

LIFE OF TRUCK IS MANY TIMES THAT OF HORSE

Carl Changstrom Shows by the Records That Trucks Have Not Worn Out to Date.

"How many horses will one motor truck outlive"—is the question truck users are asking.

Motor truck users of this vicinity, and others interested in auto motive topics are musing over the problem of the longevity of a motor truck, principally due to the recently promulgated statistics of the United States government to the effect that the average working life of a horse is three years.

Carl Changstrom of the Standard Motor Car company gave them some information on the subject in the intelligence that he has never known of an Indiana truck wearing out, even though they are now entering their ninth year of service in many instances.

He had some important news from the Indiana factory along this line, to the effect that the first Indiana truck built is still running every day for the O. Gordon stores, with headquarters at Gas City, Ind. This truck has run over 100,000 miles, carrying heavy loads of hardware and furniture and the like, and apparently is good for another eight or nine years of service.

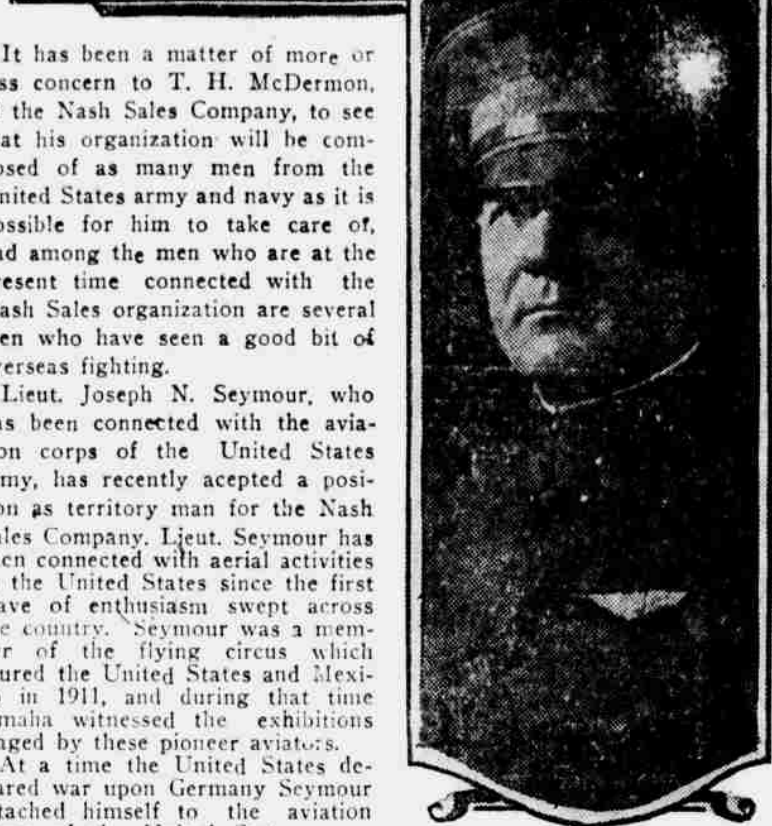
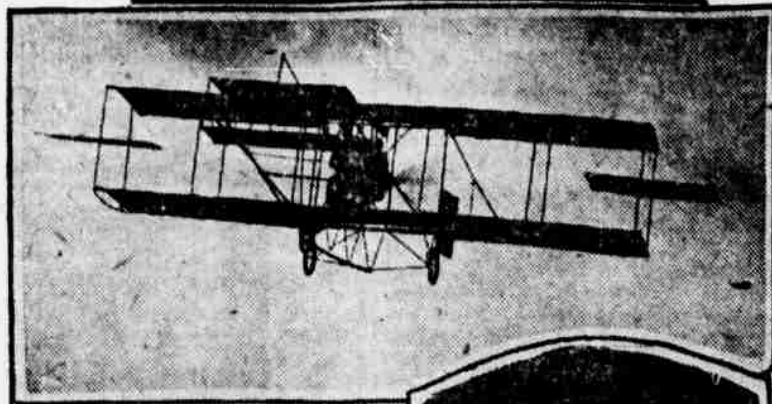
He also had information about the thirty-first truck built by this factory. This truck is hauling mail, express and passengers between Columbus, Ky., and Campbellsville, Ky., and has been successfully doing this for about seven years, though in service for other tasks earlier in its career.

