

SIX TRUCK TRAINS READY FOR FRANCE

Will Be Taken to Seaboard Under Own Power; Initial Trip Proves Efficiency of Plan.

Six more United States army truck trains, each consisting of 30 Packards, will leave Detroit in a few days enroute to the seaboard. At almost the exact time the first army train was rolling into Baltimore on December 28, completing the journey overland from Detroit, the government gave the Packard factory unofficial notice to prepare 180 more three-ton and six-ton carriers for immediate travel under their own power.

As fast as the drivers, cooks, mechanics and other men of the personnel arrive from army cantonments be made up. It is expected that all six will be under way within a week.

"The trip just completed, while in the nature of a test of the idea involved, apparently proved satisfactory and practical," says the Detroit Free Press in its concluding article of a series covering the trip, day by day. "The trucks made an average run of 48 miles a day for eleven days over snow-filled and ice-covered roads. At times they plowed through drifts six feet deep. In Pittsburgh 200,000 people turned out to see the trucks enter the Steel City."

Commenting on the initial trip, officials say it has been shown that army trucks can make better time to the seaboard under their own power than they can by rail in present traffic conditions. Another big advantage of the drive-away is the training of drivers, escorts and trainmasters for transport service overseas."

The war-time note of efficiency, of utilitarian purpose, is plain in the design and finish of the cars which the Packard has chosen from its line for display at the New York automobile show, beginning January 5.

Railroad Men Prepare For the McAdoo Ax

Omaha officials of the Milwaukee had begun to believe they were immune from the order of Railroad Director McAdoo, prohibiting soliciting of freight and passenger business. However, they were mistaken, for it has arrived and a postscript informs the passenger department that no tickets are to be delivered to purchasers, except over the counter. Men from the office are even prevented from delivering tickets and taking the money, unless the entire transaction occurs within the office.

In view of the uncertainty of the future of railroad jobs, W. E. Bock, general agent of the passenger department, Omaha, has taken on a side line that he figures is going to make him some money in the event his railroad salary should be cut off. He has taken the western agency for a cement for repairing and closing up leaks in automobile tires. Although he has had the agency but 24 hours, he has worked up considerable business.

Chiropodists Would Care For Feet of Fighting Men

Chiropodists will present to both houses of congress a bill which calls for the establishment of a special corps in the medical department of the army for the care and treatment of the feet of the soldier, according to information received in Omaha by M. Monheit.

It is planned to have the members of this corps rank as second lieutenants.

The need of podiatrists is explained by Mr. Monheit as due to the fact that the average doctor of medicine does not know or pretend to know anything about foot care. Army surgeons have endorsed the need of foot service, Mr. Monheit said.

Ralph Hayward Lines Up Job in the Stock Yards

Effective January 1, Ralph Hayward, who for a long time has been freight solicitor for the Burlington, becomes Burlington live stock agent in South Omaha, succeeding Carl Smith, who has resigned to accept the position of traffic manager for the Union Stock Yards company. The position of freight solicitor will not be filled during the time that the government is in control of the railroads.

Railroad Office Notified To Cut Down Working Force

Officials notice comes to the Omaha offices of the Denver & Rio Grande to cut down the office force to regular agent and stenographer. The order is effective February 1, and causes the release of two men.

Military Notes

Ray Millard has applied for the aviation service, will take his examination at Omaha, N. Y.

Judson Squires arrived home New Year's morning from Scott flying field, Belleville, Ill., on his day leave.

Major James P. Pearce has returned to Omaha from a visit to the balloon school at San Antonio.

Samuel C. Henderson, who took the ordnance training course at Battle Creek, has been ordered to Augusta, Ga.

Major Lewis, who was stationed here last summer, is again on duty here, but expects to be ordered to the front soon.

Albert Schubert, who has been at Austin, Tex., in the aviation field, was transferred this week to the General flying field near Lake Charles, in Louisiana.

Joseph Millard, Jr., who came home from the school of aeronautics at Berkeley, Calif., two weeks ago, went to Chicago Tuesday to see his father, W. H. Millard.

Louisiana: David Menden, who finished his aviation course at San Antonio and was here for the holidays, left Friday for Fort Monroe, Va., where he will do coast ballooning.

Captain Charles Meyer, son of Mrs. Henry Meyer and brother of G. A. Meyer of the Ogallala, now in France as a staff engineer. Captain Meyer is well known in Omaha. He has lived here before he married and went to Los Angeles.

Stanley Durkee, who came home from Camp Taylor last New Year's eve, is now serving with the 10th Engineers, who was returned Thursday to the school of aeronautics at Champaign, Ill.

Captain Cook and Lieutenant Freshfield of Fort Omaha both received orders last week to report to the rear at Champaign, Ill., Charlotte, N. C. Captain Cook is the senior captain at Camp Cook and was in command before the arrival of Col. Cook.

Ezra Densel, who went to Camp Taylor with the Omaha ambulance company, came back from the service on account of his health. Mr. Densel is subject to attacks of asthma, and while at Camp Taylor was in the hospital with one attack. He was sent to the hospital at one time because he was thought to be suffering from tuberculosis.

