

TRUCKS IMPORTANT IN MODERN WARFARE

Rush Shipments Are Made to Border To Aid Quick Movement of Supplies.

SMITH FORM-A-TRUCK IDEAL

That motor trucks are indispensable for the quick movement of supplies in modern warfare is shown by the rush shipments of trains of motor trucks to the Mexican border in connection with the expedition into Mexico for the capture of Villa. The inadequacy of mule-driven pack trains evidenced itself the first day of mobilization, and several factories, for patriotic reasons, suspended shipments to regular customers and helped the government out with immediate shipment of cars.

The Johnson-Danforth company, local representative for the Smith Form-a-Truck of Chicago, says that the manufacturers of this attachment that telescopes the frame of a Ford car and by providing stronger wheels, springs, axles, etc., converts it into a truck with a carrying capacity of 2,000 to 3,000 pounds, is urging upon Chicago motor truck users the formation of automobile reserve corps, such as have already been organized in New York and elsewhere, under the auspices of the national committee of home defense motorists.

The plan is to "enlist" firms which operate trucks, the form of enlistment being practically a contract to charter the machines in the event of national need. It would provide for compensation in full to the concerns. Trucks of the same make would be grouped in separate companies. A wrecking truck would then be available for each company, which would need to carry repair parts for only one make. It is also suggested the trucks be of the same models in order that special war bodies could be made which would be interchangeable. These war truck companies might become adjuncts to the state militia if it is nationalized.

Reserve Corps in Maryland.

Maryland, in 1912, passed an act which created a motor reserve corps. Los Angeles county, California, some twenty months ago formed a motor reserve organization. These movements have antedated the plan for nationalizing the idea. Mr. Johnson cites arguments in favor of the plan. "Of course, the Smith Form-a-Truck device would be a great help to the government in the event of war, because in a few hours ordinary Ford cars, new or old, could be transformed into one-ton trucks," he said. "A reserve supply of Smith Form-a-Trucks would prove of immense advantage. But heavier trucks are also demanded, so it would be well to organize companies of different makes and then provide a range of capacities."

"Most of the members of patriotic societies are elderly people. Many are well-to-do, but not personally able to serve in defending the nation. These men in a large measure are owners of motor trucks. The automobile reserve corps, therefore, offers these men their opportunity to serve the country patriotically."

Action is, of course, necessary by both congress and state legislatures to make the plan practical.

Mr. Johnson was most emphatic in his claim for it of the original attachment which gives actual truck dimensions and truck parts to a Ford car. Recent so-called truck conversions have been placed on the market, with no view of taking care of the overload which they are to carry and the results are most unsatisfactory.

The Smith Form-a-Truck reinforces the Ford frame by a four-inch channel steel frame, braced by three heavy cross members—the Ford frame acting merely as a sub frame.

Four Batters.
The Hartford Eastern league team seems to be composed of all fielders and no batters. The team is well up among the leaders in fielding, but is a bad last in team batting.

JOINS FORCES WITH MURPHY-O'BRIEN COMPANY.



A. S. PECK

A. S. Peck, formerly with the firm of King, Peck & Co., has joined the forces of the Murphy-O'Brien company and hereafter will assist in the sales department of this big organization, which handles the Dodge and the Paige cars.

High Price of Gas Causes Demand for Economical Car

"With the price of gasoline stationary and a number of indications pointing to a reduction in the retail market, we can already count a number of beneficial effects that last winter's high fuel prices have had on motor car design and manufacture," stated A. G. Seiberling, general manager of the Haynes Automobile company.

"Since gasoline soared early last winter, there has been an insistent demand for the economical car, and the makers of medium priced automobiles have been shaping their motor design, not solely toward the production of power, but toward power coupled with efficiency."

"The most marked effect of high fuel prices has been the acceptance into general use of the high speed, six-cylinder motor, of comparatively small piston displacement, but with the ability to apply effectively every ounce of energy it develops. Smaller cylinders with a larger number of explosions have proved in every day use far more economical than motors with large cylinders with less frequent owner impulses."

Briscoe Makes Good Showing in Tests

In an economy test made May 4 with a Briscoe "4-38" on the none too good mud roads around Jackson, Mich., a mileage of 29.5 miles to a gallon of gasoline was obtained.

