

## Hospital for Damaged Gear

By Lewis R. Freeman, in October  
Popular Mechanics Magazine : : :

Over the hospital for wounded soldiers floats the Red Cross flag, and over the camp for the treatment of wounded horses is the flag of the Blue Cross; the "hospital" for damaged gear bears no distinctive sign, but if one were to be chosen for it, perhaps nothing could be more fitting than the "Khaki Cross."

In wars of the past, and even down to the second year of the present war, battle damaged and war-worn gear of all kinds—boots, caps, uniforms, saddles, harness, rifles, guns, etc.—went at one to the junk piles and bonfires, to be written off as a nation's books as a part of the cost of the war. Even the canny and meticulously economical Japanese had no comprehensive system for salvaging damaged material, and I clearly recall seeing thousands of yen's worth of only slightly worn or torn accoutrements being burned, or buried with the dead in lime-covered pits at Port Arthur. Even in the present struggle the waste of material on both sides in the chaotic opening months was incalculable, and in this, as with munitions and so many other things, it is probable that the Germans were the first in the field to minimize that loss. And the parallel may be carried still further, for just as the slow but sure moving British have finally overtaken and passed the Teuton in munitionment, so, also, have they developed a system for renewing or reutilizing their damaged uniforms, boots and other gear, as well as guns, rifles and other arms, including in some instances material captured from the enemy, which is, at least, the equal of anything the vaunted efficiency and organizing talent of the Germans have put into execution. Perhaps nothing that one can see in all England—not even excepting one of the great new munition works—is more clearly and illuminatively indicative of the reserve of adaptability that has lurked—more or less unsuspected even by himself—behind the Briton's hitherto impenetrable mask of conservatism than the great "hospital" for damaged war gear "somewhere" back of the front in France.

An advanced "combing station" was nothing more or less than a couple of acres of level ground covered with orderly piles of disordered fragments of every conceivable thing from pocket knives to field guns that figured in the life and activities of the British and German armies, gas helmets, flash lamps, oxygen apparatus for reviving those poisoned with gas,

mess kits, rifles, hand grenades, boots, puttees, caps, belts, tunics, trousers, a thousand things, the mere cataloging of which filled pages of closely typed paper.

German and British articles were kept apart, and also the damaged and undamaged things, the latter to be redistributed at the front, the former to go back to the "base hospital" far in the rear. The "combers" were Tommies with bags and push carts, and their duty was to go methodically over the conquered territory, as fast as it was cleared of the enemy, and bring in everything possible of renewing or working over into something else.

Such of this flotsam and jetsam of the battle field as is finally adjudged worth "doing over" is carted to one of the inconspicuous but ubiquitous spurs of light railway that are pushed up steadily behind every advance, and go by that to a "standard gauge" and thence to the waiting "wards" of the great "hospital" nearly a hundred miles away. This remarkable repair shop I was taken to visit the following day. Its "strategic" situation from an industrial standpoint is ideal, for not only is it in one of the best served of French towns, but it has a railway and motor roads running directly into its busy yards.

This great plant at present employs something over 3,000 hands, about two-thirds of whom are French girls, and most of the remainder men of the British army service corps type, quick with their hands and mounds, but with no special training. Their immediate "foremen" are English girls and women of a volunteer organization that has done important work in diverse fields of war endeavor. The men include many highly skilled workers, especially in the machine shops, for some of the repair work on such things as rifles and artillery demands quite as great a degree of technical training as does the "combing" of such arms in the first place.

On the work on arms, munitions and kindred things one is, of course, shown no more and told no more than if he were visiting an arsenal anywhere else. I was especially interested in learning to what extent material captured from the enemy is utilized, but this naturally is a question that would necessarily have to be answered with some reticence. Undoubtedly practically all of the captured material is used again in some form or other, but I gathered that no attempt is made to restore such things

### Routes of Ak-Sar-Ben

Parades This Week  
ELECTRICAL PARADE  
WEDNESDAY NIGHT.

