

## NEW YORK TO WASHINGTON AIR-MAIL SERVICE SOON

Postoffice Department Laying Plans for Three-Hour Mail Service Between Gotham and National Capitol; To Compete With Telegraph Companies.

How the Postoffice department has brought about the materialization of plans for the initial inter-city mail service by airplane is graphically described by Castner Browder, aeronautic expert in Motor Life for April.

"In a very short time an active airplane mail route will be in operation between New York and Washington.

### WAR HEADS STEP IN.

"It was the War department which furnished the winning bid and took over the order for planes, mechanics and pilots to carry out the plan. When the route was projected the Postoffice department asked for private bids, calling for five airplanes delivered not later than April 25. Three bids were submitted, but none assured delivery in less than 63 days from acceptance. As this was unsatisfactory to the authorities, the War department stepped in soon after the bids were opened on February 25, backing up the plan with its great resources in material and personnel. Due to the co-operation of government departments, the new mail service was scheduled to begin operation by April 15 with eight high-powered army machines, six in service and two in reserve. However, difficulty was experienced in securing landing places in New York and Philadelphia, so the inauguration of the service will probably be delayed until May 15.

The army will carry on the work for a year with its own pilots and mechanics, at the end of which time it will be turned over to the Postoffice department.

The government is now busy arranging all the details of this experiment, if it may be so called. Landing fields are being selected, machines prepared and specially equipped for this service, and pilots are being detailed to the air mail. Soon the first mail-plane, with pilot and mail clerk aboard, will arise from Potomac park in Washington, carrying its 300 pounds of first-class, airplane mail. It will quickly disappear in the north, and within two hours will be hovering over the uptown postoffice in New York City. When it gets on the right spot the mail clerk will press a button or pull a control wire, and the mail bags will drop down into a net spread in the hollow square around which the postoffice is built. While porters and mail clerks are dragging the bags in and assorting letters for delivery,

the plane will be off for a rest at Van Cortlandt park, or Mincola on Long Island, or Governor's Island, one of which points will probably be selected to house these twentieth century Mercurys.

### Use of Motor Trucks.

"Motor trucks will be used to carry the mails from the postoffice at both ends of the route to the waiting planes. Details of deliveries have not been made known, but it is probable that the regular mail service will be used, giving the air letters precedence in the same way special delivery letters are now handled. This will result in a three-hour mail service between New York and Washington, comparing with what is virtually a 24-hour schedule by railway mail, and will even compete with present telegraph facilities. When it has been demonstrated that letters and documents can be sent to New York from Washington, or vice versa, in less than half a day, there will be fewer telephone calls, telegrams and trips, which will relieve overtaxed railway and wire facilities. The airline distance between Washington and New York is a little over 200 miles. The actual flying time will be two hours or less, depending upon the type of machine used. A stop will be made in Philadelphia, where a landing field and hangars will be located at League Island. Some machines running "express" may simply drop off mail at Philadelphia and continue to their destination without stopping. A daily schedule, except on Sundays, will be maintained regardless of weather conditions. There is no reason why this cannot be done. The hours of departure and arrival will be announced later, and effort is going to be made to adhere to these hours with military precision.

### Cost of Postage.

"Air-letter postage will cost 27 cents, and as it is expected that the service will be quicker than night letters or day letters by telegraph, this is not excessive. Each machine is expected to carry 300 pounds of mail,

## Blackstone Garage No. 2 Is Opened to the Public



Saturday marked the opening of Blackstone garage No. 2, located at 1918 Farnam street. This is one of the most modern garage buildings in Omaha and will be operated by the

present owner of Blackstone garage No. 1, located near Thirty-eighth and Farnam streets.

Several accessory lines will be featured by this company. and it is anticipated that with full loads the service will show a safe profit from the start. The postal revenue from each trip will be almost \$1,000, which will not only pay for gasoline, oil, pilots, mechanics, clerks and other help, but within a short time for the machines themselves.

"A feature of the enterprise is that, for the first time in the history of the world, a specially designed government 'air stamp' will be issued. The purchase of a stamp will be the only way to see what it looks like, for the federal law does not permit fac-simile reproduction. Its denomination will be 24 cents and it will be used in the same way as the special delivery stamp. Affixed to a letter, in addition to the regular 3-cent stamp, it will cause the letter to be sent by air mail.

"The inauguration of this service is not only a high tribute to the degree of preparedness attained by the aviation section of our army, but is also evidence of the wisdom and acumen which are being displayed in the training of our military aviators.

