

## AMERICANS MASS TO MEET ATTACK BY TEUTON HORDE

U. S. Troops Under French High Command Facing Germans on Line Barring Them From Paris and Amiens.

With the American Forces in Northern France, Sunday, April 28.—American troops have taken up positions on the French battle front. Under the French high command, in which all ranks have supreme confidence, the American forces face the enemy on the line barring the Germans from Paris and Amiens. They have been there several days.

The Americans on entering the line found their positions in a rolling terrain. The artillery was the first on the line, entering on a dark night, which was made red by the continuous flashes of friendly and hostile guns.

When the infantry moved in, the firing was just as intense. In some places our troops, after passing through villages, were raked now and then with shrapnel. In several instances they found the trenches shallow, while in other cases there were no trenches at all. By this time the positions have been improved greatly and the shell holes connected.

**Sammies Confident.**  
The American lines generally are about 200 to 400 yards apart and the high ground is about evenly divided. What the future holds for the American forces, is, of course, unknown, but the Americans are confident that under the efficient French direction, although the tasks ahead may be difficult, they will give a good account of themselves and strike the boche a blow if opportunity offers.

It should be understood that this sector is not especially active in comparison with others to the north, although it is more active than those the Americans previously had faced. The artillery firing is heavy and intermittent, the German shells whizzing over the lines into towns in certain near areas.

There has not been a raid on either side of the line for several days, but at night the patrols are active, Americans approaching close to the enemy's lines. All during the night rapid machine and rifle fire indicates where the American bullets are keeping out enemy patrolling parties.

**Germans Hear Sammies Sing.**  
The march from the billet bases to the line was very impressive. Many units started off with the strains of the "Star Spangled Banner," played by regimental bands, in their cars.

At one place, the line must have reached the German lines, so close was the band, the gun flashes being reflected on the instruments. The constant roar of artillery was deafening as the Americans, marching as if on parade, disappeared down the roads past the American batteries which were sending many shells into the enemy lines.

The training period for the American troops lasted a few days, after which they moved up to within sound of the guns. There they rested while awaiting orders to go into battle, at the same time giving the last touches to their equipment. Many infantrymen curled up in his blankets under the stars, the more lucky having beds of straw in houses or barns. The officers fared about the same.

**Cheered By Populace.**  
The troops left for the front on trains on which they remained for some days, speeding through the towns, to the cheers of the French population. Some units passed other trains loaded with blue-clad poilus and the soldiers of the two republics cheered each other.

American flags were carried by many of the men. The correspondent saw several locomotives hauling trainloads of Americans with the Stars and Stripes flying. Every train was well protected against attack by hostile aircraft, and gunners with weapons mounted on flat cars were ready for instant work. Those who have been in contact with the Germans for some time say it does not pay to take chances, even when far from the line.

**Troops in High Spirits.**  
Once off the trains, the various units assembled their equipment and started out in the rain on marches which in some cases were more than 50 miles. But the rain did not keep up long. With the sunshine the spirits of the marching men rose so high that, though some of them were tired, nearly all trudged along toward the battlefield, under their heavy load, singing or whistling. They waved their hands at friendly passersby in return for the greetings from the men and kisses thrown by women and girls. The people marveled at the hardiness of these Americans as organizations which were making a march of 25 miles in a day passed along in this manner.

Through many towns the tramp of the men and rumble of artillery wheels sounded all through the night, for these forces were anxious to be on time at the points at which they were to receive special training. Such training was required because they were facing open warfare, whereas formerly they had fought in the trenches.

**American Aviator Downs Second German Airplane**  
Washington, April 29.—Lieutenant G. DeFrest Larner, an American aviator, has brought down his second German airplane. Flying alone, he attacked the German machine, killed the observer and shot the machine down in flames, killing the pilot.

The action took place in the Oise river area, where he was flying with the French armies on March 25. His first German machine was brought down March 18.

**Bishop Stuntz Dedicates New Church at Holdrege**  
Holdrege, Neb., April 29.—(Special.)—Bishop Homer C. Stuntz Sunday night dedicated the new \$45,000 Methodist church. The church is free of debt. The pastor of the church, Dr. A. O. Hinson, received over 30 new members into the church at the close of the dedicatory service. The new church is one of the most commodious and beautiful church buildings in the state. It seats more than 300 persons.

