

POTASH MEN OF NEBRASKA AND UTAH TO UNITE

To Effect Combination to Strengthen the Industry in the Two States.

The potash industry in America, which is interesting to thousands of Nebraskaans, will automatically hold its own in the commercial world, notwithstanding the threat of European countries that foreign mined potash will be shipped into the United States, according to Theodore Rodman, half-owner of one of the largest potash mines in the United States. Mr. Rodman is in Omaha in the interest of effecting a combination of Nebraska and Utah potash manufacturers for the purpose of strengthening the industry.

The public has the wrong idea of the potash industry. It has been misinformed of the conditions met by the western producers of the product. Mr. Rodman said, "Home industry in manufacturing and mining as well as in retail commerce is essential to the United States. The mines in Utah and the potash lakes in Nebraska can produce and have been producing untold quantities of potassium chloride and potassium sulphate. A product 97 per cent pure is mined in Utah, in comparison with the inferior sulphate which foreign countries are trying to import into this country. Thousands of tons of the product from the western mines have been shipped to the south and east for farming purposes. The United States can supply the world with potash and the by-products of alumina, sulphuric acid, chlorine and sodium without relying upon foreign mines."

Can Compete With Europe. We can compete favorably with Europe in the Atlantic ports with the foreign market that received \$85 a ton as a minimum price for potassium sulphate that holds less percentage than the American product. Thousands of Nebraskaans who have money invested in potash besieged congress at the last session to place such a heavy duty on the import of foreign potash and its by-products that it would not interfere with the American market. Representatives of 21 potash mines met in Denver Wednesday night for the purpose of organizing the National Association of Potash Producers, which movement Mr. Rodman is in Omaha to launch. Willis E. Reed, former attorney general of Nebraska, is an exponent of the idea. Dr. G. E. Condra, state geologist and government inspector of potash mines, has recommended these efforts in stabilizing the industry.

"In my personal opinion, the future potash industry of the United States will depend upon the methods adopted by the government in keeping out of this country the inferior grades of potash that are mined by foreign nations," Mr. Condra said. "It is true that foreign countries can produce high-grade potash, but an exorbitant price far above that for which American mines can produce it will be asked."

Interest in Move. W. H. Osterberg, vice-president of the Western Alkali Refining company, Omaha, and W. P. S. known as the "Potash King" of America, are interested in the organization of potash investors.

A chief advantage of the American mined potash over the product mined in foreign countries is the purity of the potash. Mr. Sharp said. In some western mines, notably the Aluminum Potash Mines of Utah, 750 pounds of aluminum, a raw product 97 per cent pure, are obtained out of each ton of potash mined. Sulphuric acid is also obtained in large quantities. Potassium sulphate from the Utah mines is selling for as high as \$400 a ton, manufacturers say.

Australian Workers' Lot Is Better Than That of Europeans

Melbourne, Australia, April 5.—An interesting comparison between Australian and French labor and living conditions was made by Commissioner Thomsen, of the French mission to Australia, previous to his departure for the United States. Commissioner Thomsen stated, to begin with, that the condition of the Australian worker was preferable to that of the worker of any European country. The reason for that, he said, was the universal application of the eight-hour day. Part of the uncertainty of the conditions of European labor is the lack of a uniform international working day. In England certain factories are clamoring for a six-hour day, while in many countries on the continent the day of labor may mean anything from eight to twelve hours.

The commissioner pointed out that wages in Australia were generally much higher than in France and the rest of Europe, with the exception that the highly skilled laborer received more in France than in Australia.

It appeared to M. Thomsen that the Australian worker was better housed and better dressed than the French worker, and that was due to the fact that taxation does not fall so heavily upon the Australian working class as it does upon the French. Regarding food, the commissioner thought the Frenchman had his ally of the Southern Cross at a disadvantage, despite the high prices current in France. This was due, in his opinion, to the greater thriftiness of the French housekeeper.

M. Thomsen admired very much the wide legislative power for labor laws possessed by Australian states, as compared with France.

CHICAGO NOW CLAIMS 3,000,000 POPULATION. Chicago, April 5.—Postoffice authorities, and the Ruben H. Donnelly corporation, publishers of the city directory, estimate that Chicago has passed the 3,000,000 mark, almost a million more than the census of 1910. If this is true, Chicago may be larger today than Paris, and the fourth city of the world instead of the fifth.

New Firm to Make Packard Plant Here Equal of Any



J. E. Hoyt.



Frank J. Bury.

Three Men Who Make Up the Firm Plan to Have Most Complete Organization.

Omaha is soon to have a Packard organization equal in every extent to the organizations which have been built up in cities as New York, Detroit and Chicago. The firm of Hurst-Bury & Hoyt, who have recently taken over the distributors' contract for Packard automobiles and trucks in this territory, have for some time been in very close touch with the Packard organization. In fact Mr. Bury and Mr. Hoyt have been actively connected with the Packard organization for a considerable length of time.

