

REG OFFICIAL OUTLINES THE AUTO SITUATION

Head of Large Automobile Factory Says Motor Car Manufacturers Are Sacrificing Personal Ambitions.

Very properly the efforts of the entire automobile industry for the last 12 months have been concentrated on winning the war. Production of automobiles—even automobile trucks—for ordinary commercial and domestic purposes has ceased to be the paramount concern of automobile manufacturers; for the makers of motor cars have been too busy converting to government uses the energy, the ingenuity, the resourcefulness and the efficiency which in the last two decades have enabled the automobile industry to revolutionize manufacturing methods and to develop quantity production to a point never before dreamed of," stated F. H. Akers, sales manager of the Reo Motor Car company, in a recent interview.

This conversion of energy has taken many and divergent forms. Not all of the automobile factories are actually producing munitions of war; although the production of trucks for military service, of airplane engines, of anti-submarine craft, of artillery tractors and a thousand and one other things which the United States and its allies need most urgently for direct use in winning the war is engaging a surprisingly large part of the productive capacity of many of the biggest automobile factories in the country.

Discusses the Future.

"In view of the assistance which the automobile industry already has rendered the government in preparing to prosecute the war most effectively—particularly since this activity is being constantly increased—we shall not be accused of sordid commercialism or a lack of patriotism if, even at this time, we digress for the purpose of attempting to diagnose the future of this mammoth industry itself. For, while our present duty is to give our selves wholeheartedly to the winning of the war, the injunction, 'In time of war prepare for peace,' was never more clearly applicable than today."

"At the best, there is certain to be a period of sharp industrial and commercial readjustment as soon as hostilities shall cease; and it is equally certain that the necessity for liquidating the enormous war debts that are now being piled up will result in an international race for commercial supremacy which will completely eclipse Germany's former efforts to secure a 'place in the sun.' Consequently it behooves those of us who are unwilling to see America left at the barrier in this great race to see to it that as nearly as possible its commercial and industrial equilibrium be maintained even at this time.

Still An Infancy Industry.

"If we may judge the future by the past and the present, the automobile business still is in a period of comparative infancy. If figures mean anything at all, they indicate unmistakably that the 'point of saturation' whatever that may mean—has not been reached. The curve of production, to the end of 1917, is still upward, and while there is certain to be a marked recession in 1918 it will be due not to a falling off of demand—which, of course, would be the case if the maximum absorptive power of the country had been reached—but to the necessity of releasing for government uses part of the materials, men and plant capacity which normally would have been utilized for the manufacture of automobiles."

Nutter, Hero of Viny Ridge, Will Speak Sunday Night

W. E. Nutter, one of the heroes of Viny Ridge, will speak Sunday night at the First Presbyterian church.

American Auto Situation Not Similar to That of England

So many phases of American activities during war time have been influenced and regulated through similar circumstances existing in European countries, especially our allies, that policies laid down by those governments have been looked to largely by authorities here as the solution to many economic problems as they have materialized.

To give the automobile its proper place in relation to war time activities has for some time been a matter of public notice, and it has been frequently cited how the regulations promoted in England would be equally applicable here. But in the opinion of S. E. Ackerman, sales manager of the Franklin Automobile company, wide difference in the use of automobiles in this country and in England throws an entirely different light upon the comparison. Automobiles have never attained the position in the daily life of England that is the case in the United States. England, with its 31,000,000 people, had, according to the latest available report, only 290,000 motor vehicles, an average of only one car to every 107 people, while the United States has

5,000,000 cars, or one to every 20 inhabitants.

"In New York state alone," points out Mr. Ackerman, "there are 400,000 motor vehicles to its 9,113,514 population, or 110,000 more cars than the total registration in England, with three times the population of New York state."

It is plain, therefore, that motor vehicles in European countries bear but a fraction of the importance to the activities of the people as is the case with the United States, and every restriction on the use of automobiles in foreign countries is of minor consequence compared to the effect similar restrictions might have on the transportation problems of this country."

It is Mr. Ackerman's opinion that authorities in the United States will put forth every effort to maintain unimpaired the extensive utility of the automobile and rather than place limits upon mileage of fuel supply, the solution here will turn toward making automobile use more efficient, i. e., the total mileage will be maintained at considerably less expenditure of fuel, tires and other supplies, through lighter weight, more efficient motor cars.

