

BIG AUTO FIRMS ARE CONSOLIDATED

Moline Automobile Co. and Root & Van Dervoort Engineering Co. Under One Name.

There has been a consolidation of the Moline Automobile company, makers of Moline-Knight motor cars, and the Root & Van Dervoort Engineering company into Root & Van Dervoort Engineering Company of East Moline, Ill., an Illinois corporation. The officers and management remain the same and there is no change whatever other than in the name of the company.

In the past these two companies have always been virtually synonymous, operating, however, under the two firm names under the control of the same general officers.

The Root & Van Dervoort Engineering company was established in 1898 and since then has been extensively engaged in producing high grade gasoline and kerosene engines known as "R. & V." engines.

The officials of the Root & Van Dervoort Engineering company, realizing in 1904 that there was a big future for the automobile, took advantage of their extensive gasoline engine experience and founded the Moline Automobile company that same year. The product of this company was known as the "Moline" and later as the "Dreadnought Moline," winning fame for the makers by winning practically all of the prominent reliability contests in this country, such as Glidden tours, Chicago reliability contests, etc.

In 1913 the Moline Automobile company adopted the Knight sleeve valve motor as the power plant for their passenger cars, using the trade name "Moline-Knight." This car sprang quickly into prominence as the result of a public test under the auspices of the Automobile Club of America at New York in December, 1913. World records for power, endurance and economy were made during this 337-hour nonstop run under full load.

