

HUP MAN SEES ANTWERP FALL

Gaston Marbaix Eye-Witness to Desperate Siege in Europe.

HAS TRYING EXPERIENCE

Hides Under Load of Potatoes in Escaping Through German Lines and is Nearly Captured as a Spy.

M. Gaston Marbaix, manager of the Hupmobile Hamburg parts depot, just arrived in Detroit from Belgium, where he witnessed the fall of Antwerp.

"Before coming to the plant of the Hup Motor Car company at Detroit," said Marbaix, "I decided to visit a number of relatives in Belgium. This is how I encountered the first German imperial army on its march to Paris.

"To reach Belgium, I had to take a round-about way. I first went to London, then to Ostend and from that place to Antwerp. When I reached London, my German passports availed me nothing, and it was only through the assistance of Mr. Whiting, Hupmobile dealer there, that I was saved many difficulties.

"At Antwerp, I had my first view of the war. It was just before the fall of the city, and with the Germans only a few miles from the town, the inhabitants were in the utmost confusion. Refugees fleeing from destroyed or threatened districts at first in scattered, straggling groups, and then in solid columns, passed through the town unendingly.

"I at last located my brother, who was a volunteer in the medical corps in the army, and accompanied him on his rounds among the Belgian lines. We motored from the town to the most outward ring of forts, which was then bearing the brunt of the attack, and picked up what ever wounded he could find, bringing them back to the hospitals, which were already overflowing. The ghastly sights that I witnessed among the dead and wounded had since been the cause of many sleepless nights, for the horrors are unbelievable. Men maimed by shrapnel, were literally torn to pieces and I saw with my own eyes one poor fellow's arm shot away.

"As the object of my search was near Mons, I proceeded there in all haste and had to pass three times through the German lines. The first two attempts were unsuccessful and each time I was sent back. At last, however, I hit upon an idea which carried me through and also nearly cost my life.

"Under Load of Potatoes. I had probably traveled about half the distance between Antwerp and Mons afoot (there were no trains or vehicles running) when I stumbled upon a farmer with a load of potatoes who was going to my destination. He was well aware of the presence of the enemy in this vicinity, and he told me that the only way we could safely get through the lines was for me to get at the bottom of his wagon and be buried in the potatoes.

"The journey took two hours over cobblestone roads, and the suffocation I endured is well-nigh indescribable. We had traveled about sixteen kilometers (ten miles) when I heard a sharp command to halt in a guttural sound in German addressed to the farmer, and I could distinctly hear the conversation which ordered the driver off the wagon, as the German soldiers wanted to buy the load of potatoes. You can imagine the feeling of dread that came over me when I began to understand what was about to take place. I knew the Germans would shoot me on the spot as a spy, and there would be no investigation as to who I was, where I was from or anything concerning me. I at last made out that the driver was trying to explain that the potatoes were to be confined to the German regiment, and after showing passports, etc., we were allowed to proceed.

Safety First Idea of the Goodyear Co. is Bringing Results

A comprehensive report is being prepared by the Goodyear Tire and Rubber company, Akron, O., showing the result, at the close of the fiscal year, of the "safety first" movement in the Goodyear factory.

Goodyear has had for several years a safety engineer, whose business it is to install safeguards for machines and make safe places found dangerous. It is interesting to note that when the safety movement was first begun Goodyear factory employees were skeptical and some of them regarded the whole proposition as a joke. But, so greatly have factory accidents been cut down in number that the skepticism is all gone and nearly all of the 1,500 workmen are aiding the movement heartily. They are helped in this by a series of suggestion boxes, in which employees are requested to drop written recommendations, etc., the valuable ideas being rewarded accordingly.

Owing to the general interest in factory safety movements, it may be interesting to note how the Goodyear organization operates. First there is a central committee, with the assistant factory manager as chairman, and a membership of nine men from various parts of the plant who have opportunities for getting about. They report regularly on dangerous conditions found, and each central committee member is chairman of a division inspection committee, so the work is very thorough. One result is that only four out of the 377 men on the committees have been victims of injury, serious or otherwise.

A new development of Goodyear welfare work is a school for foremen—two lessons a week for six months on organization and management. Other movements firmly established at Goodyear are lunch room, factory newspaper, library, labor department, hospital and police department, and fine results from all these movements for improving working conditions are reported on all sides.

