

300 HUPPS USED BY ALLIES

Armored Motor Cars Given Rough Usage in Reconnoitering Work by the Warriors.

TRIP MADE TO OPPOSING LINES

The Hupp Motor Car company is just in receipt of a letter from John L. Poole, Huppmobile export manager at Paris, in which he tells of some of the terrible conditions under which motor cars are forced to travel during war time.

Mr. Poole arrived in France shortly after the outbreak of the war. He immediately received a commission from the French government to construct a number of special armored Huppmobiles equipped to carry a fourteen-millimeter mitrailleur battery for rapid firework.

The success of the Huppmobiles was so great that the military authorities placed an order for a large quantity. According to Poole there are now nearly 300 Huppmobiles in use with the allied armies.

"These armored Huppmobiles," writes Poole from Paris, "are used principally for reconnoitering work. When a detachment wishes to find out just the exact position of the enemy on their front, one of the Huppmobiles armored scout cars is put into commission. This car with a complement of three men officers in charge, gunner and driver, makes a hurried trip to the front and reports conditions."

"Again when it is learned that the enemy has commenced an aggressive forward movement, a number of Huppmobiles are rushed out to cover the enemy's front and impede their advance until the troops can be sent to the battle line. It is in this last phase of the work that the stamina and speed of the Huppmobiles has proved to great advantage."

"Not long ago when at Calais inspecting a squadron of Huppmobiles, the commandant in charge notified me that one of the cars was about to make a trip to the enemy's lines, and asked me if I cared to join the party. I was very glad of the opportunity of seeing a Huppmobile in action and we started out."

"The car, which was one of the special armored Hups, had its full complement of men, together with a big supply of ammunition and extra petrol and oil, enough to last the entire journey."

"Traversing former battlefields. The journey to Dunkirk was uneventful for the roads all along the way were guarded by the French. Upon leaving Dunkirk we were forced to abandon the highway and had to cut across a field which had lately been the scene of a big battle. To make matters worse a rain had set in which made the field well nigh impassable."

"Deep ruts had been cut in the ground by the heavy artillery, the driver following these as best he could. I thought we would never reach the end of this terrible field, but the Huppmobile plowed through and at last reached good roads."

"Earthworks were thrown up on either side of the road that made driving very difficult. But the driver paid no more attention than if they were not there. We sped along at forty miles an hour over ruts, railroad crossings, floundered in mud up to the axles."

"The drive back was made at night, with only the side lamps burning. It is impossible to describe the return trip. During the time we were in the enemy's territory we had to go full speed ahead so as not to give the enemy a chance to stop us. I shudder to think what would have happened had an earthwork been thrown up in front of us."

Advice on How to Get Automobile Out of Mudhole

In the April issue of the Packard magazine there appeared a bit of advice to expedition tourists on how to get out of deep mud holes. It has been used by the Packard engineers in their cross-country testing trips.

The method is a modification of the Spanish windlass and may be illustrated by using some of the equipment found on an office desk. Take a paperweight and visualize it as your car engaged in a mud hole. Tie a piece of string to it and attach the other end to any fixed object. In the real emergency the fixed object is a "dead man," consisting of a stick of timber buried in a long trench dug at right angles to the direction of the pulling effort. At a point half way between the paperweight and the "dead man" hold hold a pencil upright. Take a second pencil and loop your rope around it and turn on the first pencil as a windlass. At once you'll find the paperweight moving along just as your car will. You have a long lever and a short lift and the pull is terrific.

In actual usage two pieces of five-foot pipe are substituted for the pencils. One may be smaller than the other, so the pair will telescope when not in use. A length of strong line completes the outfit. Caution should be taken when using the pipes to see that the one which is stood upright is not shoved into the ground. It must be free to move along with the winding up of the rope.

