

AUTOMOTIVE SECTION



LANDING PLACE TO GET TRYOUT AT AUTO SHOW

Curtis Government Plane to Land at Omaha Field for Proposed Coast-to-Coast Airmail Route.

Omaha's landing place on Center street on the air mail route from coast-to-coast will be given its first tryout during the Automobile show, March 10 to 15. This is the word that comes to the Chamber of Commerce. The place is ideal for the purpose, and if it had been made to order the arrangements could not have been improved upon.

When the Chamber of Commerce committee and representatives from Washington interested in the air mail service went out to look over sites for the landing place for mail airplanes the Center street location was immediately decided upon. This landing place consists of 50 acres of ground out on Center street, the same being a part of the old state fair site. It is as level as the top of a billiard table and easy to reach. It is close to the Leavenworth street car line and close to Center street, one of the paved and leading thoroughfares into the city. The street is a splendid auto road and in summer is one of the popular drives.

On the 50-acre tract, off the road, the hangars for the mail-carrying airplanes will be erected, and in connection therewith will be the gas tanks, shops and quarters for men in charge of the machines.

Curtis Government Plane.

Of course, the finishing touches will not be put on the landing place by the time the first plane arrives, which will be March 7. This machine is of the Curtis type and is one of the accepted airplanes, having a spread of 47 feet and 10 inches from tip to tip of wings. It is driven by one of government accepted engines and is capable of traveling at a terrific rate of speed. It is coming from Belleville, Ill., a distance of more than 400 miles, in an air mail. The plane is expected to cover this distance in not to exceed four hours and will make the trip without stopping for gas. Who will pilot the Curtis plane to Omaha is not known. However, he will be a government man, familiar with this type of machine.

Correspondence with Washington.

At the Chamber of Commerce officials are in correspondence with Washington and within a few days expect to be advised of who will pilot the airplane to Omaha, the time of its departure and the time of its arrival at the Omaha field. Of course, the exact time of arrival is somewhat problematic, for sometimes wind and weather interfere with the movements of airplanes, but if all goes well a pilot starting out on a 400-mile flight can figure within a few minutes on what time he will reach his destination.

Coming into Omaha, it is the plan of the Chamber of Commerce officials to have the airplane circle over the city two or three times and then sail off to the landing place that will be distinctly marked in order to give the pilot his correct bearings.

The big Curtis war airplane is to be one of the stellar features of the auto show. During the continuance of the show it will be on exhibition downtown, constantly in charge of men who are familiar with its mechanism and who will explain everything in connection with it to the visitors.

Plans contemplate keeping the Curtis plane at the Center street field during the nights that the show is in progress and bringing it to the city each morning. If this program is not changed, each morning during the show the plane will fly from its hangar, circling over the city and landing in the vicinity of the Auditorium, where the show is to be held.

Perforated Like Sieve, Cadillac Does Its Work

Major W. P. Wattle, in command of the 53d telegraph battalion, A. E. F., and formerly of the Bell Telephone company of Pennsylvania, has recorded one of the most interesting Cadillac stories of the war. His description is as follows: "A few days ago I had a rather close shave, but over here one realizes that a miss is as good as a few feet. I had gone out to inspect some telephone lines. Arriving at little town, I stopped my car alongside of a stone wall, where I would not be too visible from above. I sat for a few minutes looking over the country through my field glasses. The boches were shelling a town about three-quarters of a mile away. The chauffeur and I got out of the car and I decided to walk down the road where I could get a better view of the line. "When I had gone about 75 yards, the boches threw over about 10 shells, which went over my head and exploded in the town behind me. Oh, yes, I was flat on the ground, waiting for the burst of anger to subside—following out the saying that 'he who flops without delay may live to flop another day.' "When I got back to my car I found that one of the shells had exploded alongside it, tearing a four-foot hole in the wall, hurling about two bushels of rock into the car, and riddling the body of the car with 115 clean holes, not including numerous dents. Some shell fragments had gone through the metal, the upholstery and out through the

Lieut. R. J. Marshall Returns from Army to Sprague Company



Lt. Robert J. Marshall, with the Sprague Rubber company before the war, has been discharged from service and returns to the Sprague Rubber and Tire company, after having spent a great deal of time in the study of fabrics and construction of balloons.