NEW YORK TRACKS MAKE MONEY DURING SEASON

NEW YORK, Nov. 21.—In Jockey club circles the advisability of opening the oval racing season next year on or about May 1 is said to be a live topic. The New York tracks last season did not lose money. At least two of them cleared \$20,000. It is stated that a campaign from May 1 to October 1 would attract many of the good horses that usually race in Canada. The matter will be decided by the Jockey club after the holidays.

Sinking of Cruiser Emden is Relief to American Tire Men

The cruiser Emden, which was recently sunk after a career in which it destroyed many merchant vessels, was the cause of some worry to the rubber trade of the United States and there was general relief at the news of the Emden's destruction," says an official of the Goodyear Tire and Rubber company.

"This relief was direct and had no relation to anyone's sympathies in the present war. The Emden probably cost the rubber industry in America \$1,000,000, directly or otherwise, and had it been allowed to continue to roam the Indian ocean indefinitely it would have cost American industry still more.

"Before the engagement with the Sydney, which ended the Emden's career, it sank nearly two dozen merchant ships. One of these carried 2,300 tons of crude rubber from the far east, bound for London, and two others carried 800 tons of crude rubber each. The United States gets most of its crude rubber supply from London. The effect of the Emden's activities on shipping was noticeable. Insurance rates became almost prohibitive. Crude rubber prices advanced steadily until they were 13 cents a pound above normal. Since the sinking of the commerce destroyer, rubber prices have been gradually returning, the markets and insurance have eased, and the theory is that conditions will become even more favorable than they are now."

Overland Adds to Big Toledo Plant

The big plant of The Willys-Overland company at Toledo, O., is to be still further enlarged. John N. Willys, president, has just announced that the company will immediately erect two large additional buildings.

The first of these, which is believed to be one of the largest factory buildings ever erected, is to be 1,000 feet long by 200 feet wide, two stories and basement. The other will be 200 feet square. These two buildings will add practically seventeen acres of floor space, giving the Overland company a total of seventy-nine acres of floor space in their Toledo plant alone. It is said that this is a larger area of floor space than is contained in any other motor car factory in the world. The aggregate floor space of this and the affiliated Overland plants operated in other cities is just over 100 acres.

Additions to the Overland plant embodying twenty-five acres of floor space have only just been completed, and it was thought until as recently as two months ago that with the completion of these additions the plant would be ample for the present, at least. There, however, seems to be no limit to the demand for the Overland.

Unique Cylinder Block on Cadillac

The design of the cylinder block castings of the new Cadillac Eight is unique among motor cars by reason of the fact that removable water jacket plates are fitted at each end of the block.

Thus an entirely new scheme for the casting of cylinders en bloc has been put into operation in the Cadillac foundries. The usual practice provides no opening into the water circulation space that surrounds the cylinders.

The new Cadillac practice affords several advantages. One of these is that it permits the cores to be anchored before the casting is made, which prevents slipping of the cores and insures uniform thickness of the cylinder walls and uniform space for the water, both of which are necessary to efficient cooling of the motor.

Another is that, through the open ends of the water space, inspection can be made to be sure that webs of metal have not formed which would interfere with the free circulation of the cooling water—for such interference is likely to have serious results.

The third advantage is that the user of the car can detach the plates and remove any sediment that may have been deposited by the water used in the cooling system. The removable plates are amply large to permit close inspection of the water space.

Autos Great Help in the World War

(Correspondence of the Associated Press.) PARIS, Nov. 21.—The exploits of the daring automobile drivers who, while along the fringe of the shell-torn battle front, and sometimes into it, on missions of military duty that have cost many a life, are as remarkable as the aerial dashes in this war.