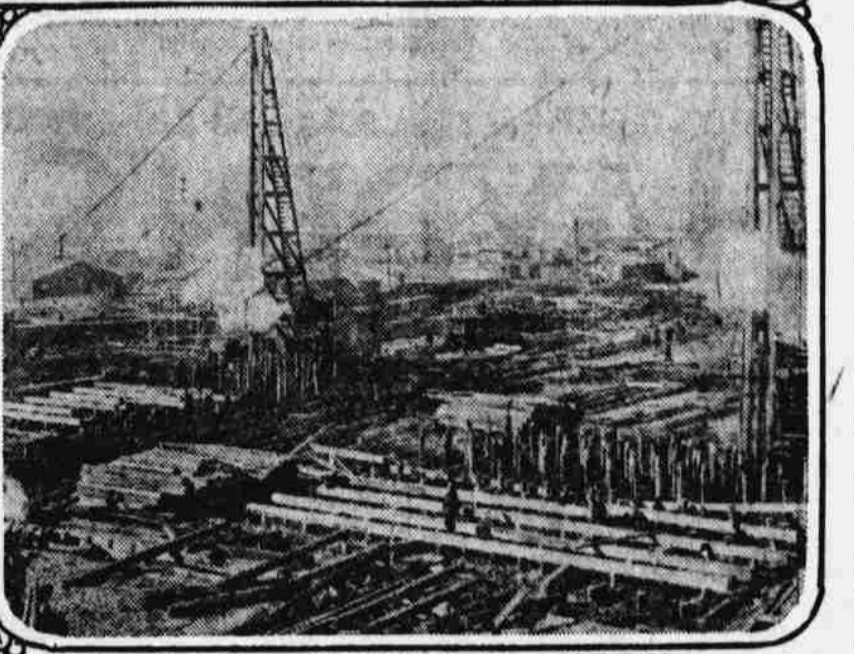
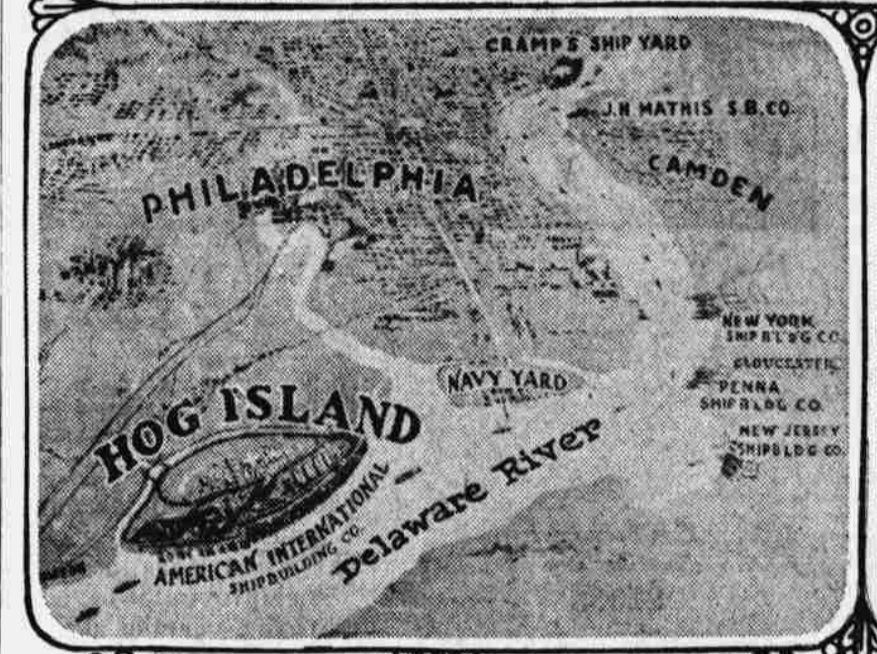
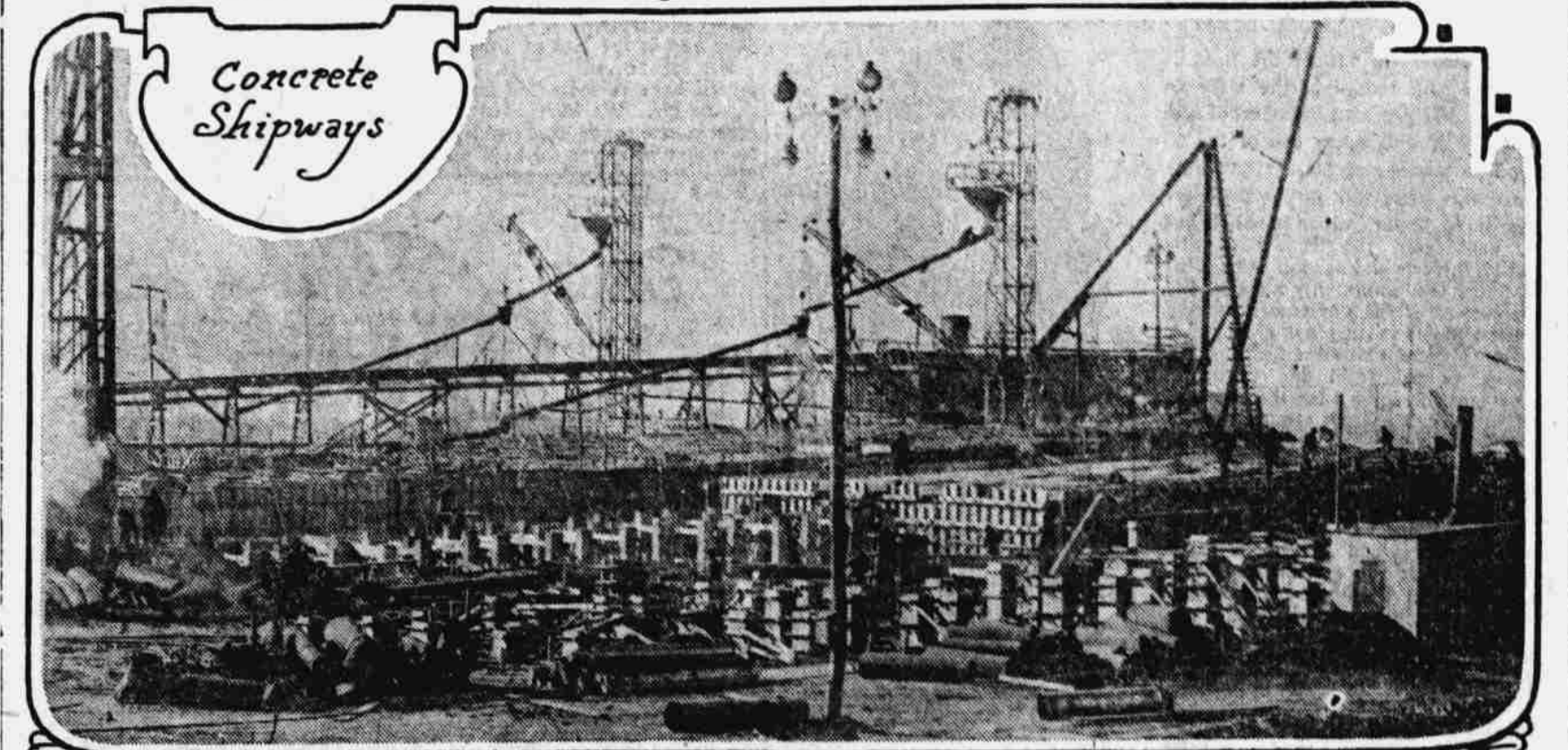
For the season of 1918 Root & Van Dervoort Engineering company, in addition to building Moline-Knight automobiles, will have a big production of stationary engines, tractor and automobile motors, besides filling large United States government contracts.