Start at Sixteenth and Cuming, South on Sixteenth to Douglas, East on Douglas to Tenth, South on Tenth to Farnam, West on Farnam to Nineteenth, South on Nineteenth to Harney, East on Harney to Sixteenth, South on Sixteenth to Howard, East on Howard to Fourteenth, North on Fourteenth to Dodge, West on Dodge to Fifteenth, North on Fifteenth to Capitol avenue and disband.

### PATRIOTIC PARADE

THURSDAY AFTERNOON.

Start at Sixteenth and Cuming, South on Sixteenth to Douglas, East on Douglas to Eleventh, South on Eleventh to Farnam, West on Farnam to Eighteenth, North on Eighteenth to Douglas, West on Douglas to Nineteenth, South on Nineteenth to Harney, East on Harney to Sixteenth, South on Sixteenth to Howard, East on Howard to Fourteenth, North on Fourteenth to Harney, East on Harney to Twelfth, North on Twelfth to Dodge, West on Dodge to Fifteenth, North on Fifteenth to Capitol avenue and disband.

As German machine guns and artillery, even when ample munitions have been seized with them.

I was shown stacks of chemical-saturated fragments of cloth, which, on closer inspection, turned out to be pieces cut from shirts, tunics, blankets and other things doubtless too much damaged themselves to warrant restoring as such. Gas masks were turned out from these with incredible rapidity. Pieces were cut to pattern from the chemically impregnated fabrics, stitched together, fitted with goggles and mouthpiece and laid out ready for wear almost as fast as one could follow them as they passed from hand to hand down the long benches. The girls sang as they worked and at the completion of the last operation—the fitting of the exhalation valve—I noticed that most of them gave the rubber tube a vigorous smack with their lips, a salute to the Tommy who was expected to use it in the trenches. Rather a pretty way of cementing the entente, I thought.

### Vista Battery Company To Open Branch in Omaha

Announcement was made last week to the effect that the Vista Accumulator company of Chicago will open a branch in Omaha under the name of the Omaha Battery and Service company. This station will be in charge

of R. H. Decker, and the territory controlled from Omaha will embrace Nebraska and western Iowa.

The Vista people claim credit for being the oldest storage battery manufacturers in the United States and isolation instead of insulation of plates is the particular feature of their battery, which distinguishes it from others. The Vista branch will specialize on inside battery service, starter and generator work.

### Beauty and Luxury Aim

In Designing Enclosed Cars

"As soon as automobile manufacturers had solved the mechanical problems of the motor car and perfected its operation they turned to the further development of the enclosed car; and the advance made in this type of vehicle is now the outstanding feature of the industry," says Harry M. Jewett, president of the Paige-Detroit Motor Car company. "As a matter of fact there is strong evidence to lead us to believe that the car of the Sedan type will probably be the ultimate choice of the motoring public."

"The popularity of the Sedan and the probability that it may dominate the field is due to the combination of utility, comfort and luxury which the better cars of this type now offer. With the development and perfection of the convertible type of body, offering a permanent top with glass sides that can be in place or instantly lowered out of sight according to temperature and weather, the Sedan is really an all-the-year-around car, good for winter or summer driving. It offers the maximum of comfort, luxury and utility."

"The present tendency in designing enclosed cars is to increase comfort and luxury to the highest degree possible."

### Hayward Looks for Big Auto Business This Week

Mr. Hayward of the McIntyre-Hayward Motor company expects this Ak-Sar-Ben to be a record breaker from a standpoint of automobile sales made and bases his conclusions on the following:

Nebraska farmers are fast occupying a prominent position on the production chart of the manufacturers. The farmer has recognized the fact that the automobile is a utility and a business adjunct.

