassis design. Simplicity in every detail and sturdiness in every part make the Stephens chassis a wonderful foundation for any body style.

Features of special interest include the scientifically constructed frame of light weight, but great strength. Hotchkiss drive to the rear axle eliminates heavy torsion and radius rods. The springs are of great length, wide and flat, giving instant action whether on rough roads or smooth streets.

Axles are extra large an emergency margin of safety. The use of spiral bevel gears in the rear axle insures quietness.

Bearings of the axles and wheels are extra size, thus insuring safety and long life.

The drive shaft is constructed of steel tubing, giving the greatest possible strength and eliminating vibration at high speeds. The transmission drive shaft and universal joints are all designed for an engine of even greater power than the Stephens Salient Six. Consideration is always given to the factor of safety.

### CORRECT METHOD OF TRANSPLANTING PLANTS

Transplanting or the process of setting plants in their permanent location is a delicate process, according to the officials of the Illinois experiment station at the University of Illinois. The soil in the beds should be left fairly dry for three or four days preceding transplanting. A few hours before taking the plants up they should be watered heavily in order to fill the tissues with water. The plants should be removed with as much soil clinging to the roots as possible. They should be protected from the sun while out of the ground, and care should be taken to get no mud on the leaves.

The best time to transplant is on a cloudy day or in the evening and before or after a rain. The secrets of success in transplanting are well hardened plants, fine, moist soil and thorough compacting so as to exclude air from the roots. When the soil is dry cover the roots with fine earth and add sufficient water to moisten the soil thoroughly.

The depth to transplant varies with different vegetables.

# Lexington

MINUTE MAN SIX

THE LEXINGTON MINUTE MAN SIX is mechanically pre-eminent; successfully withstanding the most rigid analysis from an engineering standpoint and easily enduring the most exacting tests to which it can possibly be subjected. Foremost in design, built by specialists, and fashioned from the best materials procurable, as evidenced by the following specifications, the Minute Man Six welcomes inspection and invites comparison with ANY car at ANY price.

## Specifications

**Axles**—Front, I-beam section drop-forging. Rear, full-floating. Heavy pressed steel housing bears all weight, leaving driving shafts free from strain. Final drive through spiral bevels, insuring absolute quiet.

**Bearings**—Throughout the chassis bearings have been scientifically selected that will give maximum service at all friction points while requiring minimum amount of attention to keep them adequately lubricated and efficiently adjusted.

**Brakes**—Service brakes internal expanding, acting on 14-inch drums on rear wheels, applied by right foot pedal. Emergency brake external contracting, operating at rear of transmission case on 8-inch drum mounted on propeller shaft, applied by hand lever located naturally at driver's right.

**Carburetion**—Carburetor bolted snugly to engine block taking hot air direct from exhaust manifold. Fed by vacuum tank drawing gasoline from twenty-gallon steel tank at rear. Operated by foot and hand throttles.

**Clutch**—Dry disc type, softly engaging without grab, operated by left foot pedal.

**Cooling**—Cellular radiator in conjunction with centrifugal water pump and ball bearing fan.

**Engine**—Cylinders cast en bloc with upper half of crank case integral. Removable head. Bore and stroke 3¼x4½ inches. Develops more than 40 horsepower with total piston displacement of 224 cubic inches because of Moore Multiple Exhaust System, an exclusive Lexington feature (graphically described in special brochure); permits an increase of 22.8 per cent in horsepower and materially reduces fuel consumption. Crank case divided horizontally, lower half pressed steel. Crankshaft supported on three large bearings of Phoenix babbit, backed with bronze. Valve mechanism entirely enclosed and operated by camshaft with integral cams. Lubrication by combination of force feed to main bearings and constant level splash feed to connecting rods and pistons. Oil pressure maintained by plunger pump operated from camshaft.

**Frame**—Z-section, of 22-point carbon steel, the side rails being 2½ inches wide on top and 7¼ inches deep, combining the wide running boards as an integral part, hot-riveted to the bottom flange of side rail and across the vertical section at the front and rear where the running boards curve up to meet the fenders at top of frame. Designed so that the deep vertical web is directly underneath the outer edge of body, which greatly increases the rigidity of the car and enables the body to be constructed with very light sills.

**Hood**—Heavy gauge steel of distinctive design, tapering from radiator directly into body lines without breaks. Equipped with double concealed center hinges and so designed that both sides of hood can be raised at the same time, making the engine accessible from either side without removing the hood.

**Ignition**—Vertical distributor integral with engine, with storage battery floating in the line. Controlled by switch on instrument board within easy reach of driver, and provided with an automatic kick-off to prevent discharging battery if switch is left on.

Ignition circuit absolutely independent of lighting and starting circuits.

**Lighting**—6-volt generator that automatically regulates current produced, storing current in battery hung directly beneath front floor boards on driver's side, and supported from side rail of frame. Ammeter, indicating amount of charge or discharge, and lighting switches mounted in cluster on instrument board within easy reach of driver. Removable key for locking ignition and lights. Lighting circuit absolutely independent of ignition and starting circuits.

**Mud Guards**—Beautifully molded out of heavy sheet steel from costly dies made especially for Lexington.

**Propeller Shaft**—Seamless steel tubing 1¼ inch diameter, with flanges electrically welded and fitted with special fabric discs to take universal action. Eliminate noise and require no lubrication.

**Running Boards**—Pressed steel and formed as part of the frame, thus doing away with step hangers, and turned up at both front and rear to meet the bolt to the fenders at the top of the frame. Covered with high grade rubber mats provided with safety steps in front of each door.

**Splashes**—Neat design, absolutely protect radiator and body from road splashing.

**Springs**—Front, semi-elliptic, 36x2 inches. Rear, semi-elliptic, 56x2¼ inches. Vanadium steel. Extremely resilient. Oilless bushings in all spring eyes, eliminating innumerable messy grease cups.

**Starting**—High speed electric motor engaging with gear on flywheel through screw shaft and pinion, and automatically disengaging when engine starts. Spins engine 125 R. P. M., insuring quick start. Starter button on floor board. Starting circuit absolutely independent of ignition and lighting circuits.

**Steering**—Irreversible worm and gear. Eighteen inch notched wheel at left. Hand throttle and spark lever on segment with horn button in center.

**Tire Rack**—Distinctive design double carrier, carrying one or two spares, riveted to rear of frame. (Readily adapted to carry one wire wheel.)

**Tires**—34x4 inches plain tread on front wheels, and 34x4 inches anti-skid tread on rear wheels.

**Transmission**—Selective sliding type, shift lever in center alongside hand brake lever, located naturally at driver's right. Three speeds forward and reverse. Gears 3½ per cent nickel, 6-8 pitch, and ¾ inch face, mounted on double-row annular bearings. Tire pump mounted on left side of transmission and driven by engine. Speedometer gears contained within transmission case—free from dust and noise.

**Tread**—56 inches.

**Wheelbase**—122 inches.

**Wheels**—Heavy artillery type with steel felloe bands. Front, ten 1 3-8-inch spokes, mounted on double-row annular bearings. Rear, twelve 1 3-8-inch spokes, mounted on double roller bearings.

**Wiring**—Single wire system with all circuits protected by fuses and armored cable.

## PRICES

Five Passenger Touring Car . . . . . \$1785.00

With Two Auxiliary Seats

Tourabout "Spor-Tour" . . . . . \$1785.00

Convertible Sedan - Winter or Summer . \$1985.00

With Two Auxiliary Seats

F. O. B. DETROIT

# C. M. McDONALD

## DISTRIBUTOR

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