"Our old and trusty friend, 'the dawn of a new era,' will soon be working overtime in the offices of editorial writers and other wise observers of the times. Once this air mail service has been established and its advantages demonstrated, it will soon convert the doubters to the practicality of the airplane for all kinds of

transportation. The one feature which alone will cause the airplane to surpass all other forms of transit will be speed. The world has always sought for speed and in a pinch will sacrifice comfort, convenience and even safety itself for speed. But such sacrifices will not be necessary in the case of the airplane. Comfort it already has. Convenience is not an important factor in a journey of a few hours, but even that will come. Safety, within reason, is already attained.

"The 'new-fangled' air mail soon to bridge the short but immensely important bridge between New York and Washington foreshadows the time when not only mail, but passengers and freight will fit overnight at lightning speed."

### Jones-Hansen-Cadillac Co. Holds Salesmen's Meeting

At a meeting of the Jones-Hansen-Cadillac organization held Thursday, a general sentiment of satisfaction with the present Cadillac models was voiced and each of the organization agreed that with the present models they should be able to make an excellent sales showing.

In appreciation of the splendid work of the sales force Mr. Hansen has promised a cash prize, which will be awarded the early part of May, to the salesman with the most consistent record.

## UTILITY OF AUTO NOW RECOGNIZED

"Franklin's" Distributor Cites Instances Where Auto Installation Means Greater Efficiency.

There is scarcely a business firm in the country that has not felt the effect of greatly overburdened transportation facilities that have existed ever since the United States entered the war. Delays in freight have given the motor truck industry a great impetus, and now with the sharp revision of passenger schedules, the difficulty for territorial salesmen to get from place to place and to meet the trade, is a matter of serious consequence and one which places a new meaning upon passenger automobile use.

H. Pelton, local Franklin dealer, has recently heard from the factory how the situation has been responsible for

a greatly increased interest in the Franklin for utility purposes. One of the most recent installations of this nature was made by a large New England cigar concern, through which their salesmen are now entirely independent of railroads and are able to increase the number of daily calls on customers greatly. When the cost per call is taken into consideration, automobile travel has another advantage in comparison with railroads.

While these utility installations are gaining in popularity, some interesting data on motoring costs will undoubtedly be tabulated by some concern, as the cars will be judged for their performance only. "From the data that the factory has available," says Mr. Pelton, "there is a very evident turn toward cars of the better grade incorporating light weight construction, because of economy in gasoline and tires. The Franklin car has also come in for attention because of the year-round reliability of its air-cooling system. I believe that this present year will show some wonderful development in automobile use of a commercial character."

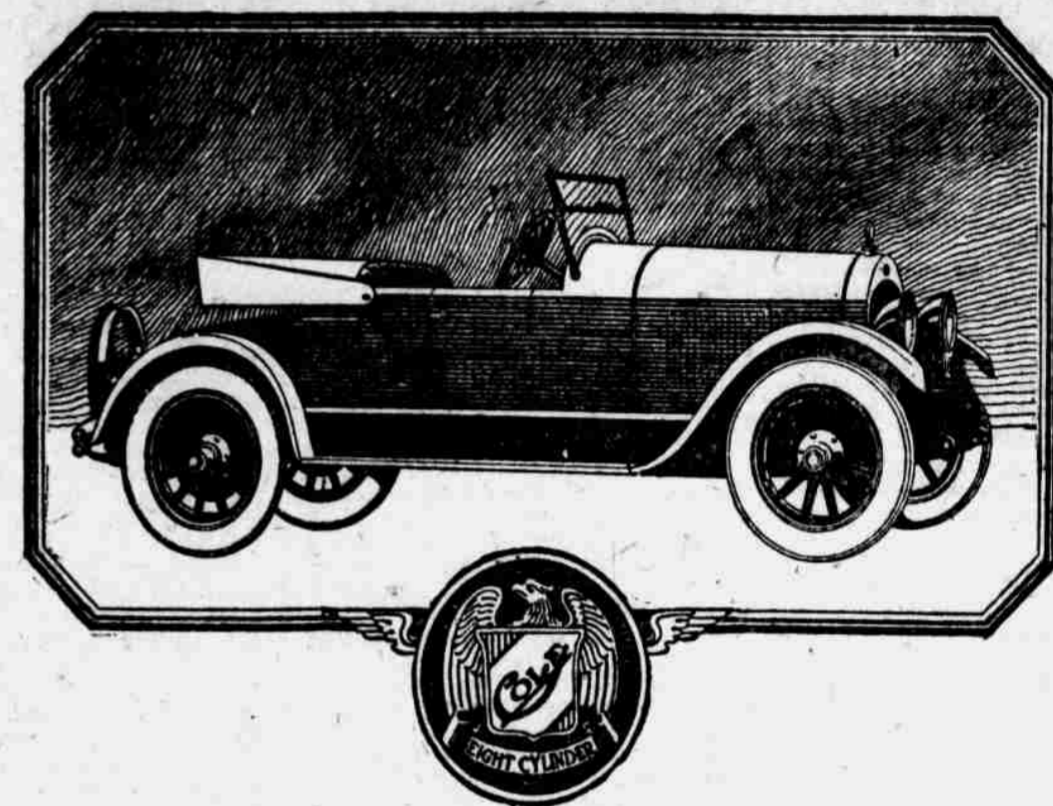
Everybody reads Bee Want Ads.