ARTILLERY UNIT MOTORIZED AT MICHIGAN CAMP

Camp Custer, Mich., April 13.—All dressed up in regulation camouflage and capable of going into position while under fire, the first motorized battery of field artillery in America, and, perhaps, in the world, chugged itself past General Kennedy and staff on the parade grounds here this week. The event was the first brigade review in honor of General Kennedy, new commandant at Camp Custer.

The first car in line was a famous Hot Spot Chalmers equipped with wireless standards and other reconnaissance attachments. The other cars, including tractors and trucks, were covered with heavy roofing paper in such a cunning manner as to perfectly simulate the armored fighting cars. Improved periscopes and ugly rifle muzzles prodded their way through the open turrets, and the general impression as observed by the alleged correspondent was one of genuine terror. But terror was not the only suggestion, for the sight was a tribute to the great American automobile industry, and, indeed, a noted accomplishment for the far-sighted and progressive energy of Colonel H. E. Cloke, commanding the 330th field artillery, and acting commander of the 16th brigade.

Although the experiment has been in progress for nearly 90 days, the brigade review was the first official appearance of a model motorized battery completely armored and capable of moving forward in trench warfare as do the famous British tanks. So practical have been the results and so spurring the possibilities that it is generally conceded this pioneer unit may be a definite step toward permanent sweeping the stalemate trench system into a swift moving conflict of automotive artillery.

Auto Relieves Isolation Of Farm, Says Changstrom

"Before the introduction of the automobile into agricultural districts, the farmer occupied a very isolated position," says Carl Changstrom of the Standard Motor Car company. "A trip to town was a journey, and consequently was taken only when absolutely necessary. Today the motor car is proving a short cut to the attractions of the city, as well as bringing the farmer's market nearer to him, making country life attractive and enjoyable. Such adaptability has in addition, caused young men to stay on the farm, as well as giving added impetus to the 'back to the acre' movement for bumper crops by attracting people from the cities and suburbs."

Overloaded Maxwell Truck Climbs Steep Hill in Second

Climbing one of the steepest hills in Albany, N. Y., with a ton and a half overload is one of the most remarkable of many remarkable performances given by the Maxwell truck, as the going up the incline was accomplished with the car in second gear.

It took place because a truck owned by the Firestone company was temporarily laid up for repairs. The tire company requested help from the Berkshire Motor company. They were anxious to get a shipment of goods away on a certain train.

As time was limited the Maxwell carried the entire shipment in one load. The goods consisted of 13 crates of tires. The crates averaged 275 pounds each. The total weight was 3,575 pounds. When the State street hill was reached the Maxwell was in second gear but continued its steady course without any difficulty.

Call Issued by Army for Mechanics and Repairmen

The army has issued a special call for mechanics and repairmen to work in the quartermaster's mechanical repair shops in Washington. Men from 18 to 21, or from 31 to 41 years of age, will be accepted. Application should be made at the Omaha Army building, Fifteenth and Dodge streets.

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CANADIANS SAY AUTO NEEDED IN FARM OPERATION

Motor Vehicle Proves of Great War Time Value Among Farmers of the Dominion.

After three and one-half years in the war, Canada's attitude toward the automobile and its many business uses is particularly interesting. Judging by the sales of Willys-Overland cars in Canada, the automobile has become more necessary than ever before.

At a recent meeting of Overland dealers in western Canada a prominent editor of the one of the farm publications voiced the sentiment of the situation when he told of the numerous ways Canadian farmers are making use of their automobiles to help win the war.

"Give the Canadian farmer the alternative of buying a \$1,000 car or a \$1,000 war bond and he takes both," said the speaker. "Here is the way farmers are figuring it. Take a \$1,000 car. Today it represents about 500 bushels of wheat or the result of a fair crop from 26 acres. This represents about one and one-half days' work in actual seeding. The motor car must save only a very little time to allow this farmer to seed this 25 acres, which might otherwise be fallow. The farmer figures that there is a demand for every bushel of wheat he can produce with the aid his automobile gives him. But he knows that there is no chance to sell any wheat he cannot grow, so he buys the car, cultivates extra acres with the time he can save and buys war bonds with the surplus, which you'll agree is the best kind of patriotism."

Relieves Horse Shortage. This man gave many practical examples of the ways in which the farmers of Canada are using their cars. One of the incidents pointed out was the shortage of horses, making the use of automobiles imperative. For the farmer who could not spare any teams from the fields that could be saved by using the automobile.

