

## PACKARD EMPLOYEES RUSHED TO BORDER

Big Detroit Automobile Company Furnished Many Men For U. S. Service.

### DRIVE MOTOR TRANSPORTS

Detroit is being hard hit by the government's call to arms to handle the Mexican situation. With more than 1,000 of its young men in the mobilization camp of the State National Guard, the city has been called on to recruit another 636 men for service with the motor transport division of the army along the southern boundary.

With a long-distance telephone order for 396 motor trucks received by the Packard Motor company, came the request for the additional recruits. "We need experienced motor vehicle mechanics," said the voice of the quartermaster general over the wire. "Send along truckmasters, assistant truckmasters, drivers, mechanics and cooks."

The Packard company had already furnished 122 men for government service with the army. Packard employees manned the 122 trucks shipped to the border since March 22, which are now carrying supplies to General Pershing's men. The company also lost 109 employees when the call came for National Guard mobilization, and another contingent will soon board ship on the call for the state naval militia.

Trucks and men will be sent to the south on special trains provided by the government.

The point on the border for which they were intended was not divulged by the army officers who came to the Packard plant to recruit men. Previous shipments made the run to El Paso and San Antonio, Tex., within fifty hours, a speed exceeding that

of the fastest regular express trains.

The men who volunteer for motor transport service do not enlist in the army. They become civilian employees of the government by signing contracts for a year's service. When honorably discharged, even though the year may not have expired, they are furnished return transportation to Detroit. The salary is \$100 per month.

The publication of the call for truckmen met with a rousing response. Scores of men from almost every walk of life rushed officials at the Packard factory and begged to be taken. One of the recruits who passed the driving test demanded by the government with flying colors was L. Canada, whose father, W. W. Canada, has been United States consul to Vera Cruz, Mexico, for nineteen years. Young Canada, who had lived in the Mexican city for fifteen years, had been bitterly disappointed a few days previously when, because of a minor ailment, he failed to pass the medical examination after enlisting with the Thirty-first regiment, Michigan National Guard.

### Killy Goes to Detroit to Attend the Sales Congress

W. L. Killy of the Noyes-Killy Motor company left Saturday evening for Detroit to attend the World Sales congress, which will be held in Detroit this week.

President Woodrow Wilson will act as chairman of the World Sales congress, the purpose of which will be to discuss sales and organization problems of national and international scope.

### Hupp Automobiles Are to Be Distributed From Sioux City

G. H. Houlston, manager of the Omaha branch of the Hupp Motor Car company, returned from Sioux City last week, where he completed arrangements for the distribution of Hupp automobiles at that point. B. A. Douglas & Co. will distribute. The location of the sales room is across from the auto mart on Fifth and Nebraska streets.

## Cole Chairman of Auto Engineers

In view of the recent election of J. J. Cole, president of the Cole Car company, of Indianapolis as chairman of the Indiana section of the Society of Automobile Engineers, unusual attention is being directed toward that branch of the organization.

The Indiana section of the association has always been regarded as one of the most active and enterprising departments of the parent organization and with Mr. Cole at its head it is expected that many more important developments along engineering lines will be turned in from the Indiana field during the coming year.

Although Mr. Cole has always been deeply interested in the work of the association, it was not until a few months ago that he could find time to actively participate in the affairs of the local organization. However, it is asserted that he has sponsored many of the most important steps taken in the motor car industry since he began the manufacture of automobiles and, with, perhaps one exception, he is generally regarded as the most widely known automobile authority in the state. That he will accomplish splendid results in the work was a certainty from the beginning, in the opinion of his friends.

### Glide Car Has Now Made Its Appearance

The new Glide model, which has been expected for some time, is here. According to C. E. Miller, manager of the Nebraska Glide Auto company, the new car has numerous improvements and refinements. The body has been rounded, adopting the yachtline type, springs lengthened, motor size increased and top and wind shield improved upon.

"All in all," says Miller, "we are very much pleased with the new model and feel that it will stack up against anything on the market."

## King Eight Stock Hangs Up Record In Speedway Test

New York, N. Y., July 7.—More than 10,000 miles in two weeks' day-and-night driving without mechanical adjustments or repairs of any kind is the record just established by a seven-passenger eight-cylinder stock King car in a test sanctioned and supervised by officials of the American Automobile association on the Sheepshead Bay Speedway and Long Island highways. The conditions of the test were specifically designed to approximate those under which the owner operates his car.

During the fourteen days and nights the motor was not stopped once, nor was any adjustment made upon it, the stops only being for the purpose of taking on gasoline, oil and water and changing driving crews. Not even a Champion spark plug was removed nor the valves touched dur-

ing the most searching test to which any piece of mechanism has ever been subjected. The total time lost in making the necessary stops was about fifteen and one-half hours, which, on the basis of the distance traversed, shows the King owner as spending about nine minutes a week on the maintenance of his car.

The test was conducted under the direction of F. E. Edwards, representing the contest board of the American Automobile association, assisted by H. A. Tarantus of Motor, J. E. Shipper of the Automobile, Alexander Johnston of Motor and M. C. Horine of Commercial Vehicle. The car which was used was selected at random from the assembly floor at the King factory in Detroit and was immediately turned over to Mr. Edwards for inspection to determine its stock status. The car was then sealed and shipped to the Sheepshead Bay Speedway, where it arrived on Thursday, June 15, on which day at 12:14 p. m. it started on its record-breaking flight, which ended on Thursday, June 29, at 12:14 p. m.

