

800 BOY SCOUTS MARCH THROUGH OMAHA STREETS

Demonstration of Strength in Gate City Given as Preliminary to Big Campaign for Funds.

Eight hundred Boy Scouts marched through the downtown streets this afternoon in a grand demonstration of Omaha Boy Scout strength and as a preliminary of a campaign to raise funds for continuing the work in Omaha.

Twenty banners were carried inscribed with such devices as these: "We Engaged in Nine National Campaigns Last Year." "We Have Rallied to Every Worthy Cause. How About a Little Help From You?"

The parade was headed by the army band from Fort Crook. Boy Scout leaders, including Scout Commissioner Welch and Scout Executive English and 35 scoutmasters, marched in the procession.

Troop 31 at Head.

At the head of the line was Troop 31, in all the glory of its crack drill team.

Troop 5 also held a proud position, for this is the troop that won the president's flag, awarded to the Boy Scout troop that gained the best record in the state in the second Liberty bond drive.

This troop also had a feature in the "trek cart," a two-wheeled vehicle for transporting tents, bedding, cooking utensils, etc. It can be turned over and then becomes a table or bed.

The scouts carried their staves and wore purple neckerchiefs. The staff is about to be adopted as part of the national Boy Scout equipment.

Perplexing Problems Solved by Motor Truck

Transportation history has never recorded such meteoric rise as that credited to the motor truck, particularly the heavy duty types that have, in rapid order, conquered one formidable obstacle after another. Resistless has been the progress of the big steeds of steel and they have been forcing the timelorned horse and wagon system off the transportation map.

Los Angeles, as one of the greatest motor trucking centers in the United States, has witnessed many forceful demonstrations of motor truck efficiency, and there is one that lingers as a strong example of what can be expected of heavy duty machines.

When a great number of 23-foot sections of 12-inch pipe had to be moved from Los Angeles into the San Fernando valley to points far removed from railroads, the transportation problems proved perplexing until the motor truck entered the situation.

A test was made with a five-ton Pierce-Arrow truck and a trailer of five tons capacity, owned by the Advance Truck company. Fifty-six sections of the pipe, weighing a total of 12 tons, were loaded upon the Pierce-Arrow and trailer, and it fairly raced away with its cumbersome load. The time, money and labor saved by motor truck transportation in this one big project alone ran into great sums.

A striking example of the utility of the motor truck is being given every day by the Advance Truck company's fleet. A keenly felt shortage of railroad freight cars exists in Los Angeles today, and this condition is prevalent throughout the United States. It is singularly interesting that a railroad company that owns a ranch in Ventura county, near Los Angeles, is using the Advance company's big Pierce-Arrows to transport freight to relieve the pressure for rolling stock on its own lines.

This is a forceful lesson to the merchant and wholesaler as to the actual situation in railroad transportation today, and it proves most clearly the value of truck service because of its economy, flexibility and freedom from congestion difficulties.

Automobile Becoming Educational Factor

Few men not owning a motor car realize its value in bringing home to the public the knowledge that the country is at war. No one can take an extended trip without realizing the magnitude of the effort Uncle Sam is making to adequately cope with his problem. A Westcott sales manager came here after a recent trip with a new idea of the enormous preparations going on all over the country. In one little town alone, he saw what seemed to be enough soldiers to lick the kaiser. On the way he had to stop several times to allow freight trains to pass with many news cars bearing the insignia "U. S. Quartermaster's Department." At a single aviation field he saw more airplanes in the air at one time than he thought were in the entire country. He was told that five tank cars of gasoline were being used daily at this one field. These tank cars were especially made for government use. He found cities, populated with multitudes of khaki-clad figures, sprung up where empty pastures had been when he made the trip before. His Westcott gave part of the road to trains of trucks bearing Uncle Sam's mark. Thousands and thousands of car owners are having experiences similar to this of the Westcott driver. The need of the motor car is realized in war time more than ever before, but it is now proving its worth in a new way—it is becoming an educational factor of national importance.

Hupmobile Dealers to Drive Cars From Factory

G. H. Houlston, manager of the Omaha Hupmobile branch, left Saturday for Detroit in company with 50 dealers, who will drive cars overland from the Hup factory to Omaha.

