

RECRUITS RUSHED TO FRONT IN 1861

No Cantonments and Men Were in Battle a Few Days After Enlistment; Veterans Contrasts Times.

New York, Oct. 13.—Among the groups of veterans of the civil war, the talk of these days is given a good deal to the discussion of the methods of handling recruits in the days of 1861 to 1865 and those in vogue at the present time. There were no cantonments in those days and the enlisted men went to the front frequently within a few days of their entering the service. The transportation in the days of the rebellion was markedly crude in comparison with today, when cattle are often carried on better cars than were furnished for the soldiers. There was never any contention as to who was to occupy parlor cars, for no officer going to fight for his country ever had a seat set apart for him, but was glad to get a seat made of a board or a confiscated cracker box or barrel in a freight car.

In Temporary Barracks.
The headquarters of a regiment in the times of enlistment for the civil war was in temporary barracks, usually in the capital city of the state to which the boys were accredited, and they were sent to the front as soon as possible. Men have been known to be at the front and in battle in four or five days, and there are many instances on record of a soldier being killed or wounded in ten days after he had signed the enlistment papers. At least one instance is recorded of a colonel being killed before he or his regiment was mustered into service. That was Colonel Ellsworth of the famous Zouaves, who was killed in Alexandria, Va., for resisting the pulling down of the American flag.

There are instances of men now living in Brooklyn, members of Grand Army posts, and who, when talked to, preferred to have their names withheld. One man was only in the service a few days when, in battle, the premature bursting of a shell deprived him of both his eyes.

Lived to Old Age.
He was totally blind from the time of his seventeenth year and he lived to be quite an old man, dying only a few years ago. Corporal James Tanner, as many of his comrades know, was but a short time in the service when he lost both legs and has walked without crutches, using only a cane, for considerably more than fifty years. A mother who gave four sons to the army lost one by being killed in eight days after he enlisted and another son was slightly wounded on the sixth day after he was mustered in. Another mother had one boy who enlisted and he was killed in front of Petersburg seven days after he entered the service. Another lad from the same town was shot in the knee cap after he had been at the front for fifteen days and he has had a stiff leg since, refusing to have his leg amputated when he was wounded. "If this leg is to come off," said he, "take it off here," making a stroke across his neck with his finger.

Many other cases of early wounding and killing were told by veterans at an encampment recently and out of the fifteen or twenty who composed the group there were only two who had escaped wounds during the war and many of the wounds were received only a short time after enlistment, while these two went through fifteen or twenty battles and never received a scratch. One of the group was severely wounded in the Wilderness two days after his term of two years had expired and when he recovered sufficiently he re-enlisted.

Motor Truck Saves Fifteen Cents a Ton Over Horses

A two-ton motor truck owned by the Walton Avenue Coal company of Fort Wayne, Ind., is saving that concern on an average 15 cents a ton in the delivery of coal, coke and fire-

WEARS KHAKI TO CONSERVE CLOTH SUPPLY—Miss Phyllis Martyn, a beautiful New York girl, attired in a costume of khaki, cut on military lines, which she had made for regular wear in order to conserve the supply of other cloths.



MISS PHYLLIS MARTYN.

wood, says Carl Changstrom of the Standard Motor Car company. Last year, when horses alone were used, the cost of delivery per ton was never less than 95 cents, while with the motor truck it has been in the neighborhood of 80 cents. At this rate the machine will earn its first cost in less than two years.

The daily work includes long and short hauls, and as all loading is done by-hand the amount of idle time is considerable. This is best shown in the mileage, which varies from eighteen miles to twenty-five miles daily. The company finds that the motor truck with two men does the work of three men and three wagons—two doubles and a single. Two of the company's horses, which were formerly kept for surplus work, have been put in pasture, and there has been no need for hiring an additional team, as in the past.

Beats Out Advance in Price of Automobiles

"Beating out the advancing price of automobiles is a great game," asserts H. Felton, Marmon distributor. "Ordinarily it can't be done and dealers have to reconcile themselves to the fact that material and labor bring this condition about."

"We had a streak of good luck last week in getting two more Marmon roadsters from a dealer who had bought them at the old price and just to show that our hears are in the right place we are going to sell them at the old price; of course, a 3 per cent war tax must be added to conform with the latest federal law."

Persistent Advertising Is the Road to Success.

SEPTEMBER IS BIG AUTO SALES MONTH

Saxon Dealers Report Active Market for Motor Cars and Huge August Business.

September is living up to the predictions that farsighted automobile men made for it last summer when they said that the fall month would be a big selling season for motor cars. This is evidenced by reports which are coming from motor car dealers in all parts of the country. At the plant of the Saxon Motor Car corporation at Detroit, the latest tabulations from the dealers show that the month has exceeded expectations. It has been with difficulty that the factory has been able to supply the demand for cars and at the present time there are hundreds of unfiled orders on hand. The total sales of the Indianapolis dealer organization to date in September are 214 cars.