The twenty-ninth truck turned out by this factory is being used by the Bible Sand company of Chattanooga, Tenn.

Petroleum Problems to Be Discussed in Mexico

Mexico City, April 5.—Petroleum problems will be taken up by the extraordinary session of the Mexican congress, which will convene May 1, according to a statement made by President Carranza today to newspaper correspondents.

Trained Airman in France; Now Sells Autos in Omaha



It has been a matter of more or less concern to T. H. McDermion, of the Nash Sales Company, to see that his organization will be composed of as many men from the United States army and navy as it is possible for him to take care of, and among the men who are at the present time connected with the Nash Sales organization are several men who have seen a good bit of overseas fighting.

Lieut. Joseph N. Seymour, who has been connected with the aviation corps of the United States army, has recently accepted a position as territory man for the Nash Sales Company. Lieut. Seymour has been connected with aerial activities in the United States since the first wave of enthusiasm swept across the country. Seymour was a member of the flying circus which toured the United States and Mexico in 1911, and during that time Omaha witnessed the exhibitions staged by these pioneer aviators.

At a time the United States declared war upon Germany Seymour attached himself to the aviation corps of the United States army and for a considerable length of time was engaged in training aviators in the United States. Seymour was then sent to the training fields in France and for 15 months was in charge of one of the overseas training fields.

Lt. Joseph N. Seymour

last training which the aviators receive before going into actual combat and the trainers are required to judge men and their capabilities to a very fine degree. Seymour's career in the automobile business dates back to 1902, at which time he entered automobile activities in New York City. In 1909 Seymour entered in several automobile races and has been active in all manner of automobile endeavors since that time.

New Gas Tank Cover Takes Much Danger From Air Fighting

Since the bureau of aircraft production raised the ban of secrecy from certain aeroplane developments of the war, many achievements have been noted in sky fighting, such as the Liberty motor, radiophone, helium and other inventions that are attracting wide attention. Now comes news of the leak-proof gas tank cover, a product of the Miller Rubber company of Akron, O., that bids fair to end the most terrible menace our aeroplane fighters faced—the danger of falling in flames.

"Plunged to the earth in a mass of flames" was an all too common verdict when allied aviators fell in combat, the victim of the enemy aircraft machine guns. How to prevent the resulting explosion after the aeroplane tank had been pierced by bullets was the problem that appears to have been solved by the Akron company, a large rubber manufacturing concern producing automobile tires, accessories and drug sundries. It was while peace whistles were blowing that the government was adopting this unique device.

O'Donnell Enters 500-Mile Indianapolis Sweepstakes

Indianapolis, Ind., April 5.—Eddie O'Donnell, the star of the Duesenberg team three and four seasons back, has signaled his return to the "big time" by filing his entry for the 500-mile Liberty Sweepstakes, on the Indianapolis Motor Speedway, May 31. The entry for O'Donnell was made by Fred Duesenberg, one of the racing game's staunchest supporters for several years, and one of the best high-speed engine builders in the country.

Duesenberg has built a new car for O'Donnell, which will lack one inch of the maximum engine piston displacement. This is a four-cylinder "job" with a bore of 3 3/4 and a stroke of 6 3/4, giving a total piston displacement of 299 cubic inches.

Duesenberg expects to have two cars in the race to team with O'Donnell, although the entries have not been made. The car is owned by the Duesenberg Bros., Elizabeth, N. J., but the entry is made in the name of Fred Duesenberg.

Returns from Navy to Enter Firm Which Handles Firestones



John A. Lee

The firm of Lee-Lyons & Lee has recently leased the location at 2574 Harney street, for the purpose of selling Firestone tires and accessories.

