

CHEEK OUTLINES AIMS OF AUTO CLUB

New President of Motorists' Organization Compliments The Bee on Recent Editorial.

W. B. Cheek, new president of the Omaha Automobile club, has defined the plans and outlined the vital matters of interest to car owners of Douglas county. He compliments The Bee on the recent editorial.

The editorial was timely in suggesting more drastic action for automobile thieves," said Mr. Cheek. "At the same time a glance at the actual figures will show that the club is a real protection against thievery and the club emblem on a car is a warning to thieves that the organization will push prosecution on any member's cars taken. During the year 1917 to November 1, 24 members' cars were stolen and 20 recovered, while there were 701 nonmembers' cars stolen and 542 recovered. Our club counsel reports that out of 50 auto theft cases before the county courts convictions were secured in 26, dismissals at request of complaining witness in 12 cases, and the balance of them were disposed of in police court before reaching the county courts.

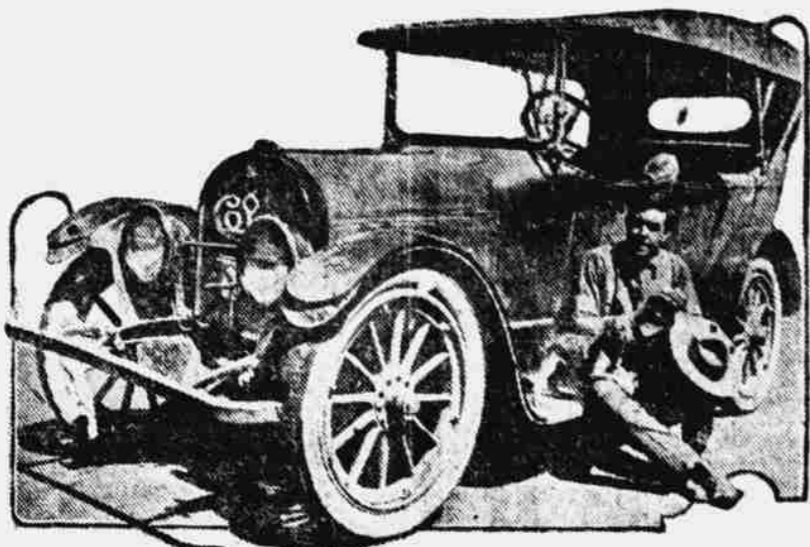
In the 26 convictions sentences were given from terms in the penitentiary to the reform school, short jail sentences and paroles. In comparison with this record, I will cite the record of Cuyahoga county, Ohio, in which Cleveland is located, and the stealing is on a much larger scale than Omaha, but only 10 persons were sent to penal institutions, 25 paroled and 71 dismissed.

Is Big Problem.
The Cleveland Auto club is one of the powerful clubs of the country, and if their men of brains and energy with their large fund of money and influence cannot combat or correct this crime and successfully get to condition of things, we feel here in Omaha that we are doing well in comparison.

The solution of the matter, in my opinion, is a firm stand for prosecution and conviction, and car owners that suffer loss and the thief caught should not be influenced by the thief's friends, but push the case to the end. Too many owners are prone to let the matter drop if their car is recovered. Would they take the same action if their horse was stolen, the value of the animal being much less than that of their machine, but the crime is just as bad?

We are satisfied that our municipal and county judges will do their part if the complaining witnesses will fully prosecute. The editorial further states

Cole-Eight, in Which Villista Officers Ploughed Through Sand



We should co-operate with the county officials in the road problems. This club's good roads committee is responsible in great part for the improvements on Dodge street (the Lincoln highway), the experimental oiling of dirt roads, and the recommendation of a patrol system of road maintenance, for next year our efforts will be to rehabilitate the entire macadam system on the same lines as Dodge street and work out the government and state appropriation of \$168,000 due Douglas county.

Need Owners' Co-Operation.
The Auto club has a membership of 1,200 out of near 8,000 machines owned in the city and county. We do all the good we can with the money and influence at our hand, but it can be plainly seen that if every car owner would join the club and help its officers to use the means thus obtained for their benefit in good laws, good roads, sign work and advertising material, to boost Omaha as an automobile tourist center, they would be doing their bit.

With a large membership we could maintain a detective bureau, an inspector of roads and streets, means to enforce traffic regulations and numerous other things that would benefit all owners of machines. The directors of this club will be grateful to The Bee or any motorist if they will advise us any time they want help or information on anything pertaining to automobile subjects. Our services and influence are at your command."

Problem Solved.
H. C. L.—That's no excuse! Mortgage the old home and buy an automobile; then mortgage the car to buy gasoline. Perfectly simple and simply perfect when you come to think of it.—American Motorist.