ILLITERACY IN ITALY IS GREATEST AMONG FEMALES

(Correspondence of Associated Press.) ROME, April 17.—Those who are trying to reduce illiteracy in Italy report steady progress. Since 1901 the proportion of those who can neither read or write, out of every 100 population, has fallen from fifty-six to forty-three. The smallest proportion of illiterates by regional division is found in Piedmont, with 11.9 per cent, and the largest in Calabria and the islands, with 60 per cent. In Reggio Calabria province the percentage runs as high as 70.5.

The male illiterates are in all districts few than those of the other sex. Encouraging as the progress is, fears are expressed that the European war will detract somewhat from this important movement.

BUICK PULLMAN IS THE LATEST WORD IN AUTOS

The Buick Pullman car is the latest achievement of the Nebraska Buick Auto company. F. H. Barber of North Platte purchased a Buick six in which to make a trip to California this summer.

Barber says he would much rather sleep in the car than in some of the hotels he would encounter on the way, so by hinging the back of the front seat, it can be dropped to the level of the seat and with an extra cushion he made it fit between the back and front seats, which rests on the two folding seats you have a bed which rivals that of the best hostelry between Omaha and the coast. After investigating all makes of cars Mr. Barber found the Buick six to be the best suited car for this purpose.

The Bee Want Ads Are Best Business Boasters.

WAR FOUGHT SAME OLD WAY

Experts Declared Wars of Future Would Be Different, but Present One is Much the Same.

BUT ONE POINT OF DIFFERENCE

(Correspondence of the Associated Press.) BERLIN, April 20.—The complete revision of many methods of warfare, which even experts did not in the least anticipate, are discussed by Major E. Morath, retired, in a recently published article entitled "The Length of Battles."

No longer ago than 1912, Major Morath points out, General von Bernhardi, in "Time and Its Strategic and Tactical Importance," declared that "the battles of the future need not be longer than those of other European wars" and that "one-day battles will be the rule, longer ones the exception."

General von Bernhardi's conclusions were based on studies of the Boer and Russo-Japanese wars, among others, and yet, within three years of their publication, Major Morath shows, the predictions of the general have proved to be wrong. "We certainly will not defend ourselves behind walls and trenches," wrote General von Bernhardi, and yet "we have been doing just that for more than six months," says Major Morath. "To all friends of the offensive—and what soldier is not its friend—it surely is painful that we no longer can believe in a war of movement and operation before we think of one of inaction."

"We must unlearn part of what we had been taught, and we must cling to the good old theories only in case it should be proven that mistaken leadership led us to adopt the method of long-continued fighting in one position. The verdict is yet to come. It is not the duty of the present to render it, but of the future."

In declaring that the battle of the future would be only of a day's duration, General von Bernhardi declared that the unusual physical characteristics of the battles in the Russo-Japanese war, taking place in difficult country and around fortified places, made it no criterion for future conflicts. And yet, Major Morath points out, trenches and the long-drawn-out battle have been the rule from the dunes of Flanders to the hills of the Champagne and the mountains in Carpathia.

As differentiated from former wars, Major Morath declares, huge losses have not necessarily led to decisive victories or defeats. Some "new impelling force" seems to have entered all the conflicting forces. The general, commenting on the methods of the Japanese in retreating when fire became too accurate and returning to the attack later, predicted the same in the next future war. Yet, says Major Morath, the French have not lost nerve in the face of terrible losses, the Germans do not lack it in bloody offensive and defensive movements and heavy sacrifices have not hindered the Russians nor stopped them from returning to the attack again and again.

INSURES AGAINST DAMAGE RESULTING FROM THE WAR

(Correspondence of Associated Press.) BERLIN, April 17.—A company offering insurance against damage caused by the armistice at war, in Luxembourg, is the newest outcome of the war. Such an organization, backed by Berlin capital, has established headquarters in the city of Luxembourg. It insures against fire and other destruction incident to the

war, an uprising or plundering. The company will operate exclusively in Luxembourg and will dissolve six months after the war has ceased.

Hero Colony is the Latest Suggestion

(Correspondence of the Associated Press.)