The demand for cars, especially Houlston, is brisk, and it is the only way we can get them through, owing to the acute freight equipment situation.

New Russian Republic Includes Whole of Crimea

London, March 22.—The Russian bolshevik government, according to a Reuter dispatch from Petrograd, has been informed by the soviet of Simferopol of the constitution of an independent Tauridian republic, including the whole of the Crimea.

You Can't Play That Record on This Machine



Teach Aero Mechanics In Cadillac School

Many of the engines which will drive American airplanes over European battlefields will be Cadillac-made, and many of the men who operate them and keep them tuned up will be Cadillac-trained, asserts J. H. Hansen of the Jones-Hansen-Cadillac company.

"The training is now proceeding under government auspices, in the former technical and repair school of the Cadillac Motor Car company, which has now become the Mechanical Aeronautical School, signal service division."

"The students, for the most part, come from the government ground school at Kelly Field, San Antonio, Tex. Every 30 days a group of 20 enlisted men is sent to Detroit from Kelly Field. The course covers 30

days. Each day there are two hours of lectures and six hours of practical shop work. At the end of the course the men undergo a written examination."

"At present the men are learning the principles of the gasoline engine from two types 57 Cadillac engines. These embody the same V-type principles as the Liberty airplane engine, and later on Liberty engines will be added to the equipment."

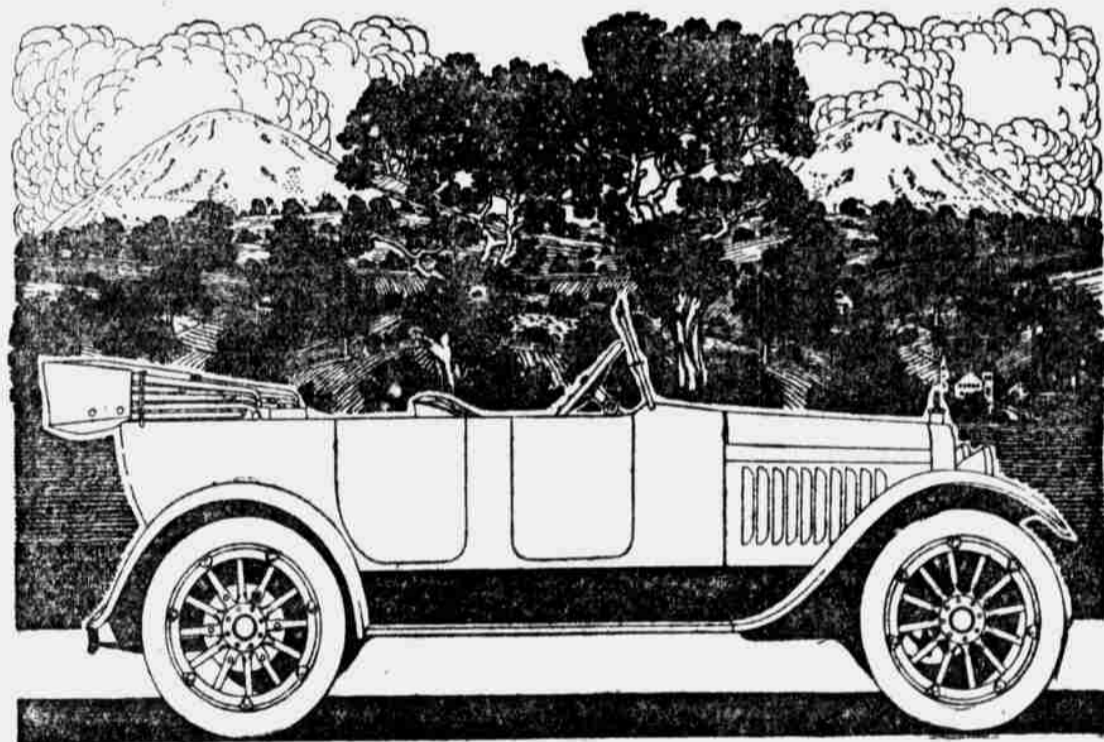
Patriotic Endeavor Aided by Automobiles

"If Uncle Sam would rate every family according to its ability to render patriotic services to the government, the family with an automobile would naturally receive a higher rating than the family without a car," asserts Carl Changstrom of the Standard Motor Car company.