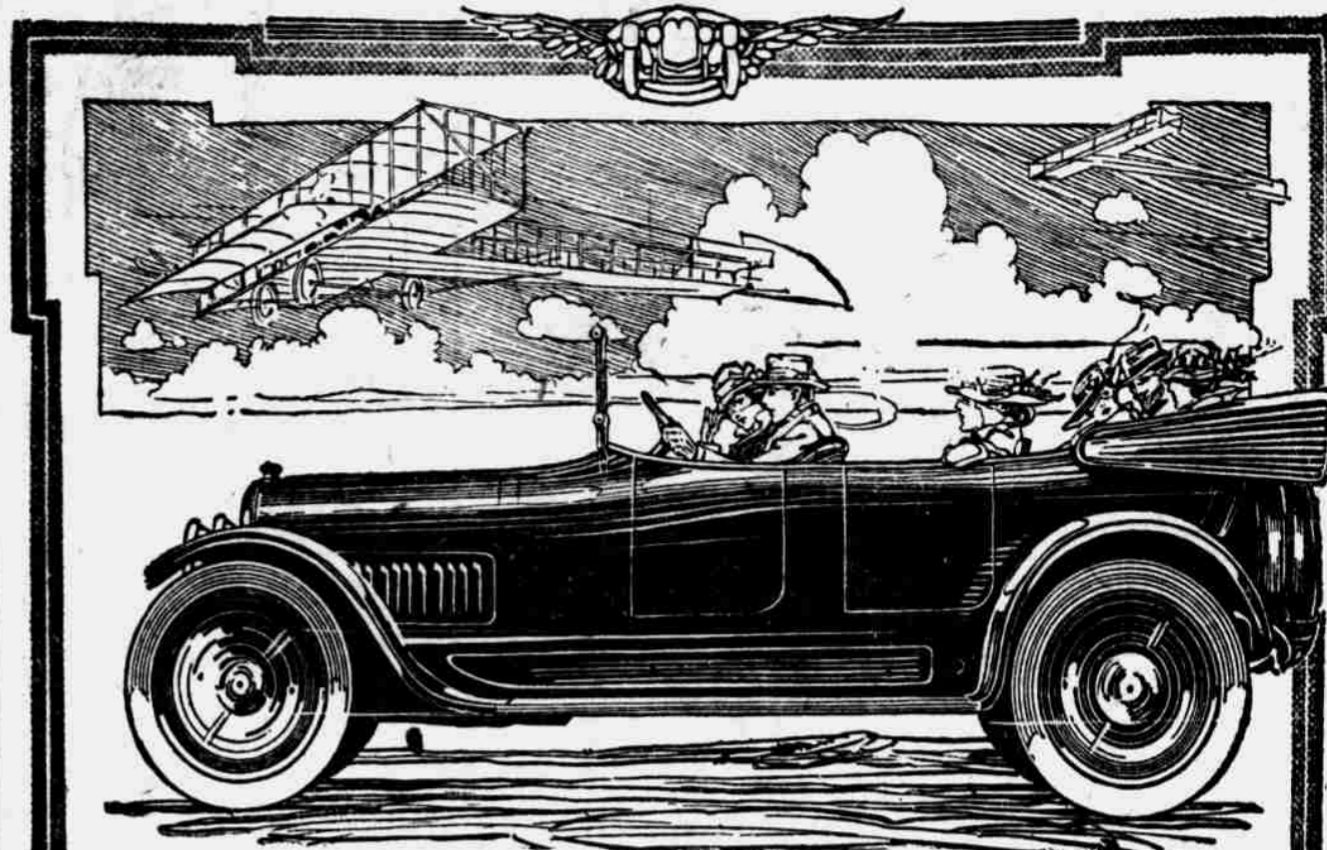
With every indication that crops will be unusual and prices the best farmers are fast becoming automobile owners. Ak-Sar-Ben week is sure to bring many farmers to the automobile row.

"K. of K. For Once Erred." When Lord Kitchener was in India a young member of his staff asked for a furlough in order to go home and be married. Kitchener listened to him patiently. Then he said: "You're not yet 25. Wait a year. If then you desire to do this thing, you shall have leave." The year passed. The

### Grain Dealers Buy Land

In Iowa for Investment

Frank L. Kilby, 340 Bee building, says the grain dealers seem to anticipate continued advance in the value of western Iowa land, and appreciate these farms as a safe investment for their surplus money. He reports having sold six farms, a total of 1,265 acres of western Iowa land, last week to grain dealers, and has inquiries from several more. These men are in a position to know land values and their example will no doubt be followed by many others in their line of business.