## BORGLUM REPORT ON AIR PROGRAM WAS "POCKETED"

Delays Rapped in Senate; Suggest Sculptor's Statement of Investigation "Kept in Dark" by President.

Washington, April 29.—Severe criticism of the delay in the aircraft program was made in the senate today in connection with the discussion of the aircraft report made to President Wilson made by Gutzon Borglum, the sculptor.

Senator Brandegee, who brought up the subject, referred to newspaper publication of what purported to be the sculptor's report and suggested that President Wilson had "pocketed it."

The whole subject, he said, should be investigated by the senate military committee. Borglum's report, as outlined in the newspaper publication, was critical of Major General Squier, chief of the signal corps, and of others.

Senators Hitchcock of Nebraska and Thomas of Colorado, democratic members of the military committee, said the entire situation had been gone over with Mr. Borglum and the sculptor had little new unpublished information.

**Fear Borglum Prejudiced.**

The committee, Senator Thomas said, had declined to call Mr. Borglum before it because he was "not entirely a disinterested witness," as he was reported to have connections with an aeronautical association which was a potential aircraft manufacturer.

Senator Brandegee said that Mr. Borglum, although given a letter by President Wilson authorizing him to obtain aviation information from the War department, had been "very much obstructed" by army officials. Referring to this report, said to have been given President Wilson, the Connecticut senator said:

**Time for Action.**  
"If it is anything like what is described in those blistering words, it is time the legislative department of the government should take some action."

Declaring it appeared that the "private" report of Mr. Borglum to the president apparently had been "pocketed," Senator Brandegee said it should not be "squelched and camouflaged and kept in the dark."

**Army Activities Publicity Plans Under Consideration**

Washington, April 29.—The whole question of how the American public shall be kept promptly informed as to army activities both abroad and at home is under consideration at the War department. In making this known today Secretary Baker frankly stated that the present system has proved entirely unsatisfactory.

The war secretary would not say what plans are under consideration, but it is known that the issuing of some sort of a daily statement is contemplated. This is regarded as necessary now that American soldiers not only have taken over several sectors of trenches in France as individual units, but also have been brigaded with French and British forces in Picardy, where the Germans still are trying to drive their offensive forward.

**Edward Shortt Appointed Chief Secretary for Ireland**

London, April 29.—Edward Shortt, member of the House of Commons for Newcastle-On-Tyne, has been appointed chief secretary for Ireland to succeed Henry Edward Duke, who has held that post since August, 1916. Edward Shortt is a liberal, born in 1862. He married in 1890 the daughter of the late A. G. Scott of Valparaiso.

According to the Daily Mail Mr. Duke has been anxious to retire from the office of chief secretary for a long time and had been only waiting a suitable successor.

**Bachelor Admits Slaying Two; Gets Life Sentence**

Ithaca, Mich., April 29.—Twenty-four hours after Willard Kimball, his wife and three children had been found slain at their home near here yesterday, Herman Wittig, a bachelor, who made his home with the family, confessed to the killing of the two and was sentenced to life imprisonment. Wittig admitted the shooting of Kimball and his wife, but denied knowledge of how the children met their death.

A quarrel over \$40, the police declare, was the only motive for the crime.



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CLYDE - 2 1/4 in.  
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**Try D. D. D. for Eczema**  
A Liquid Wash for Skin Disease  
35c, 60c and \$1.00

**BELL-ANS**  
Absolutely Removes Indigestion. Druggists refund money if it fails. 25c

## Widow Only Mourner at Funeral of Self-Slayer

Detroit, April 29.—With only one person attending the funeral of Helmut Schmidt, self-slayer, believed by the police to have been responsible for the death of three women, was held at Highland Park today. Mrs. Adele Ulrich Braun, to whom Schmidt, under the name of Braun,

was married in Lakewood, N. J., in 1914, was the sole mourner. Mrs. Braun shed new light today on charges she previously made that Schmidt acted as a German agent. She disclosed letters written in code, which she says she copied from letters in Schmidt's possession. These copies were made when Schmidt was absent on periodic trips to fortifications along the Atlantic coast, she said.

