

# WAR HAS BROUGHT REALIZATION OF MOTOR CAR VALUE

"Lexington" Head Convinced Nation Now Realizes Need of Motor Car in Daily Life.

"Men most keenly alive in automobile matters today have witnessed a marvelous change in sentiment toward the passenger car," said Frank B. Ansted, president and general manager of the Lexington Motor company of Connersville, Ind. "There is no question but that the best champion of the automobile business has ever had has been the unprecedented demand upon time and energy which have made the automobile loom up as one of the big factors in winning the war. Men in every walk of life find they have to have automobiles. The farmer, the salesman, the contractor, the business man—all have added duties. Time is of paramount importance and the motor car is essentially a time making machine first of all."

"This sentiment is reflected at our plant in Connersville, where farsighted dealers and distributors are clamoring for cars. They are patriotically aiding in relieving congestion by driving them through even to far distant points, as they realize that the continually increasing requirements on our vast war program must mean a cut in production."

**Government Comes First.**  
"Conditions of this sort can only mean that someone who waits will be disappointed in delivery. We are going to do our utmost to give the government everything they need first. This is our plain duty. After that we will then do our best to supply all of the orders for Lexington cars. But it stands to reason that the most forward customers will not wait, but will get the cars they need now."  
"Ask any of the business men in Washington these days if they would willingly give up their motor for the period of the war and they will tell you that they could not do without it. This condition of affairs applies to every American, who is finding more and more things he must do at home to place his shoulder to the wheel of war."

"There is no question at all about either the demand or gasoline supply. The two vital factors are supply and transportation, and here it must be first come, first served."

## Lincoln Highway Travel Will Be Safer This Year

Lincoln Highway travel in eastern Nebraska will be made much safer this year by the construction of a concrete viaduct over the highway at Elkhorn by the Union Pacific railroad, thus eliminating a dangerous cross at grade. A similar viaduct now under construction in Omaha will be finished before the start of the touring season.

# U. S. TRANSPORT DIVISION IN FRANCE DOING BIG THINGS

Night Driving Without Lights, Road Repairs and Congestion Offer Many Hard Problems for Americans; Efficiency of Motor Units Is Remarkable.

Folks here at home, the great unknown populace of these United States, are thoroughly uninformed on what our motor cars and trucks are doing for the armies we are sending abroad.

Three men, three whose names have seldom appeared in dispatches or graced the columns of front page stories in the press, are working wonders with automobile and truck divisions. Quietly, but with remarkable efficiency, Brigadier General H. L. Rogers, Colonel F. H. Pope and Major Barrett Andrews have speeded up this phase of the service until the motor truck section stands out as the pacemaker for all departments of United States service in Europe.

Major Andrews, who was in Washington recently on a special mission, fresh from the front, sheds much light on the motorized branch of war work.

**Closed Cars Preferred.**  
Forty per cent of the automobiles used abroad are closed cars and most of these are used by officers. The officer's car is practically his home. He rides in it, works in it—often while traveling from one point to another—and directs the conduct of most of his business from it. Often he sleeps in it. Mud, dust, rain, sleet and other elements against which the touring car is no protection, must be barred out of his office. Hence the closed car.

The roads in France are in splendid condition of repair. Even up to the communicating trenches, just behind the first lines, highways are in good shape. They have to be. There are constant streams of trucks moving to and from ammunition, food and provision dumps and the feeder trenches, through which fresh troops reach front lines and others return on relief.

**Shell-Torn Roads Repaired.**  
The shell-torn roads one hears about occasionally are myths, says Major Andrews. The smoke and gas from an exploded "Jack Johnson" have hardly cooled before a section gang is at once at work repairing it. Because trains of 50 to 500 motor trucks are moving constantly to and from the front, the necessity for keeping the road in repair is obvious. The very efficient French military police, composed of old or partially incapacitated soldiers, fill the duties of a great traffic squad. Their work is the same as that of our Metropolitan police—to keep the traffic moving and weed out obstacles that might interfere with its steady movement.

Each fleet of 10 trucks has a mechanic, skilled in quick repair and adjustment. If one of the trucks in this group goes wrong, he fixes it if

the fixing can be quickly accomplished. If not, the truck is run off the road and out of the way, so that the rest of the convoy may proceed without delay.

At each side of each road there are 12x12-inch beams, laid end to end for the many miles from base to front. These serve as night guides for truck drivers, because no lights whatever are permitted. Even tail lights are taboo, because likelihood of breakage of the red glass discs is great. Night driving, therefore, is done in absolute darkness, the drivers keeping to the right of the road and guided by the bump-bump-bump of the heavy wheels against the thick beams.

**Center of Road Open.**  
The center of the road is always kept open for dispatch and officers' cars. And because there is often room for only one passenger car on the crown of the road, the trucks, being slower, must keep to the extreme right and left of the highways. After each 10th truck there is a "ram" or moving island for one automobile to turn in so that another form the opposite direction may pass. The 10th truck has a large white circle painted on its side which may readily be discerned on the darkest nights. This indicates the presence of the "ram" for the officer's car to turn in while the approaching car passes.