Another instance of its worth brought out at the meeting was that the wives and daughters of the farmers may be of greater assistance than ever before by going to town in the car for any necessary repairs or taking care of other pressing affairs without impeding the progress of the farm work. "They enjoy these trips now with the automobile," the speaker pointed out.

"The motor car on the farms goes hand in hand with the tractor," he continued. "In fact, I think we have a right to use the slogan, 'Aide the allies with your auto,' or 'Help win the war with your Willys.'"

WHAT'S DOING Roads Are Being Put in Excellent Shape AT AUTO CLUB

County Surveyor Adams reports he has a grading contractor working on road No. 60, running south from Bennington, which will open up a new outlet to the Lincoln highway. Grading is being done on road No. 33, the road one mile north of the Lincoln highway. Approximately 25,000 cubic yards of earth will be excavated. An 8x12 side grader is working on the Military highway and another south of Elk City, both operated by tractor. A road maintainer is kept busy constantly on Douglas county roads. West Leavenworth now being in excellent shape. The maintainer is now working east from the western end of the county. This is also pulled by tractor. A lighter tractor will also be put on the job soon. The bridge company has two crews working, concreting the wing walls of the steel bridges built last year, and they will be through in a week or ten days. A crew is now surveying and running levels on the Lincoln highway in connection with the federal aid. This crew will be kept busy until all Douglas county roads are surveyed and they will be brought to not to exceed 4 per cent grade.

Traffic ordinances of Omaha contain some hearty laughs. "Pedestrians shall cross the street over such portion as is included within the lines of the sidewalk projected and not diagonally." Imagine pedestrians in Omaha so far forgetting themselves as to not cut across diagonally. This would take all the joy out of owning a car and worrying whether we were going to hit that man with the light overcoat who is zigzagging from one curb to the other.

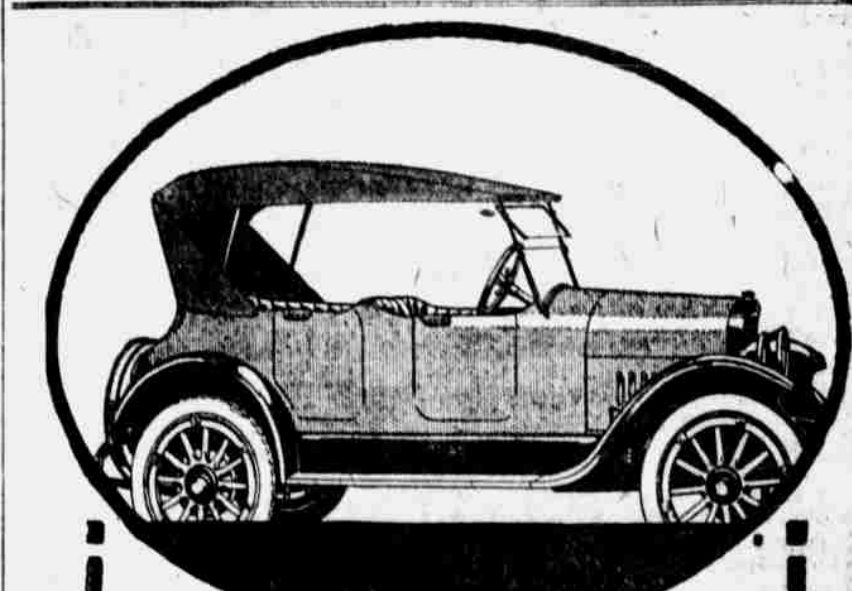
Another section of same ordinance says: "Cutouts shall not be used except within one-half block of where automobile is housed or kept." The cutout fiend is very popular in Omaha. No one pays any attention to the ordinance. The battle of Verdun never sounded half so rattle-tang as the average day in Omaha with our flock of motor tanks trying to gas the multitude. Every automobile engineer of note in the country knows the added power given by the use of the cutout is so small that it is practically negligible. Yet Omaha has got to endure this unnecessary banging day after day.

In 1917 a count was taken during seven-day periods over an interval of four months of vehicles on main roads in Iowa. The following is the result: Sixty-five per cent of the traffic was inter-town, 23 per cent was farm traffic, 5 per cent tourist and 7 per cent strictly town people. On one road leading to a fairly large town not a single steel tired vehicle was counted, all being automobiles.

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