Personnel of the company include John A. Lee, J. G. Lyons and Clem J. Lee. John A. Lee has recently been honorably discharged from the United States navy where he has served as coxswain since shortly after the United States declared war upon Germany.

J. G. Lyons for a considerable length of time has been one of the star salesmen for Mason Tire and Rubber company, and has represented them in this territory until making this new connection. Clem J. Lee has been connected with his father as manager and treasurer of the Uncle Sams Breakfast Food company.

Paris Reaps Harvest From Americans at Peace Conference

Paris, April 5.—Conference Paris is gay, expensive and anxious. The delegates, particularly the hosts of reserve, are packed at every performance. "Zig-Zag" at the Folies Bergeres is one of the greatest successes, and there and at half a dozen other houses seats are regularly sold at a premium. A stall costs at least 15 francs (\$3) and even more, but at those prices the demand exceeds the supply.

The same thing is true of the fashionable restaurants. The prices are far beyond anything ever dreamed of by the most rapacious London restaurateur, but still tables have to be booked in advance.

The British delegation contributes comparatively little to the orgy of extravagance. The Hotel Majestic is a long distance away from Boulevard Paris, and the majority of the delegates and their staffs spend restful evenings within its comfortable, if rather ugly seclusion, for it is a fact not without sardonic interest that the Majestic was built with boche money and according to boche taste.

The Americans are everywhere. American officers, American officials, and American special correspondents are to be found in every restaurant and every theater, with always a considerable sprinkling of American women, either in nurses' or Y. M. C. A. uniforms.

The Americans at present in Paris evidently have plenty of money, and the famine prices do not worry them at all.

With them are Italians in their gray uniforms, Poles in their handsome and striking blue uniforms, and odd-looking individuals, speaking an unknown tongue, who are invariably regarded as Jugo-Slavs.

Everywhere one goes, too, there are always two or three silent Japanese, watching, watching, watching—and so intent that they hardly speak even to each other.

There are places in Paris like the Ritz hotel and such restaurants as the Voisin, where English and American are the only languages one hears, but the Ritz is the appanage of the conference rather than the conference itself.

Packing. The packing commonly used on the flanged joints of the exhaust pipe is asbestos. Gaskets of standard sizes for these manifold connections may now be had, but if they are not obtainable for any reason the car owner can cut them from asbestos board. They should be soaked in water and rubbed with graphite before they are installed. The inlet manifold joints can be made tight with shellac. The joints in the cooling system, unions, flange elbows, etc., should be smeared with red lead and oil.

Advertisement for Stearns cars, featuring the text 'The Unrivalled Capacity for Economical Service' and 'THE more you know about other motor cars the more you will appreciate the new series Stearns.' It includes a small illustration of a car and a repeating 'Stearns' logo border.

Woman Suffrage Part of the Zionist Constitution

Parties in Palestine Agreeing That Candidates Must Speak Hebrew, Conduct Vigorous Campaign to Capture Votes for Permanent Legislative Body.

New York, April 5.—(Special)—All the spectacular features of an American pre-election campaign are being employed by the political parties of Palestine in their efforts to win a majority of delegates to the constituent assembly which it is expected will convene this month. Women may also be elected as delegates to the assembly, the only limitations being that the must have passed their 24th birthday, and be able to speak, read and write Hebrew. These qualifications extend also to the male candidates.

posed the following agenda for the constituent assembly:

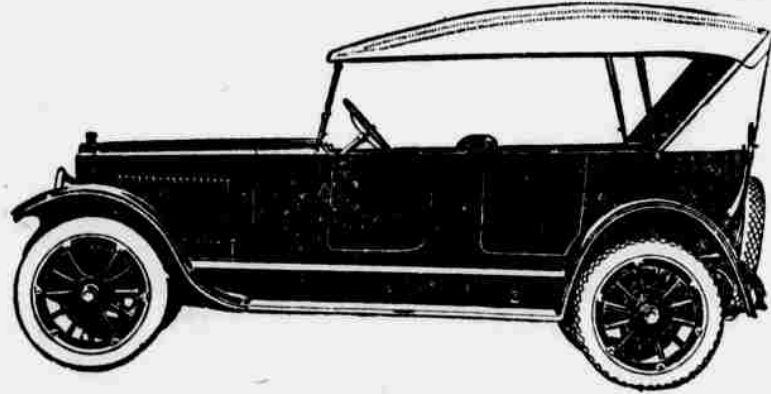
- (1) The strengthening of Hebrew culture and the recognition of Hebrew as the official Jewish language in Palestine; (2) The status and functions of the court of arbitration (Mishpat Hashalom) and (3) The political organization of Palestinian Jewry.