Now that some time has elapsed since the August retail business closed, Saxon dealers are coming forward with the information that this month also was a splendid sales season. E. J. Borchers of Dayton, O., established a record for sales in August by selling eighteen the first day of the month, and kept up the pace. While reports for other parts of the country indicate a comparatively large amount of business. Despite the slack period in sales which immediately followed the declaration of war, dealers are averaging a bigger business this year than last. The Grand Rapids territory, which takes in a fertile section of Michigan's farm country, reports that business has increased so that Saxon sales this year show 290 per cent increase in nine months, whereas the nearest competitor showed only 200 per cent increase. These records are based on the official records of the secretary of state.

In the far west business has gone steadily upward and Spokane territory already has sold 650 cars. In the same way the middle west shows large gains.

The dealers say that the ideal weather of September has helped some and that if October brings pleasant days also, the sales will keep right up. They look for an active retail market until snow flies.

Hints for Autoists Using An Electric Starter

Probably ever motorist does not know that for every second consumed in starting a motor electrically the generator must run at charging speed for several minutes to put the same amount of current back into the storage battery.

Elmer Rosengren of the Nebraska Storage Battery company explains that an electric starter should not be used to "show off" the power developed.

A few suggestions for use of your starting equipment may prove of benefit:

1. Make sure your battery is fully charged and filled with pure water.
 2. Don't let your starter churn—find out about gas and spark being right.
 3. Always release your starter as soon as the motor begins to turn on its own power.
 4. Keep your generator properly adjusted and cleaned.
 5. Prime your motor if it is cold.
- These things will save you both annoyance and money for electrical repairs.

Stock Cole Eight Wins Speed Event

H. P. Federspiel, Cole Eight distributor at Salt Lake City, at the wheel, won the Utah state championship fifty-mile race in that city last week and at the same time established an unusual record for performance. In competition with the Cole Eight were several specially built racing cars, including Chevrolet, Paige, Packard and Tocomobile.

GERMAN WAR BARONS ENEMIES TO PEACE

Lord Robert Cecil, British Minister of Blockade, Declares They Must Be Exterminated to End War.

London, Oct. 13.—Discussing the possibility of permanent peace after the war Lord Robert Cecil, minister of blockade, told the Associated Press today that the United States, Great Britain and France must find some way of exterminating the German "war baron" class which finds war a profitable business and spends its peace time energy in inciting war.

"The central powers have been kept in the war so long," said Sir Robert, "not merely by the German military caste but also by the classes who get rich out of war—the vultures of commerce and industry. The military caste of Germany we shall convince by force of arms, but the commercial vultures we must attack in their pockets and teach them that war is not a profitable business."

Must Cut Off Outside Business.
"That is partly the business of a blockade, but a blockade by itself will not do everything. We must go further and cut off the overseas branches of the war barons in the far east, South America and elsewhere. The American trading with the enemy act is admirably conceived for the purpose of cramping this business, but more must still be done. These vultures cannot carry on without relations outside of Germany. The great source of their power has been their financial connections with neutrals. Without commercial connections they lose credit and without credit they are done."

"New York has enormous international financial strength, so has London and so has Paris. I do not know exactly how this power can be applied to the question under consideration but I am anxious that the matter should be confined in those centers. Surely our combined financial strength is sufficient to smother these international vultures if we act together."

Thirteen Injured When Ammonia Pipe Explodes

Kansas City, Mo., Oct. 12.—Thirteen employees of the Wilson & Co. packing plant, Kansas City, Kan., were injured, some so severely that death may result, when a six-inch pipe conveying ammonia to the refrigerating room exploded today.