BERLIN, April 18.—Dr. von Bethmann-Hollweg, imperial chancellor, is considering the feasibility of a suggestion for the establishment of a "hero colony" near the famous old Pforta school in South Prussia, of which he is an alumnus, where those maimed and crippled in the war may take up their life after it is over.

The originator of the idea is Paul Kersten, head of a big factory in Bad Koesen. He believes that there will be thousands of noble and patriotic girls and widows of soldiers who, when peace is concluded, will be glad to marry the men who have been injured and who otherwise would gravitate into soldiers' homes.

To prevent this is one of the principal objects of the proposed plan. Kersten feels that soldiers in such a situation soon come to feel that they are useless and in the way, whereas they can continue a useful and happy existence if they have their own homes and wives to help care for them.

Kersten believes that the loss of an eye or a leg is not a defect that in any way affects future generations. If injured soldiers can marry and live in colonies instead of in homes by themselves, he thinks that the birthrate will have some of the increase that is to be necessary after the war.

FUNERAL ABOUT TO BE HELD FOR A SON WHO IS ALIVE

(Correspondence of Associated Press.) ESSEN, April 2.—Just as a family in the town of Werdohl was about to begin a funeral service for the son, who had been reported as killed in a battle in France, the postman arrived with a letter from the boy, written in a hospital in Toulon. His sight and hearing had been partly destroyed by a bullet wound in the head, but otherwise he was well.

The son's estate had been paid to his parents as final and unequivocal proof of his death, whereupon they had made preparations for a service to mourn him.

WOMEN UNDER FORTY JOIN AUXILIARY GIRL SCOUTS

(Correspondence of the Associated Press.) LONDON, April 16.—Spinners' grown uneasy over the flight of time may technically remain girls by joining the auxiliary force of girl scouts now organizing, which takes in women up to 40 years. The new contingent went into camp in Essex during Easter week, with its own bugler to blow reveille.

Lady Frederick, Mrs. H. B. Irving and other well-known women are patrons of the grown-up scouts. Simple drilling and some marching are compulsory, and mem-

bers are encouraged to learn the use of rifle and revolver, signaling, scouting and map drawing. Drills are held twice weekly.

Other work in which the members specialize are cooking, sewing and mending and foreign languages. There are no class distinctions.

Read The Bee's "Business Chances" and get into your own business.

MARATHON

"If a man builds a better mouse trap or writes a better book than his neighbor, though he makes his home in the wilderness the world will make a beaten track to his door"—time worn philosophy but true. We have proven it to our entire satisfaction—for the sales of Marathon Tires steadily increase.



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MARATHON

Jeffery Four \$1150



Be Proud of the Car You Buy

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Where other Light Fours leave off, Jeffery begins. Compared with any car in the same price class, using materials and equipment that are "good enough," Jeffery pays the additional cost for the best.

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Jeffery Light Four \$1150 Jeffery Chesterfield Four \$1275 Jeffery Chesterfield Six \$1650 Jeffery Six 48-\$2400 Jeffery Quad Truck-\$2750

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HUDSON \$1550 F.O.B. Detroit. The Light Six 7-Passenger Phaeton 3-Passenger Roadster

For Pride's Sake Drive a Hudson This Year

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A New High Mark In this latest Hudson, Howard E. Coffin has set a new high mark in designing. In this car he has brought out the final refinements, after four years of work. Here is the lightest 7-passenger Six. Here is the car that stands out among all in its class for beauty, luxury, finish and equipment.

The Years at Stake Remember the years at stake—the years you will drive your new car. Any extra weight means a constant tax. Any mistake in designing, any weakness or shortcoming means constant trouble and expense. You know the Hudson is right. Any owner can tell you. And 12,000 owners have driven this Light Six some 30 million miles. This is the only model of this new-day type which has had time to prove itself faultless.

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Table listing Hudson Light Six dealers across various states including Iowa, Nebraska, Kansas, Missouri, and South Dakota.

Advertisement for Chalmers Motor Cars featuring an illustration of a car on a stage, the word 'Beauty' in large letters, and text describing the car's features and availability at Stewart-Toozer Motor Co.