Lieutenant Marshall arrived home Wednesday and is stopping with his parents, Mr. and Mrs. W. K. Marshall, 2221 Larimore avenue. He received his honorable discharge from the army February 11 at Arcadia, Cal., where he was assistant field balloon officer. Lieutenant Marshall received his commission at Florence field. He later studied fabrics and construction and was made inspector at Akron, O., Cambridge, Mass., and New Haven, Conn. He was later sent to California as a balloon inspector.

other side. The windshield was smashed, the top, which was folded, was literally riddled, and there were seven punctures in one tire and four in another.

"The only mechanical damage to the engine was a small hole in the water jacket (which we plugged with a piece of wood) and a small leak in the pipe line to the oil gauge.

CARRIES BABY'S SHOE IN RACES JUST FOR LUCK

Eddie Pullen Has Most Remarkable Escape and Gives That as the Reason.

Eddie Pullen, who will be relief driver for Clifford Durant in the 500-mile Liberty sweepstakes on May 31, has had some unique experience in his racing career. Pullen is the only driver to have won an American Grand prize race with a car made in this country, scoring in 1914 at Santa Monica in a Mercer.

When Pullen won the Grand prize he surprised the racing world. Two days previously he had shaken hands with death on what is known as "dead-man's turn" on the Santa Monica course with the same Mercer, in the Vanderbilt cup race. The car came into the turn too fast, skidded and crashed through the fence after it blew a tire. To the uninitiated it looked like a hopeless pile of junk.

Pullen and his mechanic were thrown out but escaped bruises. They towed the wrecked car to their camp and started tearing it to pieces. The morning of the second day Pullen faced the starter and romped home winner of the Grand prize. He had found that the spilt had not damaged the engine and that he could straighten the frame, put in a new front and rear axle and be ready to race. Photographs taken of the car as it plunged through the fence show that it was at the same time one of the most peculiar accidents, for the driver and mechanic came through unscathed when the pictures show the car seemingly ready to fall or them.

Eddie always attributed his escape to the fact that he was carrying one of his baby's little shoes on his steering wheel and from that day to this he has never started a race without it. Pullen got his training with the late Hughie Hughes, who drove the first wire wheeled race car in an Indianapolis 500-mile event, his Mercer entry of 1912, and Hughie knew well all the tricks of the trade. If Clifford Durant turns the wheel of his Chevrolet special over to Pullen during the race the fans will see spectacular driving.

Motor Meet in Siam Gives Natives Touch of High Life

Two Saxon Cars Come in First and Second in Thrilling Finish of Race.

In far-away Siam automobile races are not common occurrences. Therefore, when a number of automobile dealers got together in a race just before the armistice was signed, the Siamese citizens of the ancient city of Bangkok were greatly excited.

The "motor meet" was run off on one of the main avenues of Bangkok and the straight-away led directly past the palace. The street was lined with the curious who gathered from miles around to see the product of the western civilization show its speed. At the beginning of the course, the various cars, which had come half way around the

world, began to race. At the end they were strung out over several blocks. The interesting feature of the race culminated in the final heat between the Saxon cars. In other words, the real exciting part of the race came near the end and the two Saxon cars were, so to speak, "going it neck and neck." Naturally a Saxon won the race, and just which Saxon makes little difference. The crowds in their picturesque raiment of highly colored silks and cotton cloth showed great interest. Following their custom, they continued to cheer the "Betel-nut" while they commented on the respective merits of the cars entered in the race. The Bangkok representative of the Saxon cars found his place very popular after the race; many distinctive citizens of Siam crowded around his show room to examine duplicates of the cars which had won first and second places.

Storage Batteries Wear Out Just Like Tires

"The storage battery," says Elmer Rosengren of the Nebraska Storage Battery company, "is just as liable to wear out as tires, and like the tire, it must be given careful attention by the owner if the longest possible life is to be given it.