The Moline-Knight automobiles will be built in two chassis, one 40 horsepower and the other 50 horsepower, known as the models "C" and "G," respectively, with prices running from \$1,650 to \$2,280.

Board Recommends New Trial for Thomas J. Mooney

Washington, Jan. 26.—Recommendation that President Wilson use his good offices to induce California authorities to bring about a new trial of Thomas J. Mooney in case the California supreme court sustains his conviction for complicity in the San Francisco bomb outrages was made today by the president's mediation commission.

Omahans Play Big Part in Transforming Hog Island Into Greatest Shipbuilding Plant Now in Existence



LOOKING WEST FROM WAY GROUP 3

Did you ever hear of Hog Island? It is five miles from the Philadelphia city hall and is rapidly being transformed into the largest shipbuilding yard in the world. The Emergency Fleet corporation is under contract to complete 120 steel ships during the next 18 months.

Of particular interest to Omahans is the fact that John W. Towle of this city is plant engineer of this great project. He is the official representative of the United States shipping board at Hog Island.

This island, which was a forbidding sand and mud flat a few months ago, today represents what is meant by "speeding up," as used in connection with shipbuilding.

Mr. Towle was home a few days last week. He spoke enthusiastically of the stupendous undertaking of

which he is a directing genius. "We expect to lay the first keel about February 1 and to launch the first ship about July 1, and when we have this great plant in full running order we expect to be able to turn out a completed ship every three days until the present contract of 120 ships has been filled," stated Plant Engineer Towle.

On the personal staff of Mr. Towle are these Omaha men: John Latenser, jr., assistant plant engineer; C. H. Huxford, assistant master of transportation; B. A. McLain, ways assistant; Frank Latenser, progress engineer; F. H. Bucholz, chief clerk. Other Omaha men holding responsible positions in the various departments are Edward Sprague, Wallace Sheperd, J. O. Yeiser, jr., and Ed Kline. Fifteen per cent of the total ton-

nage of merchant steel ships contracted for by the fleet corporation, to be constructed all over the United States, will be built at Hog Island. Thirty-six per cent of the total will be built at the 12 or 14 shipyards, including Hog Island, now in operation along the Delaware river between Bristol and Wilmington.

The big job of which Mr. Towle is plant engineer calls for 50 ships of 7,500 tons dead weight, each 400 feet long; and 70 ships of 8,000 tons dead weight, 450 feet long. There are 24,000 men at work preparing the island for actual shipbuilding which will be started within a week or two. Engineer Towle estimates that 35,000 men will be at work within a few months.

Hog Island is two miles long and one mile wide. Today it is a busy city of almost bewildering activities. Seventy-five miles of railroad tracks were laid, with spurs into each shipway. Thousands of piles were driven and hundreds of buildings erected. Miles of planked and macadam roadways have been provided for the transportation work. One of the big features was the construction of a stone dike, more than a mile in length, enclosing the "wet basin" where the ships will be completed and equipped after the bare hulls have been slid into the water.

These thousands of workers seem to be hearing the cry, "Ships! Ships! More ships!" Mr. Towle states that approximately 4,000,000 tons of allied shipping are sunk a year by German submarines and the brunt of supplying more ships falls upon the United States.

Make "Fabricated Ships."

The ships to be turned out by the Hog Island yards will be known as "fabricated ships," meaning that the plates are rolled, the holes punched for the rivets and the material prepared ready for assembling at the shipyard. Thirty-five to forty different structural steel and bridge-building shops throughout the country are making the shell plating, and it will be delivered to Hog Island for assembling. Approximately 95 per cent of the total material that will go into these ships will be fabricated away from the island.

On the 75 miles of railroad track will be used 25 locomotives, 500 freight cars and 50 passenger coaches, all owned by the Emergency Fleet corporation. The shops, warehouses, administration buildings and other structures will cover an area of 20 acres under roof.

way 500 cars of material will be received each day. The water system is equal to that of Minneapolis and the sewer system would accommodate a city of 60,000 people. Motive power will be distributed from 600 motors having a connected load equal to 28,000 horse power.

Build Fifty Shipways.
The wet basins, where the ships will be completed and outfitted, will be 1,800 feet long, with seven piers each 1,000 feet long, affording berths for 28 vessels at one time. Fifty shipways will be built. Shipways are foundations or heavy structures of piling which support the weight of a ship while it is being built.