## AUTOCAR TRUCK PROVES POPULAR; HAS 6,000 USERS

The extent to which business houses in every part of the country have standardized on motor truck delivery for both long and short hauls, is one of the great phenomena attending the present congested freight situation. Making the start through necessity, thousands of firms have found motor equipment so much more dependable and economical than any other form that they are rapidly extending it. A recent examination of the list of some 6,000 users of the Autocar Motor truck showed that 415 different and distinct lines of business are represented.

An example of this delivery development is illustrated by the experience of A. Silz, Inc., of New York and Pittsburgh, dealers in fancy poultry and game. This firm keeps 22 motor delivery trucks constantly on the move in the New York territory alone.

## The Cole Aero-EIGHT



The Roadster supreme—the Cole Aero-Eight in two-passenger design. Nowhere is the Aerotype body shown to better advantage.

Nowhere is the splendid mechanism afforded a better opportunity to demonstrate its inherent capacity, utility, economy.

Four years of exclusive application to one chassis have been responsible for this marked advance in engineering.

Ten years devoted to the production of cars of quality are the sound foundation behind the Cole Aero-Eight.

The car that was the outstanding feature of the shows last January, the Aero-Eight has been the choice of the discriminating ever since.

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OMAHA  
Phone Harney 800

1914-16-18 Douglas Street  
OMAHA  
Phone Tyler 910

Striving Always to render to the automobile-using public the maximum in SERVICE, we desire to invite everyone to take advantage of the splendid facilities we are now able to offer.

**Blackstone Garage No. 1**—Thirty-eighth and Farnam Streets—In point of equipment is unexcelled for the rendering of service to the Electric Car Users. In the heart of the residential district of Omaha, is easy of access night or day. ABSOLUTELY FIRE-PROOF.

**Blackstone Garage No. 2**—Nineteenth and Douglas Streets—Is Omaha's best garage, is located in the downtown district, has just been completed and occupied and has every modern equipment that money could provide for the public's convenience. ABSOLUTELY FIREPROOF. We render service of every kind, night or day, to our patrons at a reasonable cost.

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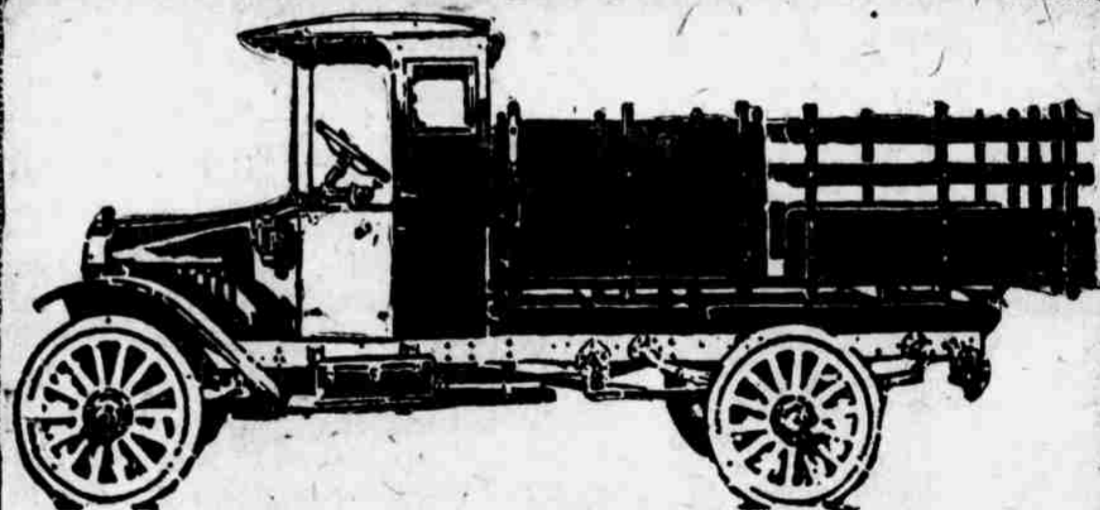
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# Blackstone Garage Co.

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