Frank J. Bury is the man who is largely responsible for the universal service plan which the Packard factory has been working on during the past few years. It is largely through the efforts of Mr. Bury that this plan of handling and checking service work has been perfected. Mr. Bury devoted a great deal of time to this particular branch of the work. He was manager of the service department of the Detroit branch.

J. E. Hoyt has been connected with the automobile industry since he was a young boy. His first work was at Flint, Mich., where he was connected with the Durant-Dort combination. Later Mr. Hoyt joined the Packard people and has been connected with the Detroit organization for a number of years. During the Packard sales contest conducted in 1917, Hoyt ranked as second best salesman in the United States.

After Library, Music Is Plan of Carnegie Trust for Education

Edinburgh, April 5.—After libraries, music. Nearly £2,130,000 (\$10,600,000) has been devoted by Andrew Carnegie and the Carnegie United Kingdom Trust in the building of town libraries, and the trust has now reaffirmed its decision to suspend the making of building grants and to confine attention, so far as town library work is concerned, to the liquidation of library debts.

The latest activities of the trust, according to the report, are in the domain of music. Sooner or later, the report states, the trustees will have to consider whether they can in any practical way encourage the actual performance of the finest native music, or whether the matter is one best left to private enterprise.

A high tribute is paid to the "Old Vic" in London, its low prices and the high standard of its dramatic and operatic performances. The trust has co-operated in putting the affairs of the "Old Vic" on a more satisfactory basis, and will co-operate in any scheme that may be drawn up with the object of insuring that the place shall continue its great educational work.

In the Scottish Education act the new county authorities can institute rural library schemes and the trustees offer to co-operate. They are disappointed, however, that there is no such provision in the English act; hence "they feel considerable hesitation in actively promoting further developments south of the Tweed."

Council's Attention Called to Broken Glass in Streets

Broken glass strewn on Omaha pavement calls for a protest from the municipal affairs committee of the Chamber of Commerce. A recommendation to the city administration to keep the streets free of broken glass was sent to the mayor.

Beer Test Suit Begun.

New York, April 5.—The James Everard's breweries, sued by a minority stockholder in an injunction suit brought to test the constitutionality of the wartime prohibition act, and the validity of government seizures that beer of one-half of 1 per cent or more alcoholic content is intoxicating, filed an answer in the federal court today, asking for a judicial determination of intoxicants.

Farewell Given Doughboys in France Quiet and Dreary

France, Which Turned Out to Greet Yankees as Liberators from Hun Yoke Year Ago, Is Now Sick of Soldiers and Uniforms and Seeks Peace's Quietness.

By JAY JEROME WILLIAMS. (Universal Service Staff Correspondent. Who Has Just Returned From France.)

Washington, April 5.—If the people of the Atlantic sea coast towns, which every day now see the return of American soldiers, could picture the cheerless, gloomy departure of those soldiers from France, they would keep the flags flying, bands playing and all reception committees going full blast until every last Yank had stepped from overseas transports.

The American doughboy, despite his wonderful fighting ability, is sentimental and all the weary months spent in a strange land, among strange people, who somehow don't seem able to understand him, increase the sentiment that overwhelms him when he sees the shores of his homeland peering over the horizon.

Back a Year Ago.

To obtain a correct perspective of the average doughboy's feelings one must go back to those stirring days of last spring and summer when the German horde was sweeping over France and when France—chilled by the dread of horrible invasion—waited numbly for assistance.

Then the khaki-clad columns of American youths who stepped from transports in practically every French port, were hailed as deliverers. Nothing was too good for them. The populace greeted them with cheers. Pretty girls tossed flowers and kisses at them. Inland towns turned out en masse to hail them as they marched forward to that particular bit of hades once known as the western front. Those were the days when the memory of Lafayette were awakened and those were the days when the Yankee doughboy struggled laboriously to master the new language and straggled a good deal more laboriously

to hold whatever sector the high command happened to order him to hold.

But—and one might say "alas"—times have changed. Once the words "l'unit la guerre" were heard, times began to change. The thousands of marching men who, their work done, have begun to retrace their steps to the coast towns and to look for long-awaited orders to embark for America. These past few months have seen no flowers tossed to our soldiers, neither have they seen the plaudits of the crowds, neither have they seen the happy camaraderie that characterizes the other days when danger threatened and we were the young colossus "come out of the west."

Seeks Gratitude Tokens

The doughboy cannot understand it. To be sure, he does not expect entertainments, flowers and speeches, but he would like some little token of gratitude and wonders why none is forthcoming. This is not written in condemnation of the French, for the ignorance that a strange language engenders prevents many a quiet word of thanks to the Yank soldier from the average Frenchman or woman. And then, too, France is weary of war and weary of men in uniform—for the latter have constituted its chief spectacle for the past four and one-half years.