This same Briscoe model in a recent test made with distillate in El Paso, Tex., the car, with driver and three passengers, travelled eighteen and one-half miles on one gallon of the fluid. This kind of fuel at the time of test was selling for 9 cents a gallon.

Wild Men.
In a recent Tacoma-Vancouver game in the Northwestern league, there were twenty-seven bases on balls, four hit batsmen and two wild pitches. Barnum's wild men of Borneo were a tame lot after all.

ANNOUNCEMENT OF OVERLAND MODEL

New Product of Toledo Factory To Be Known as New Series Model 75 B.

MOTOR IS CAR'S BIG FEATURE

The announcement of a new model by the Willys-Overland company of Toledo, O., is destined, in the opinion of those who have already seen it, to cause a greater stir in automobile circles than any of the many sensational developments in motor car building which have occurred during recent years. This new product of the Toledo factory is to be known technically as the Willys-Overland company's new series model, 75 B. In spite of the nation-wide lamentations concerning the increasing cost of materials, labor and manufacturing equipment, this latest motor vehicle is to be sold at \$635 for the touring car and \$620 for the roadster—prices which are said to be equally as sensational as the performance of the car itself.

The new series model, 75 B, Overland, basis its claims to being the most powerful low priced car in the world on its motor and on the exhaustive tests, which its builders insist have shown conclusively its superiority over anything of its kind ever manufactured heretofore. With a larger bore now, 3 3/8 inches and a 5-inch stroke, it develops 31 1/2-horsepower at 1,950 revolutions per minute. This performance, at this low speed, in the opinions of those expert in automobile building, promises the greatest possible power from the motor, with the smallest amount of wear on the motor itself. This motor will take the two and one-half miles an hour to fifty-three miles an hour, on high, with all the ease of action so widely advertised in the big, powerful machines selling at five and six times its list price.

Low Priced and Economical.

The low price of the new car naturally implies economy, but the Willys-Overland officials show that, unlike many other instances of low priced cars, the economy does not end with the purchase price. And here again the efficiency of the motor is demonstrated. Tests have repeatedly proven that this sensational car will accomplish twenty-five miles on one gallon of gasoline, and eighteen to twenty miles per gallon is a common performance in average all-around use.

The motor, however, is but one of the many features of this inexpensive car which are causing comment on every side. In riding comfort it is said no car anywhere near its price can compare with it. It is equipped with four-inch tires—something practically unheard of up to now in cars of this type. The easy riding qualities of the car are further enhanced by cantilever rear springs. They reduce to the minimum the jarring caused by driving over rough roads.

MOTORCYCLE CLUB HAS PICNIC AT GLENWOOD

Last Sunday about fifty members of the Omaha Motorcycle club held their weekly outing by a trip to Glenwood, Ia. They left at 9 a. m. and spent the day in such pastimes as blindfolded rides, pie eating contests, slow races and potato races, all on their motorcycles.

Today they go to the state fisheries at Gretna, Neb., and it is expected that more will attend than last Sunday.

Victor H. Roos has offered a prize to the rider whose machine and self make the neatest appearance, and the rivalry to win will make an array of sparkling machines and orderly riders that would make Uncle Sam's cavalry sit up and take notice.

Jackson Prizes Favorite.
Joe Jackson has won favor with the White Sox fans all the way down the line. The Dixie slugger is given the glad hand on every trip to the plate.

Paige Promises Something New in Enclosed Bodies

Although these are the days when the motor car owners are thinking only of pleasant touring under summer skies, the Paige-Detroit Motor Car company, anticipating the cold and stormy days that are to come next fall and winter, has already got its production of enclosed cars and winter tops well under way. Special efforts have been made to safeguard the promptness and timeliness of production as well as the exclusive character of this feature of the Paige line.

With these ends in view, Andrew

Bachle, chief engineer of the Paige, has gone east to spend several weeks in the factories where automobile bodies of the highest quality and most exclusive design are manufactured and where the Paige line of enclosed bodies are now being made. Mr. Bachle will inspect the work now being done and otherwise assist in bringing to completion and perfection what Paige executives declare will be the most distinctive and exclusive line of enclosed bodies that has ever been built on a Paige chassis.