FOUR DOORS IN NEW APPERSON DESIGN

Roomy Compartments, With Disappearing Auxiliary Seats, Are in Keeping With Car.

Being pioneers in the automobile business, it is but natural that the Apperson Brothers' Automobile company, Kokomo, Ind., should have some new features in the adaptable Sedan which they have just announced.

The convenience offered by the four doors is one of the new and original features of this model. These are fitted with adjustable windows so designed that they will drop into the sides of the body or they can be removed entirely and stored in a specially constructed compartment under the rear seat.

The "jump-the-fence" type of window is used, thus insuring a rain and windproof body, and the felt covered window frames eliminate all rattles. The roomy rear compartment with the disappearing auxiliary seats—the undivided front seat—the deep, comfortable, French plaited upholstery are all in keeping with the rest of the car. The usual complement of interior lights and other conveniences are included in the equipment, the lights being controlled by a switch placed within easy reach of the occupants of the rear seat.

Breaking Speed Laws.
Suppose the women had the ballot and your mother-in-law was the justice of the peace, would you break the speed laws?—American Motorist.

AUTOCAR TRUCKS FIGURE IN WAR

Reports From Europe Give Much Credit to Performances of Powerful American Jobs.

In the Saturday Evening Post, November 10, appeared an article entitled "Fightin' Sons-of-Guns," under an illustration of a war truck loaded with soldiers.

The car shown in this illustration is built on the standard Autocar chassis and equipped with their standard motor.

Early in the fall of 1914, shortly after the outbreak of the European war, the Autocar company was asked by a Canadian officer to equip a number of Autocar trucks for use in connection with a motor machine gun brigade that he was organizing to take to the French front.

With the assistance of this officer, Lieutenant Colonel Brutinel, the Autocar company designed an armored protection for their standard chassis, and shipped to him in Canada twenty Autocars, of which eight were armored cars, five were ammunition supply cars, two were repair cars, four were officers' cars and one was an ambulance.

In the due course of events these cars were sent first to England, where they were used for training and instruction purposes, and later to France, where they took an active and important part in some of the important engagements, notably the battle of the Somme.

From time to time the Autocar company has received word from Lieutenant Colonel Brutinel of the wonderful work these cars were performing every day, along side of some of the big heavy powered trucks, and they have just this week received a letter from him praising most highly the work of the Autocars, and making the statement that out of the twenty cars originally sent over, fifteen of them were in active every day service after three years of strenuous work.

The Autocar company feels that this is a record of which it should be justly proud, and it is a source of much gratification to them to know that its product is doing its share to bring about the end of this world war.

Happy Willy.
That noise like a Tibetan wild dog chasing a yellow-billed cuckoo is only a motor car owner chortling with joy over the receipt of his last month's bill for repairs. Verily, none is so happy as he!—American Motorist.

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The Most Beautiful Car in America

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Complete comfort in winter is assured the driver of a Paige enclosed car because of three features—

An Electrical Gasoline Heater, a super-heated Manifold and a Valve Polishing Device.

The first guarantees instant starting. The other two mean smooth running in zero weather. They are found in combination only on the Paige. Let us explain them to you.

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Model No. 9—One Ton Chassis,
Price \$1295

In Five Years No Stewart Truck Has Worn Out

This is quite a remarkable statement, but it is true. In five years no Stewart Truck has worn out. It is an explanation of why such nationally known concerns as the Bell Telephone Company, the Coca Cola Company, the Chicago Telephone Company, the United States Tire Company, the Firestone Tire Company, the Atlas Portland Cement Company, the Standard Oil Company, the National Cash Register Company and many other national concerns operate fleets of from 2 to 65 Stewart Trucks.