Underpaid Paris a Worry.

Paris, April 5.—While cosmopolitan and war profiteering Paris is rickling in the relief of the armistice there is another Paris, the French hard-working, underpaid Paris, that is silent and sturline, struggling with the inflated prices, not too well fed, wondering when the real peace will begin, greatly troubled, and just a little menacing. It is this Paris that is worrying M. Clemenceau in these days.



Wm. A. Hurst.

thusiasts that this club was made possible.

The new Packard organization plan upon a Packard service which will equal in every way the service which is given to Packard owners at points where branches are established. It will, of course, take some little time to work out all of the plans which are now under way but the members of the new organization assure us that within a very short time Omaha will be equipped to compete with any point in the United States in the matter of Packard service.

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EIGHT years—over 100,000 miles—still in service every day. That, in brief, is the experience of the Interstate Grocery Company, Joplin, Mo., with its first Indiana Truck, one of the fleet pictured below.

Other Indiana trucks also have 100,000 miles service records. The first Indiana built is in use every day. Into each Indiana is built 112 per cent over strength—this is the reason Indiana models carry more than competitors' trucks of same rated capacity.

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Indiana trucks are the product of an organization that spans America and it is the policy of the company to sell this product at a small margin of profit. Successful truck construction and passenger car construction, are as widely different as the locomotive is from the street car; we are heavy merchandise transportation specialists—we have never manufactured passenger cars.

For eight years the Indiana Truck Corporation has concentrated on truck transportation—nothing else. It has built up a field service organization providing facilities for quick and complete service. It has a corps of transportation engineers that covers the country inspecting Indiana trucks at frequent intervals throughout the year. Executives of this corporation visit different sections of the United States to see the different Indiana models in service in the hands of the user; all with the ultimate idea of giving the highest quality truck it is possible to build.

Indiana Truck prices f. o. b. Marion, Indiana, are—1-ton, \$2150; 1½-ton, \$2600; 2-ton, \$2800; 3¼-ton, \$3450; 5-ton, \$4600.

Send to the Factory for "Haulage Cost Book." See the Truck at **Standard Motor Car Co., Distributors**
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Light Model 3/4 Ton Delivery Trucks

Retailer or Wholesaler, Manufacturer or Distributor—80% to 100% of your deliveries can be made more profitable and in less time with an Old Hickory Light Delivery Truck. This is the agreed opinion of everyone who has investigated delivery problems, and is amply backed up by actual experience.

The Old Hickory Light Delivery Truck is especially recommended for Wholesale and Retail Grocers, Druggists, Packers, Fruit Dealers, to say nothing of many other lines; Department stores and Specialty shops will find its service efficient and economical in city and suburban trade.

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SPECIFICATIONS:

MOTOR—Lycoming, Four Cylinder, cast ebluc. Fly-wheel transmission and clutch mechanism entirely enclosed. Bore 3¼ inch, stroke 5 inches. "L" head type, valves enclosed and noiseless. Removable head and inspection plate. Valves and pistons are readily accessible, valves may be ground with greater ease and in one-third the time required on other types.

CLUTCH—Cone type, pressed steel, leather-faced, 12 inches in diameter, 2¼ inch face, with six compensating plungers under leather to insure easy engagement when starting, thus relieving the car of sudden jerk and strain.

TRANSMISSION—Grant-Less selective sliding gear, with standard hand control. Three speeds forward and reverse. All gears and shafts of 3¼ inch nickel steel, heat treated. The main shaft is mounted on S. K. F. self-aligning ball bearings. The transmission case is bolted to the rear of the motor, forming a unit power plant.

STARTER—Dyneto Single Unit Generator and Starter, ball bearing.

STORAGE BATTERY—Willard 12-volt.

REAR AXLE—Semi-floating. Axle shafts are of the finest nickel steel and operate in Hyatt roller bearings. The spring perches are swiveled on the axle housing and close to the brake drums, thus placing the weight and driving stresses directly on the wheel bearings. The axle housing is reinforced by a heavy truss rod under the center.

HYATT QUIET BEARINGS.

DRIVE—Is through a single universal of Thermoid-Hardy flexible fabric and nickel steel propeller shaft, straight line when under capacity load. The torque and drive is taken through large propeller tube connected to torque bracket at rear of transmission. The drive is taken through this propeller, tube and bracket through thrust bars connected to main frame at rear of motor.

SPRINGS—Front, semi-elliptic. Rear, 2-inch double scroll full elliptic with shackles to allow end motion. Heavy rebound straps are provided to limit the action of the rear springs.

WHEELBASE—112 inches. Tread 56

TIRE EQUIPMENT—33x4-inch, straight side, wide base. Non-skid on rear.

LOADING SPACE—7 feet 6 inches by 42 inches with drop endgate.

\$1200 f. o. b. Omaha.

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