To Have Charge of Retail Sales For the Iowa Motor Truck Co.



C. K. BURKE



F. R. BIERBOWER

Mr. H. H. Cannon, western branch manager of the Iowa Motor Truck company, announces the connection with him as salesman Mr. F. R. Bierbower and Mr. C. K. Burke. Mr. Bierbower will have active charge of retail sales in the city, while Mr. Burke will assist him.

Mr. Cannon states that never in the history of the automobile industry has he experienced such a brisk demand for a motor car or unit as he is now experiencing with the "Iowa." The dealers throughout the territory

PROPHESY OF WAR FILM SOON REALIZED

More Than 2,500 of Detroit Concern's Cars Serving in the United States Army.

Two years ago, when a motion picture film known as "The Motor Car in Defense of the Nation," made the rounds of the country, few persons considered it probable that the present day would see the theme so completely realized in actual life. Even the producers, in closing the picture with the statement that a compact organization of motor vehicles "would prove to be of estimable value in time of war," scarcely could have anticipated a more graphic application of the military suggestions they had set forth.

Today the motor-car is in reality the defender of the nation. Every army camp purrs and thunders with the sound of motors. Huge motor trucks convey supplies from city to camp. Motor trucks bear ammunition and men to the battle front in Europe. Passenger cars—the same on which the public once hung the misnomer "pleasure car"—rush back and forth from barracks to barracks and from camp to camp, carrying the officers and men who, in days gone by, would have been compelled to plod about on horses. Police patrols, fire apparatus and ambulances are motorized. The entire military life of the nation is pulsated by the throb of engines.

It was taxicabs, trucks and passenger cars that saved Paris from the Germans and it was motorized equipment that helped save Italy from destruction.

Government officials and army officers would throw up their hands in dismay if called upon to answer the query: "How much time would have been lost if you had been deprived of your motor equipment for mobilization, training and fighting?" The question is one which will not reconcile itself with the requirements of modern warfare.

The preliminary to the great war, which gave the automobile its first real opportunity to demonstrate its value to the army, was the Pershing punitive expedition in Mexico. Here it was that Dodge Brothers motor car established itself so securely in the government service. It was Pershing who first ordered this car generally used in his operations on the border and throughout Mexico. By the time the expedition was recalled more than 300 Dodge Brothers cars bore the placard U. S. A.

When the war began, the government naturally turned to Dodge Brothers again. Immense orders began pouring in, and today every army camp in the country is dotted with the monograms DB.

Henshaw Employees Respond

JAMES L. PRAY

James L. Pray has connected himself with the Jones-Hansen Cadillac company, the new distributors for the Cadillac car in Omaha. Mr. Pray is a veteran automobile man, who began his career in the technical sales school of the Willys-Overland factory at Toledo, which is now his home. Upon completion of his course he was sent as special factory representative to Indianapolis to promote the sale of cars. Later he was ordered to Atlanta, Ga., and from that point came to Omaha, where he was connected for three years with the Overland company. For the last year Mr. Pray has been very successful with Guy L. Smith in the sale of Hudson cars. He is very optimistic over the future sale of Cadillac automobiles. Mr. Pray has a host of friends throughout the territory and is a member of the Omaha Commercial club, as well as the Field club.

Readily for War Service

The Henshaw hotel has sent more men to the army than any other hotel in Omaha. Its service flag contains 22 stars. All but one of them are in the United States army or navy, the other having enlisted in the English army. Twenty of the men enlisted and two were drafted.

Japanese Repulse

German Submarines

Tokio, Jan. 5.—Enemy submarines which attempted to attack British transports convoyed by Japanese warships in the Mediterranean on December 30 were repulsed, says an announcement from the Japanese admiralty. The warships were not damaged.

SHE WAS A GOOD GIRL BUT TOO FAST FOR GRANT

Some difficulty is experienced by Henry P. Grant, head of the Seattle Automobile company, Chandler and Maxwell distributors, in obtaining a new stenographer. As a last resort he ordered a want ad in one of the local newspapers.

The advertisement inserted follows:

"WANTED—First-class, high-class stenographer; salary no object; this stenographer must get it fast as I can talk, and get it right; must be absolutely accurate about my handwriting; intelligence if you are not a cracker-jack don't bother me. Seattle Automobile Company, 1101 East Pike St.

This is one of the replies received in the mail the following morning:

Admitte Her Talent.

"I note your requirements, as aired in the newspaper, and hasten to make inquiry as to this strenuous business that takes such an extraordinary stenographer. Your advertisement appeals to me strongly—stronger than prepared mustard, as I have searched Europe, Africa and India and the states in quest of someone who could use my talents to the best advantage.

"When it comes to this chin music proposition, I have never found a man, woman or dictaphone who could get to first base with me, either fancy or catch-as-catch-can. I write shorthand so fast that I have a specially prepared pencil with a platinum

MOTOR TRUCK TO AID RAILROADS

Long Lines of Huge Cars Loaded With Army Goods Soon May Be Seen Ply- ing the Highways.