## Harley-Davidsons Break Three World's Records on "Fourth"

In the annual 300-mile classic at Dodge City, Kan., the Harley-Davidson retained its title of world's dirt track champion, when Irving Janke finished first in 3:45.36, lowering the record established by Otto Walker last year. Floyd Clymer, Harley-Davidson, broke the 100-mile record in 1:11:45, or 2 minutes and 25 seconds faster, averaging 83.33 miles per hour. Joe Wolter, Excelsior, second, and Ray Weishaar, Harley-Davidson, third.

At Sheepshead Bay speedway, Red Parkhurst, Brier, Fredricks and Barclay captured first, second, third and fourth places, respectively, on Harley-

Davidsons, in 100-mile feature event Harley-Davidson also too firsts, second and third in ten-mile professional, and firsts in two-mile national, twenty-five-mile state championship, ten-mile state championship and one-mile championship.

At Pittsburg, Pa., Harley-Davidson cleaned up against Lou Crist in five-mile professional, breaking track records. Ten-mile professional, also easy for Lawrence Keys on Gray Fellow.

At Grand Island, Neb., Harley-Davidson finishes first and second in the twenty-five-mile free-for-all and first and second in the forty-mile free-for-all against eight valves of other makes. Two-mile track.

At Boise, Idaho, Harley-Davidson ridden by Williams, first in every race and made the fastest mile time.

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Those are the thoughts that run through your mind when ride in a "Dixie."

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MOTOR—Dixie-Lycoming, unit power plant 30 H. P., three point suspension, four cylinder, 8 1/2 x 6, cast in bloc with removable water cooled head, valves enclosed, noiseless.

LUBRICATION—Constant circulating splash system, plunger pump.

COOLING—Thermo-Siphon system.

RADIATOR—Honeycomb cellular type, mounted on springs.

CARBURETOR—Standard float feed type.

CLUTCH—Cone type, pressed steel, leather faced, with six compensating plungers under leather to insure easy engagement.

TRANSMISSION—Grant-Lee, Three-speed selective gear, ball bearing.

STARTER—Dyneto electric system of starting and lighting, Connecticut ignition.

CONTROL—Change gear and emergency brake levers in center of forward compartment. Spark and throttle super-imposed on steering wheel.

DRIVE—Through one universal joint, and propeller shaft. Torque of rear axle taken by specially designed fork and reach rods.

FRONT AXLE—Drop forged "T" beam section.

REAR AXLE—Full floating. Roller bearings throughout.

BRAKES—External contracting and internal expanding.

WHEELS—Wood, artillery type.

RIMS—Demountable—one extra included in equipment.

FRAME—Heavy pressed steel channels with three cross members.

SPRINGS—Self-lubricating, front semi-elliptic; rear, three-quarter scroll elliptic.

FENDERS—High crowned design, running board rubber covered with aluminum binding.

STEERING WHEEL—Irreversible, worm gear. Wheel 18 inches.

WHEEL BASE—112 inches.

GASOLINE TANK—Round; hung at rear of chassis; Stewart Vacuum feed.

WINDSHIELD—Clear vision, rain vision and ventilating.

LAMPS—Electric headlights with dimmers, standard tail and cow light.

TOP—One-man, with improved side curtains and dust hood.

BODIES—Full five-passenger touring car and roadster on same design chassis.

INSTRUMENT BOARD—60-mile speedometer, cow light, lighting and ignition switches, carburetor control.

WEIGHT—Fully equipped, 2,100 pounds.

EQUIPMENT—Electric generator, electric starter, lights and horn, one-man top with dust hood, windshield, speedometer, one extra rim, tire carrier, license brackets, and complete tool equipment.

Touring Car Completely Equipped, \$775 F. O. B. Louisville, Ky.

**W. S. BARKER**  
Distributor for Nebraska, Western Iowa and South Dakota.  
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# Firestone

## Right Makes Might

NEVER have figures spoken more decisively than in the following table. They show the volume of business we have done annually since we moved into our new factory in 1910. And with this steady, consistent increase in sales has come a steady development in every producing unit. This factory, then the largest exclusive tire plant in America, has been tripled since, wing by wing, without disturbing production. Original plans provided for the growth because we knew that the standard set for Firestone quality would win the motoring public.

Year	Annual Business	Percentage of Increase
1910-11	\$ 7,462,581.17	
1911-12	11,681,841.57	56%
1912-13	15,625,662.04	33%
1913-14	19,173,389.53	22 1/2%
1914-15	25,187,884.33	31%
1915-16	to June 1st, 1916	Over 38%

Simmered down the answer to this unequalled growth is exclusive quality at volume price

You will be as quick to appreciate Firestone extra values when you test them as were these other car owners whose demand built this business faster than any other. Try Firestones next. Let the Firestone Dealer serve you.

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Home Office and Factory: Akron, Ohio. Branches and Dealers Everywhere.

**Makers of the First Truck Tires**  
Leaders Then and Leaders Now—In Quality and Volume

## Studebaker Series 17 SIX

Fifty Horse Power

Seven Passenger Body, individual front seats, adjustable fore and aft.

Wheel base, 122-inches.

Tires, 34"x4" Goodrich safety tread on rear.

Upholstered throughout with straight grain, semi-glazed, genuine leather.

All the latest improvements are embodied in this car.

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To equal this car in Power, Size and Quality, you have to pay several hundred dollars more.

Come in and let us prove it.

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