"The ability of the automobile to increase the owners' efficiency and economy, through the time it saves, and its adaptability for dependable individual transportation, was never more conclusively proven than during the past six months in spite of the unusual weather conditions that had to be contended with. Thus during the spring and summer months, its ability and utility will automatically increase."

"With the many patriotic services that every family can render—Red Cross, Young Men's Christian association, Boy Scouts, purchasing supplies at the farm to reduce the high cost of living, the addition of an automobile to its equipment immeasurably increases that family's help to the government, which in turn benefits our boys 'over there,' the American nation and the whole world, individually and collectively."

An engine that wrings from gas more power than was ever taken out of gas before—through its "Hot-Spot" and "Ram's-Horn" Manifold—Chalmers devices.



Tests of exhaust vapors have shown weaknesses in many engines. By such tests you can always tell how good an engine is.

In the great Chalmers engine so very little in the way of unused or unburned gas comes out of the exhaust as to be almost negligible. The gas is used up—all of it—in the Chalmers.

The moment it passes from the throat of the carburetor it strikes the now noted "Hot-Spot" where it is heated and "cracked-up" and then rushed on to the combustion chambers via the "Ram's-Horn" Manifold.

When the spark touches it off there is translated a power such as a gas engine has never known; all the brute force imaginable, yet tamed down into a softness that is as smooth as deep water.

Once you play with it with your right foot you will be amazed at the thrill it'll give you.

TOURING CAR, 5-PASSENGER - \$1835
TOURING CAR, 3-PASSENGER - \$1485
STANDARD ROADSTER - \$1485

TOURING SEDAN - \$1950
CABRIOLET, 3-PASSENGER - \$1775
TOWN CAR, 3-PASSENGER - \$2925

TOWN CAR LANDAULET - \$3025
LIMOUSINE, 7-PASSENGER - \$3725
LIMOUSINE LANDAULET - \$3825

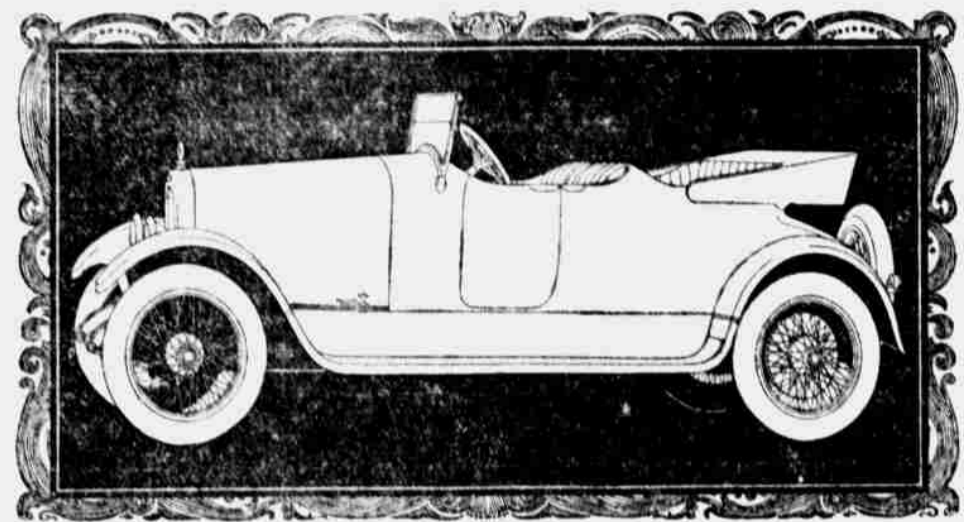
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MARMON 34

Advanced Engineering



A Four-Passenger Roadster With All Marmon Comforts

THE New Series Marmon four-passenger roadster is an unusual roadster in many ways. For one thing it is exceptionally roomy and comfortable. For another it is low hung, easily handled and turns in a short radius.

Many little touches that are not expected on the touring car have been given the roadster. The top is lower. The windshield is also lower and slanting. A trifle more rakishness has been given to the steering column. These slight departures have made this roadster a most striking car.

The rear seat measures 44 inches wide—over three and one-half feet. There is two inches more knee room than formerly. Three people of

medium size can occupy the rear seat.