The natural question as to how drivers can see on pitch black nights—cigarette is the answer. A pin-point of red fire, readily seen at 50 yards, is yet obscure from enemy airplane eyes. These are the only lights.

In plateau country, trucks and cars seldom get closer than 2,500 to 3,000 yards back of the trenches. In hilly or mountainous country they are driven up almost as close as the third line.

**No Marching of Troops.**  
There is practically no marching of troops. Motor trucks carry them to and from the trenches. This eliminates much weariness for the men and much delay in transportation.

Group zones, in which two or three kinds of trucks are used to the exclusion of other makes, are a recent development. This permits mechanics to specialize and allows for interchanging of parts that would not be possible were a dozen kinds of trucks used in the same section of country.

Strictest orders prevail as regards the conservation of fuel. Whenever trucks or cars are halted for more than a minute or two, the engine is cut off. Failure to observe this rule brings heavy punishment to the offender.

It may be a nice thing for artists to paint and authors to write about, but the speeding dispatch car is rare. Seldom, even on those roads not laden with miles and miles of trucks, is 45 miles an hour exceeded. Near

the points of distribution at the front the speed limit is 20 miles an hour.

Repair shops and service stations are divided into three classes. Base repair shops are complete in every need of motor car and truck service. Here a chassis is completely rebuilt, if necessary.

Huge machinery characterizes these plants. Moving them to other places takes from two to three weeks, and they are naturally a correspondingly safe distance from the front.

The second type of repair shop is semi-mobile. It, too, is comparatively safe in its distance from the trenches. It requires two or three days to move it and contains equipment and facilities for the handling of adjustment and repair work which would require a week's work.

The first-line repair shop is thoroughly mobile, being mounted entirely on trucks and ready to move to any designated point within an hour at most. On these trucks are tire vulcanizers, blazers, lathes, emery and other grinders and other machinery necessary in rapid overhauling and adjustment.


## Ditch System of Draining Roads Dangerous, Says Dealer

"I have recently heard a very striking criticism and I fear a just criticism to our highways," said Carl Changstrom of the Standard Motor Car company. "One of the officials of the American Automobile association claims that all of our present type highways are equipped with death-traps on each side. He believes, and I do, that the present ditch system of drainage should be done away with in favor of a system of underground drain pipes, making ditchless roads of our highways."

"Any man who has driven over a busy highway where the speed averages 25 miles per hour knows that at the end of a considerable journey his nerves are on edge. He perhaps, has driven his motor car on the outer edge hanging over the ditch on one side, lest his wheels are raked off on the other side and a half day of driving like this along a deeply ditched road is enough to destroy his mental equilibrium."

"I believe that the day is coming when flat roads without dangerous curves and without the still more dangerous ditches on the sides, is not far away and when it does come the fast moving automobile will be responsible for the change."

**BETHLEHEM MOTOR TRUCKS**



**Bethlehem Motor Trucks**

**DEPENDABLE DELIVERY**

**Axles—Ignition—Engine Units—Cooling System—Bearings—Transmission—Oiling System—Brakes—Springs—Steering Gear—Tires—every detail that goes into every Bethlehem Truck is as near perfect as science and money can make it. Examine the Bethlehem.**

**\$12.95**

1 1/2 Ton Chassis

**BETHLEHEM DUMP TRUCKS**

F. O. B. ALLENTOWN, PA.

Write for Catalogue

**\$19.15**

2 1/2 Ton Chassis

**BETHLEHEM TRACTORS**

**J. T. STEWART MOTOR CO.**

2048 Farnam St., Omaha, Neb.  
Distributors: Nebraska, Western Iowa, South Dakota.

Bee Want Ads Are Business Boosters.

# Whose Tires Do You Help Buy?

**THE** one outstanding and unalterable fact about the definite mileage guarantee is that it must be paid for.

We Goodyear Service Station Dealers know this well—as you tire users should know it.

The cost of such a guarantee, like every other cost of production and marketing, is included in the selling price of the tire.

Thus the presence of such a guarantee in a tire of normal price can mean only that some other quality has been slighted or sacrificed.

If you drive with reasonable care, almost any standard make of tire will deliver you mileage above the average guaranteed figure.

The premium you pay for the guarantee does you no good at all, and by paying it you deny yourself such additional mileage as uncompromised quality could give.

It is only the reckless driver—the man abusive of his tires—who can expect to profit regularly from the definite mileage guarantee.

Remember that you are paying for his neglect and helping to buy his tires the next time you are offered such a guarantee as an inducement to purchase.

This sign identifies the Goodyear Service Station Dealer.



Goodyear Tires, Tubes and Accessories are always kept in stock.