Three new parties have recently been formed in Palestine: The Ezrah, the National Radical party and the Hapoel Hazair.

Half a dozen minor league players are hitched up with our troops in Russia. Base ball to bolshevism.

Nobody'd care if Burleson couldn't live on his cabinet salary.

The Paterson Six



A Car of Remarkable Value

The W. A. Paterson Company have to offer for 1919 a long lined, lithe, beauty of body and design such as you naturally associate in your mind with only the finest cars. The finish is such as is customarily found on only much higher priced cars, a lustrous body coating that will prove as lasting as it is rich. You must see this car to appreciate its true beauty.

This big, roomy Paterson Six drives as easily as it rides. We want you to live it—to ride in it—then pass judgment from your own experience.

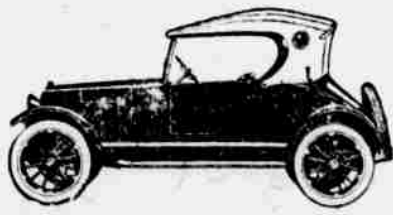
Read These Specifications

- MOTOR—6-cylinder, Red Seal-Continental. This is so well known that no elaborate description is necessary. DELCO starting, lighting and ignition system. WILLARD STORAGE BATTERIES. Rear gasoline tank—STEWART vacuum feed. HOTCHKISS Drive—two Hartford universal joints. Full-floating, demountable rear axle, spiral gears. Drive members easily removable. Brakes—internal and external on rear hubs. Front axle, I-beam section. Roller bearings for front wheels. Full ventilating rain vision windshield. STEWART-WARNER Speedometer, Electric horn. NITROBERG carburetor. Full tool equipment, of course with instant and easy reach, in a special case built into the left hand door next to the driver's seat.

Price \$1595.00 f. o. b. Flint, Mich.

Dealers:

Desirable territory in Nebraska and Western Iowa still open.



Nebraska Paterson Auto Co.

New Location: 2046 Farnam St. Omaha. Phone Doug. 7582. 235 No. 10th St., Lincoln.

Advertisement for Hall-Scott Motor Car Company, Inc. featuring a facsimile of a letter from E.J. Hall to D. McCall White. The letter discusses the quality of Cadillac cars and expresses a desire to purchase one. The company name and address in Berkeley, California are also provided.

Facsimile of a letter received from Col. E. J. Hall, one of the designers of the famous Liberty engine.

1- Just received your favor of the 12th and was glad to hear from you. I have been expecting to go East, with the intention of looking you up. I am still expecting to get away from San Francisco about the 15th or 16th and will probably be around Detroit about the 1st.

2- In regard to the Cadillac cars abroad, I believe that these cars, from my observations, gave better service than any other make of car in France. I personally used Cadillac cars practically in all my traveling to and from the Front and on the Front during my stay abroad, and as this work was during bad weather and generally averaged from 14 to 16 hours a day, and most of the driving was done around an average of 40 miles an hour. Furthermore I never saw a Cadillac car in France that was tied up for 5 minutes on any kind, and as many officers would delay their trips until they could get a Cadillac, whereas there were many other makes of Foreign and American cars available I believe you have reached practically the limit of improvements on this car. I could not recommend any arrival home was to purchase one for my own use. Hoping to see you soon. I remain Very truly yours, E.J. Hall

Similar evidence of Cadillac supremacy is prevalent in army circles and elsewhere. Why not buy your Cadillac NOW?

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