The same comfort and roominess of the front seats that have attracted so many to Marmon Touring Cars have been retained in this Four-Passenger car.

The Four-Passenger Roadster has the same advantages offered by all other Marmon models.

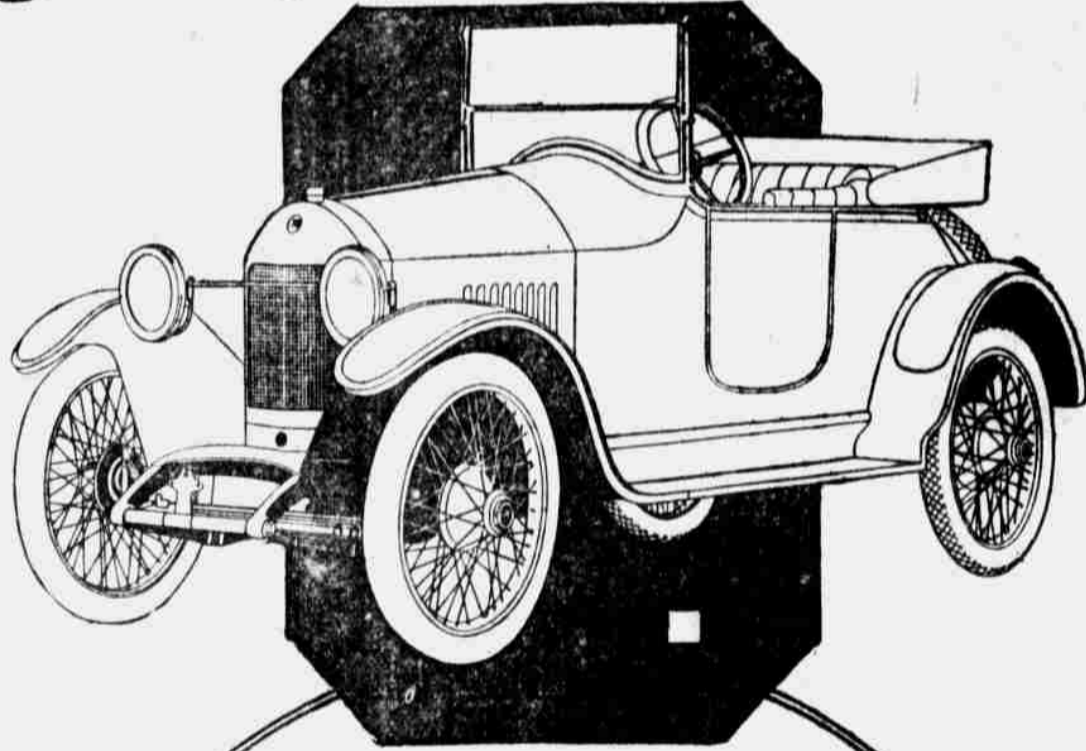
Those who want a car of this type should not fail to see this new roadster. You will be delighted with its appearance and comfort.

136-Inch Wheelbase—1100 Pounds Lighter

H. Pelton
2205 FARNAM ST.

Phone Douglas 1712

Scripps-Booth



Four-Cylinder Roadster

Low-Cost Luxury

THAT a light car may afford luxury—in the same degree as a big car—may never have occurred to you.

And yet Scripps-Booth cars have been bought chiefly by those who have been accustomed to the luxury of costlier cars.

They like the Scripps-Booth because it is a car they can drive without loss of dignity.

They quickly discover that it rides with all the comfort that they have experienced in the larger, heavier cars.

They find that their wives and daughters can handle it as easily as they do.

We should like to extend your interest in the Scripps-Booth to a demonstration of its excellent performance.

W. M. CLEMENT MOTORS CO.

Omaha, Neb.

Phone Doug. 5218.

2514-20 Farnam St.

The continued demand for the Scripps-Booth Four-Cylinder Model C Three-Passenger Roadster made it necessary for the Scripps-Booth corporation to continue this model. We have just received a shipment of twenty-five and we suggest that you place your order now. Last season we were only able to supply about fifty per cent of the demand and we had a much larger stock.

Delivered in Omaha and War Tax Paid.

\$875

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