Those who have been privileged to view these new models, which will soon be ready for Paige dealers, declare that they will prove something of a revelation in their unique character, their quality of workmanship and their general atmosphere of high-bred elegance.

Suffrage Leaders Choose Saxon for Cross-Country Tour

When the Saxons dominated England they were lords and masters of their women. Suffrage for the gentle sex was not dreamed of by them. But the ages have made changes and the Saxons have kept pace with the times. For that reason alone the selection of a Saxon "four" roadster as the car to bear Mrs. Alice Snitzer Burke from New York to San Francisco in the interest of the "votes for women" movement was in line with the progress of Saxon ideals. Officials of the Saxon Motor Car company, however, consider it a distinct tribute to the

sturdiness and reliability of the motor cars. Mrs. Burke, accompanied by Miss Nell Richardson, expects to cover 10,000 miles of ground between New York and the western coast, and every foot will be traveled in the little roadster.

The departure of the "golden flyer," as the roadster has been christened, was made last Thursday from New York. It was attended by much ceremony. Mrs. Carrie Chapman Catt, president of the National American Woman's Suffrage association, christened the motorcar.

She broke a bottle of gasoline over its hood and radiator, naming it "Golden Flyer." Speeches by several of the suffrage leaders and a long parade of motorcars, which escorted the travelers to the edge of the city, completed the demonstration.

KING

EIGHT CYLINDER

**Sixty horse power—Seven Passenger
Cantilever Springs
120 Inch wheelbase • Price \$1350**

For the Woman Who Motors

Simplicity and ease of operation make the KING the ideal car for women who drive, and its extreme economy in fuel, oil and tires is only another proof of high engine efficiency.

Noyes-Killy Motor Co.
2066-68 Farnam St., Omaha.

The 1917

GRANT SIX

Now Ready for Your Inspection

THE Grant Six is a car of obvious values. Its extra values are as clear and definite as daylight. To prove this to yourself you have only to drive a Grant Six alongside any car of similar price—and compare. That's all.

Compare Bodies. The Grant body is up to the minute in style. It is unusually roomy, exceptionally comfortable and beautiful in lines and in finish.

Compare Motors. The Grant Six Overhead Valve motor is one of the most powerful, flexible motors of its size ever built. It is dependable, reliable and economical.

Compare Axles. The Grant Six has a standard type "T" beam front axle with big, strong steering connections. The rear axle is full floating—NOT full floating "type" but honestly full-floating, with 12-inch brakes equalized.

Compare Springs. Rear springs are cantilever, pivoted at the center and shackled at both ends—front springs are semi-elliptic and both are extra long. There never was an easier riding suspension known and Grant springs "stand-up" in service.

Compare Equipment. The Wagner Two-Unit Starting and Lighting System—Remy Ignition—Stromberg Carburetor, Stewart Vacuum Feed with 12-gallon tank in rear—are features of the Grant Six. And you will find double-bush headlights, aluminum covered running boards, full size crowned fenders, Firestone Demountable rims—simple, neat instrument board, wide doors—and every feature that you want in a high grade Six.

Come and see the 1917 Grant Six—and come now. Get your order in early. Even on the basis of 20,000 cars, with such value as this, it is important for you to get your order in now.

So We Say, Come Early and See the Grant Six

APPERSON MOTOR CO.

2417 Farnam St., Omaha, Neb.

GRANT MOTOR CAR CORPORATION

BRISCOE

"The Best-liked Car in the Country"

Women Delight in Driving The Briscoe Eight

De Luxe Eight-38

fully equipped with all conveniences

\$985

THERE'S the satisfaction of possessing a car that in appearance stands out like a Paris gown among ordinary costumes. And there's the unmatched thrill of tremendous power, responsive to the touch of a finger, yet controlled just as easily.

In crowded traffic you can slow down to a crawl—and be off in an instant when the way is clear. You seldom have to shift gears—the whole range of speeds is at your command without changing from high.

Hundreds of women prefer the Briscoe Eight because it's a man's car in all the joys of motoring, and a woman's car in those features of style and ease of operation so desired by women drivers.

A demonstration spin will convince you—phone now and we will bring the car out and show it to you

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