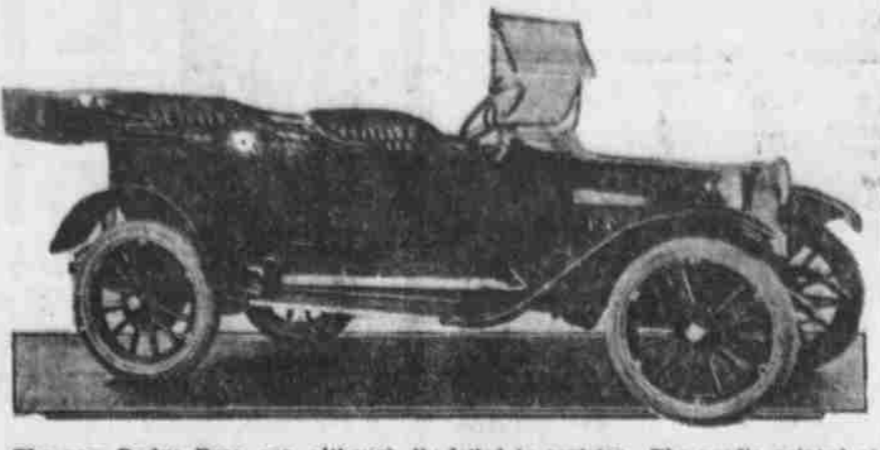
Thousands of luxurious touring cars and limousines that once graced the boulevards of Paris are now employed in this service, and many of them are driven by their wealthy owners, who rank as patriots, and are comrades of prominent chauffeurs. They wear uniform marked with an "A" on the arm.

AUTO BUILDERS REPORT BIG MONTH OF SALES

The general public has little conception of the enormous size and far-reaching influence of the motor car industry. The motor car industry is not only prospering, but is employing more men and doing a bigger business than at any previous time in its history. This would show that either there cannot be much truth to the current talk of business depression, or that the motor car has become a recognized necessity.

With its allied lines, the manufacturer of motor cars today doubtless ranks second only to iron and steel among this country's manufacturing industries. Occupying this conspicuous position, it is doing much to relieve the financial stringency brought about by the war by putting into circulation large sums of money in all parts of the country. One firm alone, the Willys-Overland company, employing 8,000 people, reports that it has just completed the biggest month's business in its history, shipments of cars during October numbered 5,801, representing a money value of \$5,733,000. This is 15 per cent greater than shipments during the same month of last year, which was the largest October the company had experienced up to that time.

New Sensation on Auto Row



The new Dodge Bros. car, although it has only been on display in Omaha since Thursday night, has so attracted Omaha automobilists that the very appearance of the car on the street attracts careful scrutiny.

The car is long and low and has the appearance of a higher priced machine. One would hardly countenance a statement that its price is under \$800 unless announcements to that effect had been made. The equipment is complete and modern in every detail, not a thing is lacking. And the car has the motor, that part of a machine which is so essential.

AMERICAN CARS IN THE WAR

Help the Belgians to Escape from Antwerp When Attacked. THREE HUNDRED OF ONE MAKE Cars Are Bought in London Shortly After the Opening of Hostilities and Were Taken from Regular Stock.

A big squadron of 300 Overland motor cars is one of the important factors in the remarkable resistance being made by the intrepid Belgians against the overwhelming forces of the Kaiser.

These cars practically made possible the successful withdrawal of the Belgian troops from beleaguered Antwerp when it was believed that the entire army would be taken upon the fall of the city. The Overlands were used continuously during the retreat from the city, making trip after trip with loads of men, provisions and ammunition between the city and the first line of the allied troops.

The cars were purchased shortly after the actual opening of hostilities from the stock of the Willys-Overland Limited, London distributor of Overland cars, by a commission of army motor experts headed by Colonel Jamcott, chief engineer of the Belgian artillery. Fortunately, a large shipment of Overlands for sale in England had just reached London and the cars were available for immediate delivery. The order of the Belgians took every car the Overland distributor had to offer.

A number of motor cars and light trucks figured in a series of exhaustive tests held to determine the ones best fitted for rigorous service in the field. In the course of the trials, an Overland car, equipped with a special military body, prepared for the purpose, traversed the long Hampstead hill in London, on high speed, carrying a load of petrol approximating 1,500 pounds. The resultant sale was the largest individual order for cars ever placed with a single firm in the history of the automobile industry in England.

Immediately after the tests the Belgians ordered 300 Overlands. Although this was the entire number of cars they had been authorized to purchase for their government, they found the Overlands so eminently satisfactory for their purpose that a second order for 100 additional cars of the same make followed shortly after the officers had made their report to headquarters.

FIRESTONE EXPECTS TO MAKE RECORD THIS SEASON

Many prominent manufacturers have adopted the slogan, "Don't talk, talk."