## Agitation Fails to Hurt Service, W. U. Head Says

New York, April 29.—Newcomb Carlton, president of the Western Union Telegraph company, today stated that agitation by members of the telegraphists' union had not impaired service. He said that of 40,000 Western Union employees invited to

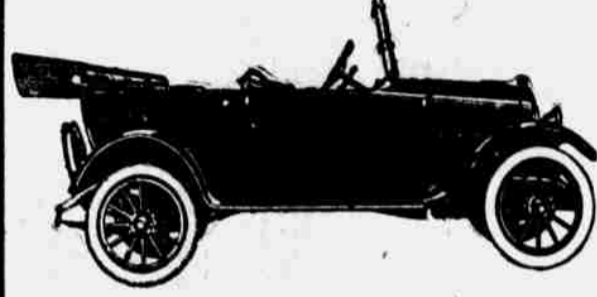
attend meetings yesterday in various cities for the purpose of organizing them into a union, his reports from all meetings held showed the total attendance of Western Union men was only 140.

**Federal Appointments.**  
Washington, April 29.—(Special Telegram.)—Postoffice at Patterman, Grant county, Nebraska, has been discontinued. Mail to Hyannis.

## Swimming to Be Taught Soldiers in Training Camps

Washington, April 29.—Swimming is to be taught soldiers in the training camps this summer as a military requirement, under plans announced today by the commission on training camp activities. Competent instructors will be provided at each campment.

# Do You Know the Terms of that 22,000 Mile Test?



## Maxwell Motor Cars

- 5-Pass. Car . . . \$ 825
- Roadster . . . . . 825
- 5-Pass. Car with All-Weather Top . . . 935
- 5-Pass. Sedan . . . 1275
- 6-Pass. Town Car 1275

All prices f. o. b. Detroit

Write when regular equipment with wheels and Town Car

You know, of course, that the Maxwell Motor Car is the long distance champion of the world.

You have read that a "stock" Maxwell 5-passenger car ran for 44 days and nights without stopping the motor.

And that, in the 44 days non-stop test, the Maxwell covered 22,022 miles, at an average speed of 25 miles per hour.

But have you, up to now, realized the full significance of that performance?

Do you know that no other motor car in the world has ever equalled or even approached that performance?

In a word, did you take this test seriously when you heard of it?

Or did you set it down as a "selling stunt" to give the publicity man something to talk about?

It's worth your while to read and to study the conditions under which that test was made.

You know that the American Automobile Association (familiarily known as the "A.A.A.") is the official arbiter of every automobile test and contest.

But perhaps you didn't know that when a maker places his product under A. A. A. supervision he must do absolutely as told and abide by the decisions of the Board.

That's why there are so few A. A. A. Official Records!

This 22,000-mile Maxwell non-stop test was official from start to finish.

Therein lies its value to you.

It proves absolutely the quality of the car—of the very Maxwell you buy.

For verily this was a "stock" Maxwell. Listen:—

First: the inspectors disassembled the motor to see that no special pistons, valves, bearing-metal or other parts had been used.

Every other unit was as critically inspected. Then the car was re-assembled under their own supervision.

As we had much at stake and the test was made in winter (November 23 to January 5) we asked permission to take certain little precautions against accidental stoppage.

Sounds reasonable, doesn't it?

But they refused permission to do any such thing.

For example:—They would not permit a rubber cover over the magneto—it wasn't "stock."

They refused to let us tape the ignition wire terminals—they are not taped on the Maxwells we sell—so of course it wasn't "stock."

Neither would they let us use a spiral coiled pipe in place of the usual straight one from tank to carburetor to guard against a breakage from the constant, unremitting vibration—it isn't "stock."

Nor to use a special high priced foreign make of spark plug—the run was made on the same spark plugs with which all Maxwells are equipped.

So rigid were the rules, we were unable to carry a spare tire on the rear—it wasn't "stock." A telegram to headquarters in New York finally brought a special permit to carry a spare tire.