"A storage battery is a chemical apparatus, consisting of positive and negative lead plates immersed in electrolyte, a solution of sulphuric acid. When the starting motor is used or the lights or ignition system put on the circuit, a certain electro-chemical action, takes place between the positive and negative plates in the presence of the electrolyte and electricity flows through the wires.

"As this chemical action continues the character of the plates change, the current will, ultimately, cease to flow and the battery is dead. This condition, however, is forestalled by the generator causing the current to flow in the opposite direction, or to "charge" the battery."

Public to Be Able to Get Tires of All Sizes Soon

Announcement is made by the National Automobile Chamber of Commerce that at a joint meeting of committees representing tire and automobile manufacturers on February 13, it was decided that all re-

strictions that had been adopted as a war measure on the manufacture of certain sizes and styles of pneumatic tires for renewal purposes would be removed and that tires of all sizes would be made as long as there is a demand for them by the public.

Cole Aero-Eight Enters Season of Great Demand

Introduced at a time when the interest of the whole country was focused not on its own personal needs but the demands of the nation at war, the Cole Aero-Eight, which made its debut in January, 1918, was given its first real chance to exert its influence unhampered on the American automobile market with the automobile shows this year.

And to say that the results have been gratifying, according to the officials of the Cole Motor Car company, its builders, is putting it mildly.

Both at Chicago and New York the sales of Aero-Eights made at the show exhibits more than doubled the number ever before made by the Cole dealers at these two points, despite the fact that both of these events were local and not national shows as in years past.

CAR OWNERS IN FAVOR OF ROAD BILL FOR NATION

Road Organization for Highway Progress Support the Townsend Bill.

Washington, D. C., Feb. 22.—"That a preponderating majority of the 6,000,000 passenger car and motor truck owners of the country will support the Townsend bill in the 66th congress is practically assured," asserts President David Jameson of the American Automobile association, which represents motorists generally in national organized form.

"Ever since the A. A. A., in January, 1912, called the first Federal Aid in Roads convention in the capital city, there has been a steady and logical progress toward comprehensive participation in highways betterment by the national government," according to Mr. Jameson, who then goes on to say:

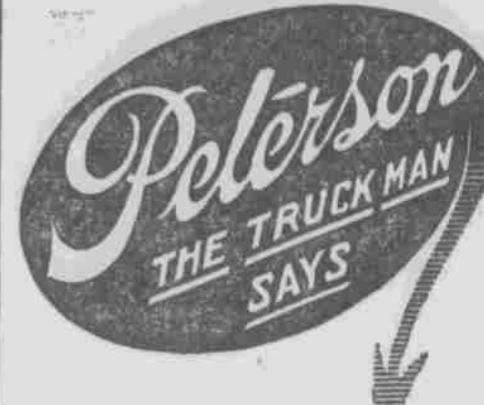
"The explanation of this development is exceedingly simple and consists mainly in the fact that we now utilize for passengers and freight road vehicles which disregard county sub-divisions and state lines. There must be a distribution of highways authority among the several sub-divisions. In our own councils we have repeatedly discussed the proposition that there should be no smaller unit than the county, which would mean county roads, then state roads, and, finally, federal roads."

Stitch in Time on Tire Will Give It Many Miles

"Comparatively few car owners realize what a 'business within a business' the manufacture and sale of tire savers and repair materials has come to be," says C. A. Cramer, branch manager, the Goodyear Tire and Rubber company.

"One might imagine that tire companies would be pleased to have tires wear out quickly, so new purchases would be necessary. What we want, however, is tire mileage and pleased customers. For the


tire user we repeat the old saying, 'A stitch in time saves nine.' This principle is as old as the hills, but its application to the use of tires is comparatively new. The most insignificant repairs, if made in time, often mean thousands of miles of service. Repair men may have to be consulted for some repairs, but tire users, themselves,