Studebaker advertisement featuring the text: "Your Studebaker is Our Reputation Running Around on Four Wheels. Get that thought firmly in your mind—Wilson reputation—Studebaker reputation—all tied up in your car. When we sell you a Studebaker car we can't afford to consider the transaction closed. In protecting your interests as a Studebaker owner, we are simply protecting our own interests as merchants. Our business future—our financial investment depends upon that Studebaker after it has left our sales-room. That is why we lay so much emphasis upon Wilson service—which is simply Studebaker service localized. We stake our faith on the quality of Studebaker cars—on the 62 years' business experience and manufacturing integrity that are back of them—on the sterling dollar-for-dollar value that is built into them. And when we sell you a Studebaker we deliver not only the best motor car value that your money can buy—but Service—we sell you not only the motor car—but motoring." Includes an image of a Studebaker car and contact information for E. R. Wilson Automobile Company in Omaha, Nebraska.

CHLORIDE FOR FROZEN AUTO

Haynes Company Finds Calcium Chloride in Radiator Satisfactory.

CORKHILL EXPLAINS USE

Appended Table Shows Just How Much Calcium Chloride to Use to the Gallon as Temperature Varies.

"When the motor refuses to start these cold mornings, the trouble can be traced usually to the carburetor," states C. J. Corkhill of the Nebraska-Haynes Auto Sales company, distributors in this territory for the Haynes, America's First Car. "More gasoline is required in cold weather than in warm weather, and the adjustment should be made accordingly. The reason is simple, when it is considered

that the richer the mixture of gas going into the cylinders, the more heat will be generated.

"The outside air is much colder, and consequently the heat will radiate much faster from the cylinders than in warm weather. To get the same results from the motor, this extra loss of heat must be made up by supplying an extra amount of fuel. The cooling system should also receive careful attention to prevent any damage arising from freezing. The radiator cells have very thin walls for rapid cooling, and the lightest freeze is liable to develop leaks. The system should be cleaned out with a solution of ordinary washing soda and water, and then antifreezing solution of some sort used.

Calcium Chloride Good.

"The Haynes Automobile company has found the solution of calcium chloride in water to be very satisfactory under all conditions. Alcohol is expensive and requires frequent renewal. Use chemically pure calcium chloride. The commercial

form usually contains acid that is injurious to the metal parts. Get a strip of blue litmus paper from the drug store and if it turns pink in the calcium chloride solution, put in enough amount of soda ash until it remains blue.

Table showing the amount of calcium chloride to use per gallon based on temperature. Columns include 'Freezing Point' and 'Dew. Fahrenheit'.

Another Clarkson Appears.

Walter A. Clarkson, a semi-professional pitcher of Milwaukee, who is not related to the players of the past bearing the illustrious name, has signed with the New York Yankees since the close of the regular season. He formerly pitched to the Gunthers of Chicago and other independent teams in the middle west. According to the statistics supplied by Arthur Irwin has averaged fourteen strikeouts a game during the last season. Clarkson is a right-hander, 27 years old and weighs 175 pounds. He is half an inch under six feet in height.

Advertisement for the Hudson Six-40 Coupe. Text: "THIS DELIGHTFUL COUPE RARELY has there been produced by any maker a car so fascinating as this delightful Hudson Six-40 Coupe. It seats four people in perfect comfort. The car while compact and snug is yet amply large. The design and finish are superb. Very many motor-car owners who find a four- or five-seated car all they need are attracted to this snappy closed car for all-the-year-round use. With the windows dropped it is as airy and cool as an open car. Yet in an instant the car can be closed tightly against rain, snow, cold or dust. Physicians like it. For social uses, afternoons and evenings, nothing can excel this attractive Hudson model." Includes an image of the car and contact information for GUY L. SMITH, "Service First," at 2563-65-67 Farnam St., Omaha, Nebraska.

Large advertisement for Firestone Tires. Text: "The Greatest Victories Ever Won on Any Tires. SUCH may be said of the Los Angeles-Phoenix and the El Paso-Phoenix Road Races ending November 11th, both of which were won on Firestone Tires. These races put tires to a terrific test in the grueling grind over mountain trails and desert sands." Includes a list of winners and their vehicles, and contact information for Firestone Tire and Rubber Company.