"It isn't stock!" "It isn't stock!"

That was the laconic reply of those A. A. A. inspectors to every last suggestion that called for anything but the precise condition of the standard, stock model Maxwell that any customer can buy from any one of 3000 dealers anywhere.

We are glad now—mighty glad—that the rules were so strict and so rigidly enforced.

Any other car that ever attempts to equal that record must do it under official supervision—and comply with the same terms.

And it will have to go some.

For Maxwell set the standard when it performed this wonderful feat.

Maxwell complied with those rules—and made good.

Every drop of gasoline and oil and water was measured out and poured in by the inspectors themselves. They would not even let our man pour it in!

Every four hours the car had to report at the official station for checking.

And it had to be there on the minute.

And every minute there was an inspector beside the driver on the front seat—two more men in the rear. One got out only to let another in—day and night for 44 days and nights!

There was one technical stop.

It is interesting to know the circumstances.

Dead of night—a driving storm—a cloudburst—suddenly another car appeared in the road ahead.

In his effort to avoid a collision the Maxwell driver stalled his motor.

At least the observers thought it stopped and so reported.

The car did not stop, however, so its momentum again started the motor (if it had indeed stalled) when the clutch was let in.

The contest board exonerated our driver on grounds that his action was necessary to save life.

That shows you how rigid were the rules—how conscientiously applied by the observers.

You who have owned and driven motor cars—you who know how small a thing may clog a carburetor or a feed pipe; "short" a spark or stall a motor—will realize what a wonderfully well made car this must be to go through that test under those conditions—44 days—22,022 miles without stopping.

The exact amount of gasoline, of oil, of water used; the tire mileage, tire troubles, tire changes; the distance and the routes are matters of official record, attested under oath and guaranteed by the A. A. A.

(By the way, the average was nearly 10,000 miles per tire.)

Any Maxwell owner—or anyone interested may see those records.

And—here's the most wonderful part—though no attempt was or could be made for economy; the Maxwell averaged 22 miles per gallon of gasoline.

Some other car may, some time, equal some one of those performances. But to equal them all in the same test—that car must be a Maxwell.

### Official Figures of the Test

	Daily Mileage	Average Miles Per Gal. Gasoline
Nov. 23	811.9	22.2
" 24	531.4	22.8
" 25	537.4	21.49
" 26	505.9	22.47
" 27	516.5	21.70
" 28	509.6	23.02
" 29	515.5	26.40
" 30	480.1	22.80
Dec. 1	498.8	23.99
" 2	484.6	21.77
" 3	508.8	20.71
" 4	438.9	19.41
" 5	502.7	19.54
" 6	517.0	21.15
" 7	505.0	22.35
" 8	493.3	22.03
" 9	473.6	21.33
" 10	477.7	23.43
" 11	495.2	23.82
" 12	540.1	23.54
" 13	539.3	23.18
" 14	465.9	23.85
" 15	523.1	21.85
" 16	539.1	21.99
" 17	492.8	22.09
" 18	512.0	21.72
" 19	525.9	23.33
" 20	527.5	23.44
" 21	496.8	24.50
" 22	490.8	23.30
" 23	487.1	23.13
" 24	480.5	21.75
" 25	477.5	22.83
" 26	492.6	22.30
" 27	487.1	19.79
" 28	477.4	18.91
" 29	523.9	21.60
" 30	466.9	20.24
" 31	504.9	21.08
Jan. 1	501.4	19.82
" 1	501.8	20.07
" 2	479.1	21.56
" 3	453.6	19.82
" 4	562.5	19.10

Elapsed time . . . . .	44 days
Total mileage . . . . .	22,022.3
Average speed per hour . . . . .	25 miles
Average day's run . . . . .	500.6
"Longest day's run . . . . .	552.5
Average miles per gal. . . . .	22 miles
Smallest day's mileage . . . . .	438.9
per gallon . . . . .	18.10 miles
Greatest average miles . . . . .	26.33 miles
per gallon . . . . .	9.875 miles
Average tire life . . . . .	9,875 miles

\*Note—that longest day's run was made on last day of the test.



## Mid-City Motor Supply Company

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