## EVERY ROAD A CITY PAVEMENT

Every Dollar a Dividend-  
Paying Investment

### APPERSON ROADPLANE

Road travel to the owner of an Apperson Roadplane Eight does not bring thoughts of short jerks and wearing jolts—because Apperson engineers have solved that problem. A perfect spring suspension system and a perfectly balanced car make possible the elimination of bumps through the springs.

Every dollar invested in an Apperson will bring a dividend each day in adequate transportation, efficiency, promptness and health. The Apperson is so near mechanical perfection as to practically eliminate all worries of this nature.

Buy an Apperson and watch your operating expenses decrease. Get the mileage out of your tires that the tire manufacturers boast of.

### APPERSON MOTOR CO.

J. H. DeJONG, Mgr.

2060-62 Farnam St. Omaha. Phone Doug. 3811.

## TO THOSE WHO HAVE THOUGHT OF BUYING A CHALMERS CAR

An arrangement has been effected whereby the Maxwell Motor Company has leased for a period of five years the properties of the Chalmers Motor Company.

The immediate effect of this transaction is:

1. The Chalmers car will be continued under the Chalmers name for a period of five years.
2. Those distributors or dealers who have been successfully marketing the Chalmers car will continue to do so.

The appraisers of the property and their engineers report the current Chalmers model a good car and the Chalmers plant a wonderful factory.

The first move we have made is to increase the efficiency of the Chalmers organization.

The second move was to place behind the Chalmers car the resources of the Maxwell Motor Company.

This is a business transaction between two automobile companies of probably no more than ordinary interest to the public but important to you if you have thought of buying a Chalmers for these obvious reasons:

1. You obtain a good car.
2. You obtain a car produced in a magnificently equipped plant.
3. You obtain a car produced by an organization materially strengthened by the addition of able executives.
4. You obtain a car produced by an organization materially strengthened by additional financial resources.
5. You obtain a car from a distributor or dealer who will have the support of this organization.

In this way all three of us prosper in the transaction.

*Maxwell E. Standen*

President and General Manager  
Maxwell Motor Company, Inc.

## WHEN YOU BUY A MOTOR TRUCK



## It's Mileage You Want

WHEN you buy a motor truck, you are not purchasing so many pounds of steel, wood and paint—it's mileage you want.

Hauling a load the greatest distance with least expense—just what you are after—is what you get, when you use

## International Motor Trucks

Mileage has been built into Internationals and that is why users get mileage out of them.

It isn't the price you pay for a motor truck, but the ton-miles of service you get, that determines your hauling and delivery costs.

When you have seen the International engine, the International internal gear drive rear axle, and have learned how Internationals are solving hauling and delivery problems all over the country, you will get a new viewpoint on motor truck value—one based on International mileage and International ton-miles capacity.

There is a style and size for your business—1,500, 2,000, 3,000 and 4,000 lbs. capacity, at \$1,450 to \$2,550 for the chassis (f. o. b. factory.)

Ask the nearest branch house listed below to show you.

During the month of July, 1513 International Motor Trucks were sold in the United States for commercial purposes.

### International Harvester Company of America

(Incorporated)

801-807 Capitol Ave.

Omaha, Neb.

#### BRANCH HOUSES ALSO AT

Aberdeen, S. D.  
Crawford, Neb.  
Kansas City, Mo.  
St. Joseph, Mo.

Cedar Falls, Ia.  
Denver, Colo.  
Lincoln, Neb.  
Salina, Kan.

Concordia, Kan.  
Des Moines, Ia.  
Mankato, Minn.  
Sioux City, Ia.  
Topeka, Kan.

Council Bluffs, Ia.  
Fort Dodge, Ia.  
Mason City, Ia.  
Sioux Falls, S. D.