At Hog Island a training school has been started, where skilled men from kindred trades and unskilled men are taught to become riveters, bolters, erectors, caulkers and clippers, and skilled in other shipbuilding trades. This course will last from a few days to six weeks, and men will be paid 30 cents per hour while in training. The call has gone out all over the country for mechanics and unskilled men wishing to learn the skilled trades of the shipbuilder. They have been asked to register by mail.

Every effort is being made at Hog Island to make the working and living conditions safe and pleasant. A housing department was organized and barracks, similar to the cantonments, were built to accommodate 3,000 to 5,000 of the single men who wish to live near the job. Other plans are in progress to house the remainder of the army of shipbuilders. An extensive program has been mapped out by the Young Men's Christian association, which will use four large buildings equipped with recreation and reading rooms, gymnasiums, assembly halls for lectures, motion pictures and entertainments.

Huge Mess Halls.
Large mess halls are at the service of the men, who are served meals at 30 cents each, and a rate of \$1 per day for "three meals a day and a bed" is made for those who wish to avail themselves of these accommodations. The food is furnished the men on a cost basis. Dr. Thomas Darlington is connected with the bureau of medicine and sanitation. The modern welfare work which is maintained on the island is directed to insure the safety, health and good spirits of the workers, so the end that they may live normal lives and to accomplish the best that is in them, both for themselves and for those who employ them.

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More power, more speed than you will ever require. The Dort Fleur-de-Lys—a three-seated cloverleaf type roadster—is mechanically identical with the famous Dort touring car. It is typical of the honesty and quality that have made the Dort the leader among moderate priced cars. It is remarkably economical.

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TOOZER-GERSPACHER MOTOR CO.

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DORT MOTOR CAR COMPANY, FLINT, MICHIGAN
"Built in Flint"

\$865

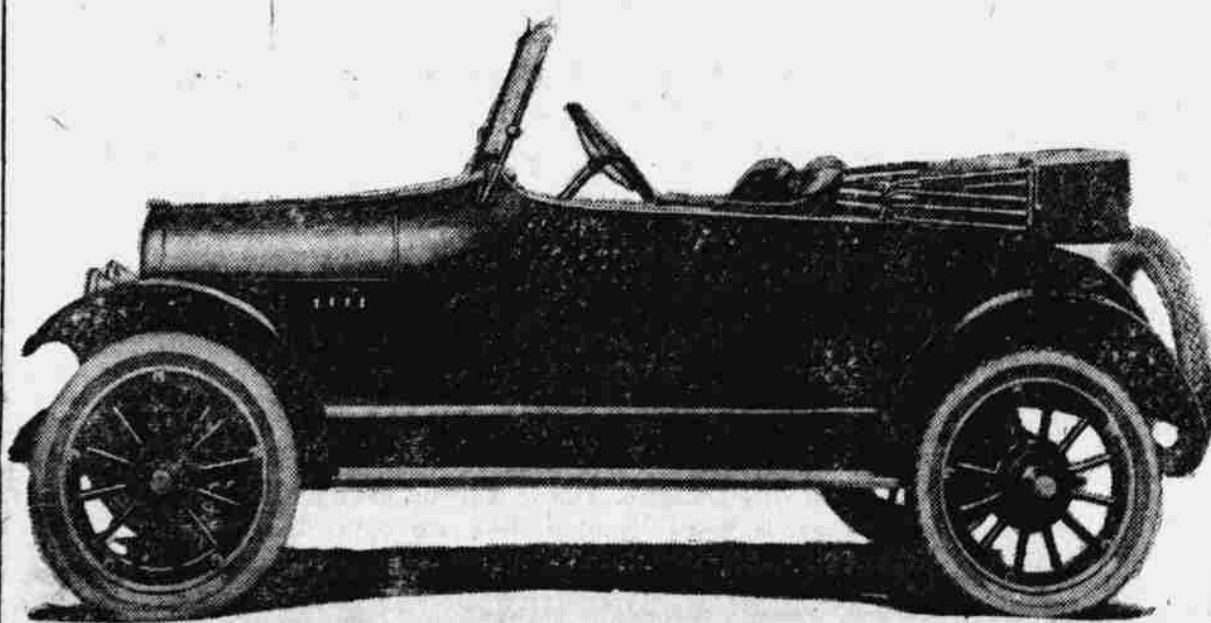
For Roadster and Touring Car

\$1000

For Sedanet

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For Sedan and Coupe
All prices f. o. b. Flint, Mich.



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GOOD YEAR