A Wonderful Truck for Farmers

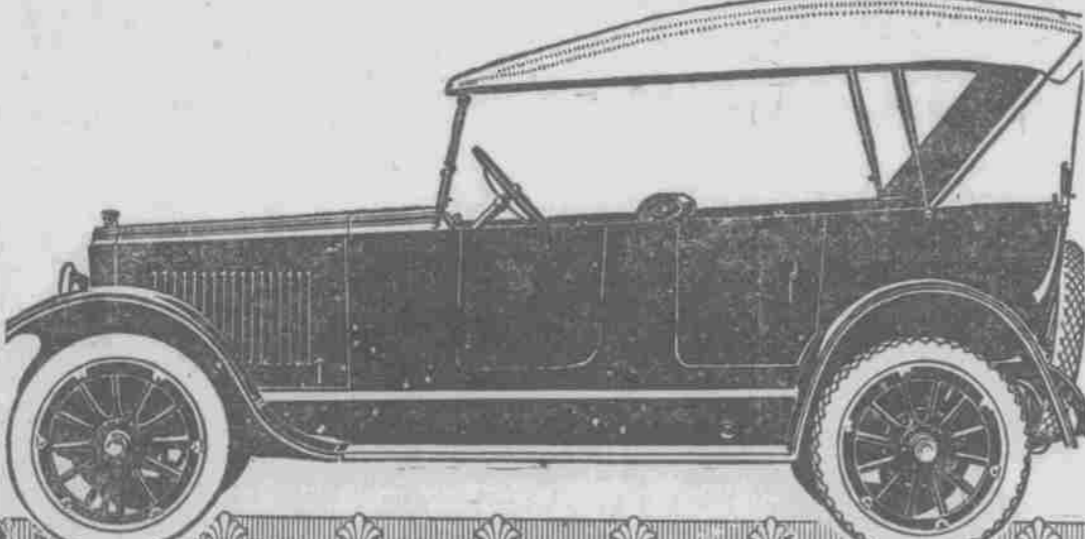
The Hawkeye Truck is the logical truck for western farmers. It is built for year-round service under all farm conditions. It is built lower to the ground to load easily, yet has ample road clearance for road and field, plenty of speed and a surplus of power. It has springs heavy enough to carry the load down low. The painting is done by hand, not sprayed or dipped.

GARY and HAWKEYE



PETERSON TRUCK CO.

DISTRIBUTOR
2427 Farnam St.-Omaha. Phone Doug-4473



PATERSON SIX

THE PATERSON Model 6-46 for 1919 is a finer value than we have ever offered. There is a spirit of refinement and comfort built into this beautiful car that has been imitated but never equalled in a car selling for less than \$2,500.

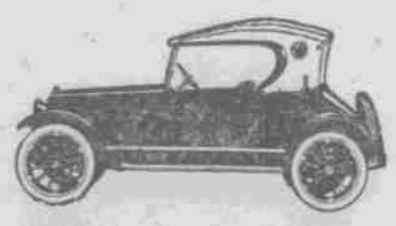
The long sweeping lines of the PATERSON are accomplished by providing a long wheelbase. This allows for unusual roominess in each compartment of both touring cars and roadster.

The PATERSON chassis for 1919 is extremely simple in design—every unnecessary detail has been eliminated. The exact balance of this chassis is responsible for a degree of comfort and economy that is seldom attained.

PRICES

4-Passenger Roadster.....	\$1,595
5-Passenger Touring Car.....	\$1,595
7-Passenger Touring Car.....	\$1,625

F. O. B. Flint



NEBRASKA PATERSON AUTO CO.

New Location
Omaha
235 No. 10th St., Lincoln

Phone Douglas 7582




"Efficiency Expert"

Nothing contributes more to the increasing demand for the Overland Model 90 car than the valuation business men place upon it as an efficiency asset. By word of mouth these men have firmly established the reputation of the Model 90 as a dependable, economical car. It deserves the public's appreciation because it meets everyday needs. It is important to observe that women praise its fine appearance and comfort as enthusiastically as men endorse its faithful performance.

Van Brunt Automobile Co.

New Omaha Location—2562-64 Farnam St.
Omaha, Neb. Council Bluffs, Iowa.

Overland Model Ninety Five Passenger Touring Car \$985; Sedan \$1495; f. o. b. Toledo