The transportation of a train of 30 loaded army transport motor trucks, under own power, from Detroit to the seaboard, marks a new epoch in military transport, in this country.

This fleet of 30 3-ton Packard motor trucks on Goodyear solid tires, left Detroit in charge of Company No. 2, Division Supply train No. 308 in the midst of a snowstorm which brought a very heavy fall throughout the entire north. After an eight days' battle with the snow, in places drifted almost as high as the trucks, through which veritable tunnels were driven, the caravan reached Pittsburgh, where the Lincoln highway was met and followed.

Meals Enroute.

The train is divided into three units of 10 trucks each, with a sergeant in charge of each unit. The trucks are being driven by the soldiers, with two men assigned to each one. Included in the train are two 250-gallon tankers, which supply the gasoline and oil wants of the trucks, and a kitchen to provide emergency meals enroute. This is the pioneer effort of the National Council of Defense to move military equipment from the central west to the eastern seaboard by motor truck. Each truck carried a load of military supplies for our armies in France.

Many Trains to Come.

The expedition was joined at Warren, O., by one of the Akron-Boston trucks of the Goodyear Tire and Rubber company, fitted with the necessary equipment to assist the trucks over the steep grades and to render practical assistance in getting the trucks back on the road after bad skids.

Thousands of motor trucks must be brought to the eastern seaboard for shipment to our forces in France, and it is likely that before long the presence of motor truck trains on our highways will become commonplace. The difficulties encountered in moving this train of 30 trucks—an

infinitesimal part of the thousands that the government must have—emphasize graphically the great need of improved highways.

For Safety of Nation.

All our great railroad systems are overburdened with an unprecedented volume of freight. Many have periodically declared embargoes, while they made frantic efforts to catch up. Meanwhile conditions have steadily become worse, instead of better. And if our transportation system breaks

down, which it is in danger of doing, the safety of our nation will be at stake. An enormous amount of freight could now be diverted from the railways to the highways, if good ones existed throughout the nation, but our great national transportation need finds us with only one-tenth of our 2,500,000 miles of public roads available for heavy motor truck traffic.

Bee Want Ada Bring Results.

Jeffrey to Look Into

Retail Store Affairs

A. N. Jeffrey of the Cartan-Jeffrey company of Omaha has been appointed by Food Administrator Waties as special commissioner to investigate the situation here with reference to all houses doing business directly with the consumer in an effort to standardize all such business.

"The Autocar Motor Truck"

THE business man of today knows that the motor truck is the modern and efficient delivery unit—the only question in his mind is what truck to buy.

More than six thousand business houses in every line of activity are using "The Autocar Motor Truck"—express companies, coal dealers, grocers, contractors, farmers, etc., etc.

In considering a motor truck the all important question is after-sale service. The truck owner must look to the manufacturer to put at his disposal at all times a complete stock of repair parts, and a mechanical force competent to care for his truck.

Service has always been the policy of The Autocar Company—this complete service is now offered to motor truck users in and near Omaha through the W. M. Clement Motors Co., who represent The Autocar.

Ask for a demonstration of The Autocar in your business, find out for yourself why Adams Express Company, Wilson & Company, American Express Company, Baldwin Locomotive Works, and thousands of others are using large fleets of Autocars.

The Autocar Company, Ardmore, Pa.

W. M. CLEMENT MOTORS CO.

2514 Farnam St., Omaha, Neb.

Distributor Nebraska and Western Iowa.

You Get What You Pay For

IN the majority of cases, American shrewdness is proof against the lure of such inviting phrases as "ground floor" and "special discount."

A very proper suspicion attaches to the man who uses such terms, for the public has well learned that it gets what it pays for!

But we Goodyear Service Station Dealers find that in the tire business certain fallacies prevail that are discredited everywhere else.

Chief among these fallacies is the belief in certain quarters that it pays to buy a "special discount" tire.

Let us say here and now, that when a dealer offers you a "special discount" to get you to buy a tire, you may fairly be sure that he is doing one of two things.

Either he is offering a tire on which he, himself, gets a special discount from its maker; or he is withholding from you the helpful service so necessary to get the maximum mileage from that tire.

In the one case the tire's quality is lowered at the source by compromised manufacture; in the other its capacity for service is handicapped by neglect.

Remember that only the conscientious dealer who gets his fair margin can afford to sell you a quality tire backed by the kind of service which will insure its long life and your satisfaction.

This sign identifies the Good-year Service Station Dealer.



Good-year Tires, Tubes and Accessories are always kept in stock.

TROUP AUTO SUPPLY CO.,

1921 Farnam St.—Phone Doug. 5230.

THE NOVELTY REPAIR CO.,

4809 South 24th St.—Phone South 1404.

HOLMES-ADKINS CO.,

4911-15 South 24th St.—Phone South 420.

NATIONAL AUTO SCHOOL,

2814 North 20th St.—Phone Webster 5943.

COUNCIL BLUFFS AUTO CO.,

510-518 Pearl St., Council Bluffs—Phone 2691.

THE TIRE SHOP,

2518 Farnam St.—Phone Douglas 4878.

ORR MOTOR SALES CO.,

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