**THE NOVELTY REPAIR CO.,**  
4809 South 24th St.—Phone South 1404.

**BLACKSTONE GARAGE CO.,**  
3814-16 Farnam St.—Phone Harney 800.

**HOLMES-ADKINS CO.,**  
4911-15 South 24th St.—Phone South 420.

**NATIONAL AUTO SCHOOL,**  
2814 North 20th St.—Phone Webster 5943.

**TROUP AUTO SUPPLY CO.,**  
1921 Farnam St.—Phone Doug. 5230.

**S. & A. TIRE & RUBBER CO.,**  
2522 Farnam St.—Phone Doug. 3854.

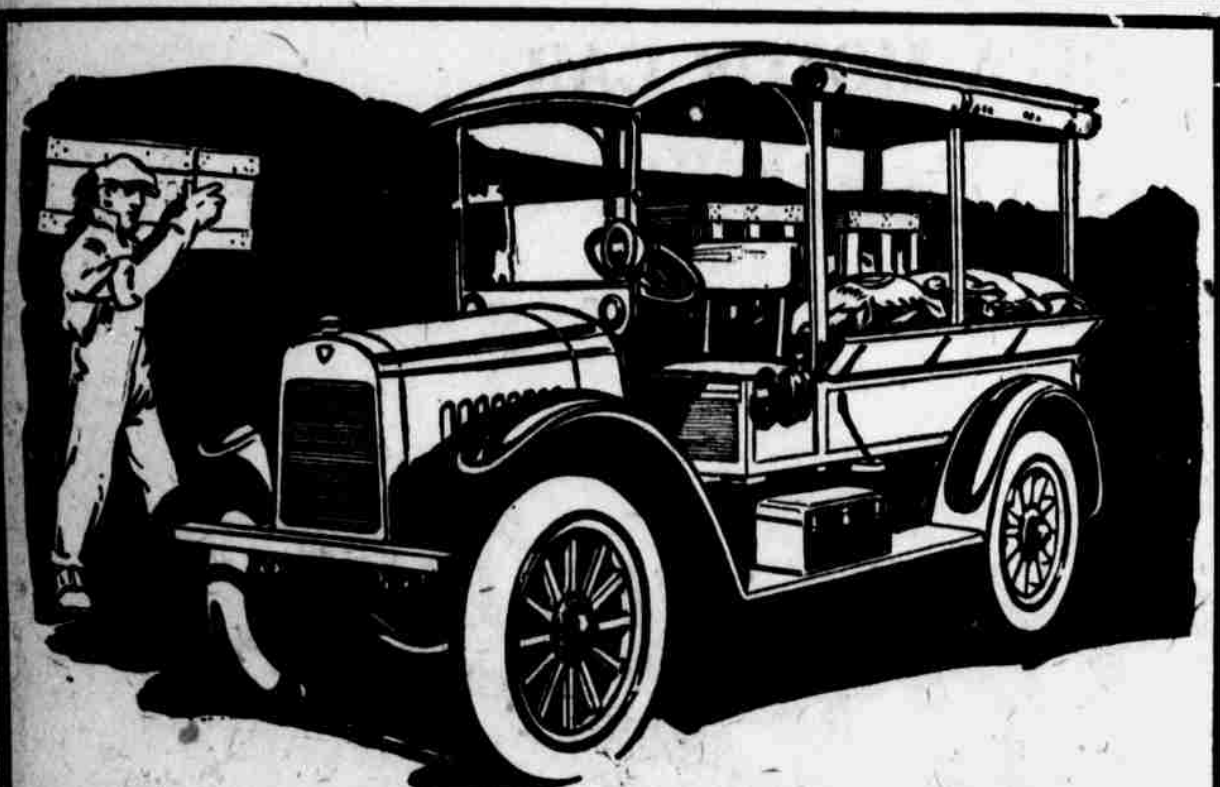
**COLFAX GARAGE**  
30th St. and Ames Ave.—Phone Colfax 1907.

**ORR MOTOR SALES CO.,**  
Packard Show Room.

**CHAS. W. WALKER GARAGE CO.**  
Fontenelle Garage—Auditorium Garage,  
and C. W. Walker Garage, 36th and Farnam Sts.

**COUNCIL BLUFFS AUTO CO.,**  
570-518 Pearl St., Council Bluffs—Phone 2691.

**JONES-HANSEN-CADILLAC CO.,**  
Farnam and 26th—Phone Harney 710.



## A Money-Maker

**THE 1800-pound Grant Truck will help you increase your business and as a result make more money. Its purpose is not only to help you to do your present business at a lower cost—but to get you more business by improving your delivery service and by extending the radius in which you can make sales.**

This truck gives you 1800-pound pay-load capacity instead of 1500-pounds and costs you less than most trucks of the smaller size.

It is the most modern, most complete and most economical truck of its size ever built. It comes to you complete with electric starting and lighting, internal gear drive axle, windshield, bumper, spotlight, steel felloe wheels—the biggest truck value ever offered.

All over the country this Model 12 Grant Truck is selling as fast as the factory can make them. There's nothing like it at anywhere near the price. Look it over now and get your order in.

**Model 12**  
1800-lb. \$1075  
Complete with Flareboard body and canopy top  
With panel body \$1120

**Model 10**  
1 1/2-Ton \$1540  
Chassis only

**Model 15**  
2-Ton \$1850  
Chassis only

Other models also  
All prices f. o. b. Cleveland

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**GRANT TRUCKS**

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