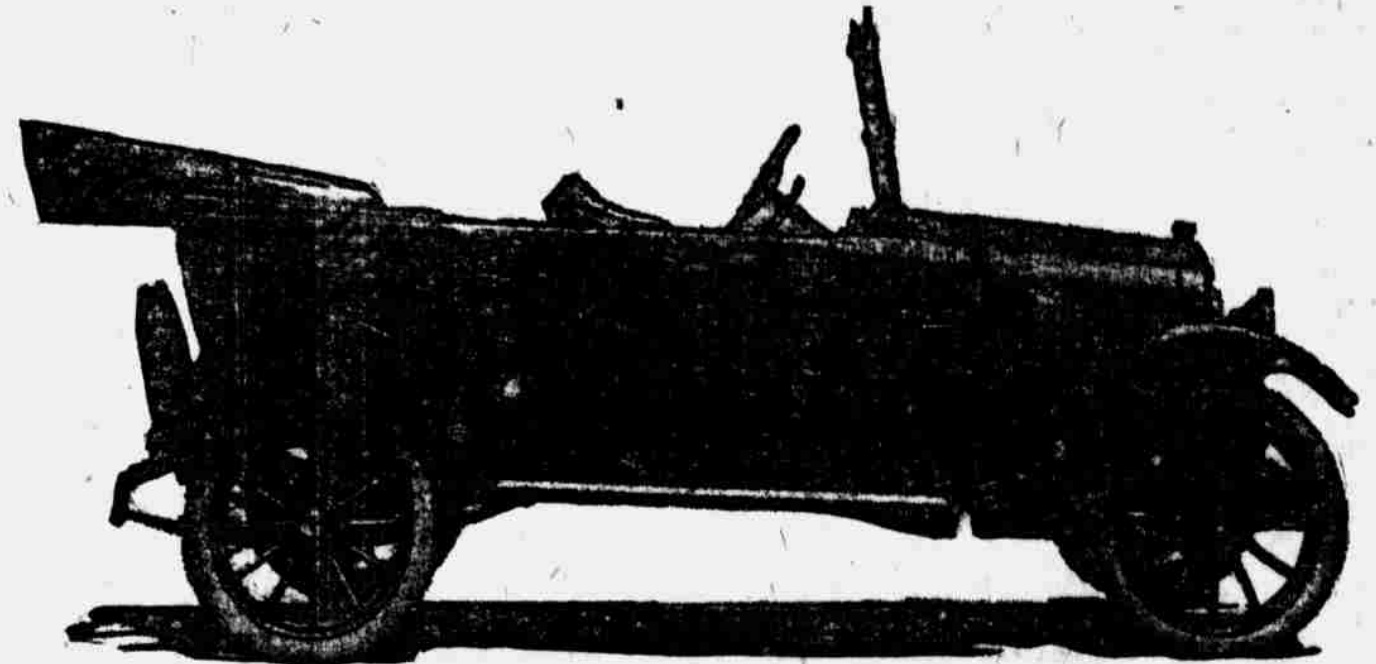
THE CAR OF NO REGRETS

Over Big Cottonwood Canyon in Utah in a KING EIGHT CYLINDER On the High Gear

WITH all gears sealed so only the high speed was available for use an eight cylinder KING made the tough 18 mile continuous pull from Salt Lake City to Brighton, Utah, through Cottonwood Canyon—grades averaging from 16.1% to 22.2%. Another record in the long string of KING achievements to prove flexibility reliability and durability. You may never want to do this but pride of ownership calls for you—having the confidence to know the car you drive KING.

NOYES-KILLY MOTOR CO.
FACTORY DISTRIBUTORS—2066-68 Farnam St., Omaha, Neb., Phone Douglas 7461.
King Motor Car Company, Detroit, Mich.

Bee Want Ads Are Always the Best Boosters



Beautiful 1918 Maxwell Now On Exhibition

Without altering the world champion motor, the famous perfected clutch and transmission or the mighty axles, the Maxwell builders have produced a new wonder car, far superior in construction and in appearance to anything yet turned out by the Maxwell factories—we have this new and beautiful car—come and see it.

The car is larger and roomier, for one thing—the wheel-base has been increased six inches.

It is also a stronger and more rigid machine for the road.

The frame is now six inches instead of three inches deep.

And the body rests directly on this powerful frame instead of on brackets extending from the sides, as in the past.

Do you know what that means?

It means this: The firmness with which the wheels grip the road and the steadiness of the car at high speed give you a sense of security such as you have been able to enjoy before only in cars shackled with a battery of shock absorbers.

This New Car is 50 Pounds Lighter

There's a marvel of engineering for you, friends!

The car is made bigger and stronger—and yet actually lighter.

This means greater ease and comfort on the road.

Touring Car \$745; Roadster \$745; Coupe \$1095; Berline \$1095; Sedan \$1095
All prices f. o. b. Detroit

Midwest Motor & Supply Co.

Distributors.

2216-18 Farnam St., Omaha, Neb. Phone Tyler 2462.

DENBY MOTOR TRUCKS

THE more difficult the service requirements, the more strongly are brought out the superior points of Denby design and construction.

The internal gear axle is at its best at the slower speeds, when hills, mud or heavy burdens call for the last ounce of responsiveness. The power losses with the internal gear axle are far less than with any other form of drive. This saves fuel and makes for tremendous pulling power.

Denby Trucks are built in a range of capacities to meet all kinds of haulage conditions. The wide choice of bodies, standard and special, make it possible to fit them to every individual requirement.

See your local Denby representative regarding any problem of motor haulage. He will be pleased to give you his best personal attention.

We will gladly mail literature upon request.

Jones - Oppen Co.

2043 Farnam St., OMAHA, NEB.
Distributors Eastern and Northern Nebraska and Western Iowa.

A. H. Jones

HASTINGS, NEB.
Distributor Southern and Western Nebraska and Northern Kansas.

PRICES

ONE TON.....	\$1490
With Express Body and Cab	
TWO TON.....	\$2025
Chassis Only	
THREE TON.....	\$2525
Chassis Only	

f. o. b. FACTORY