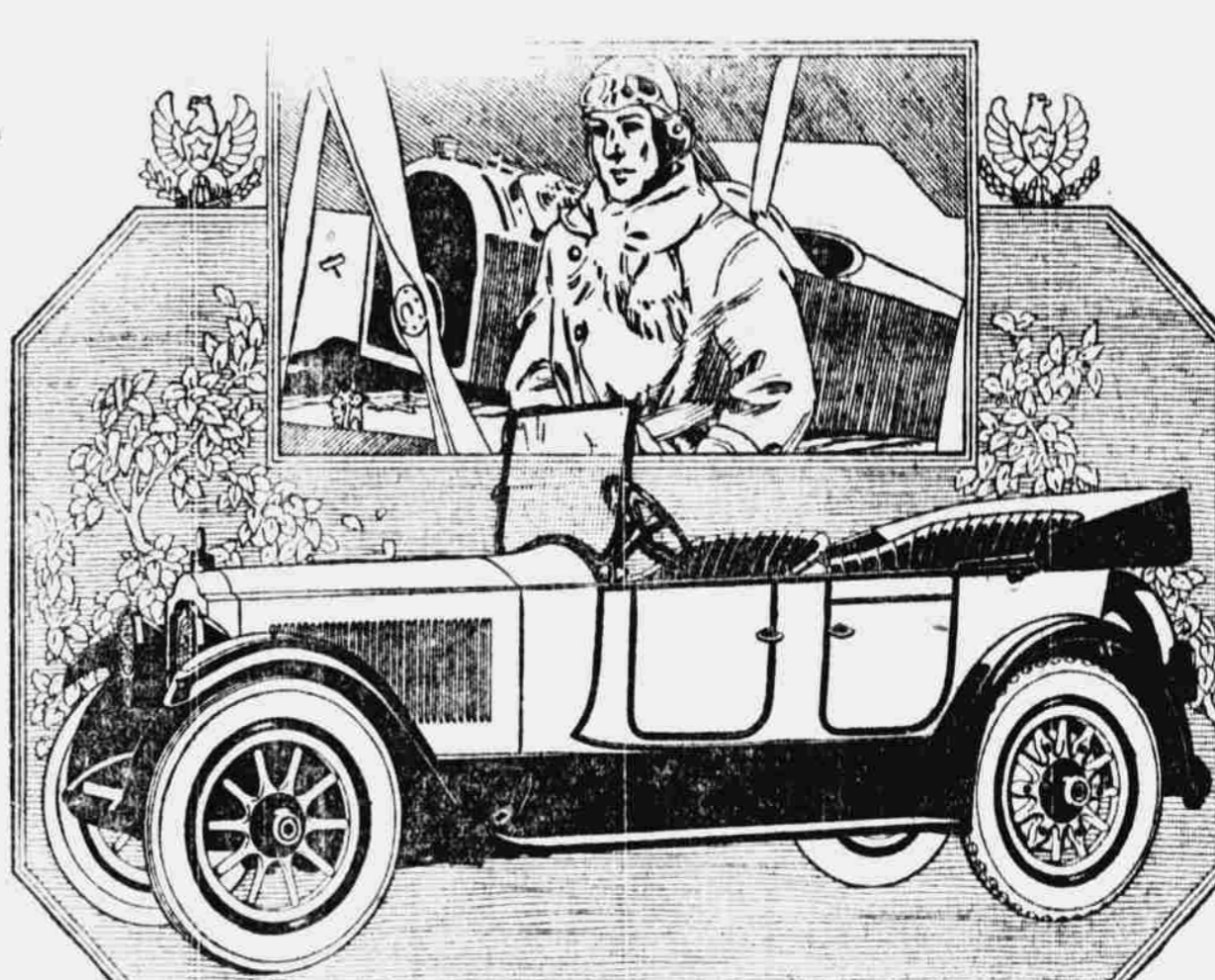
Stewart Trucks are built up to a Standard, not down to a price.

SPECIFICATIONS—MODEL 9—IN BRIEF

Motor —Continental, 30 horsepower, 4 cylinder, L-head type, cast en bloc, 3 1/2-in. bore, 5-in. stroke, constant level oiling system, maintained by plunger pump, power plant of the unit type, suspended from three points. Carburetor —Zenith, vertical type, no adjustments, controlled by foot accelerator. Cooling System —Cast tank armored radiator, vertical tube type; water circulation, thermo siphon system; steel fan, 16-inch diameter, mounted on ball bearings. Transmission —Selective, sliding gear, with three speeds forward and one reverse. Unit POWER PLANT TYPE, bolted direct to engine. All gears 3 1/2-in. nickel steel, mounted on annular ball bearings. Center control with lever operating in ball and socket. Clutch —Multiple disc, dry plate, Raybestos on steel, all adjustments automatic.	Drive —Tubular propeller shaft with two metal universal joints from transmission to rear axle. Rear Axle —Stewart internal gear, solid round load carrying member, machined from bar stock of heat treated chrome nickel steel, spindles of large diameter, being integral. Power is transmitted through live nickel steel shafts and gears. Gear into ratio 6 to 1. Tires —Solid pressed on type, front 34x3 1/2, rear 34x4. Pneumatic equipment at nominal extra cost. Wheel Base —130 inch; tread 56 inch. Equipment —Driver's seat and cushion; oil lamps, side and rear; channel bumper; mechanical horn; tool kit; tool box; and fenders. Price—Chassis, \$1295, f. o. b. Buffalo.
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