

U. S. SOLID TIRES STOOD UP WELL DURING THE WAR

Traveled More Than 5,000 Miles On Heavy Four Wheel Drive Trucks On Shell-Torn French Roads.

"Treat 'em rough" was what the colonel of the truck convoy told us to give the truck tires, and we sure did for over 5,000 miles over the shell-pitted roads up at the front in France but the United States truck tires on 100 F. W. D. three and one-half ton trucks stood the gaff without one bit of trouble and when I left France last December the truck

tires looked good for another 5,000 miles." That is what former Capt. Thomas Shurtleff of Tacoma thinks of United States truck tires. "I was in charge of a convoy of 200 trucks which made the trip back and forth from Bordeaux to Angers," continues Shurtleff, who was one of the first of the boys from the Pacific coast to go "over there." Shurtleff was with Company E of the 52d ammunition train of the Coast Artillery corps. "We had to get that ammunition mighty quick to the big guns hammering away up at the front and many times a truck was in continuous service for 72 hours without the motor stopping, so you see the truck tires had to make good for the colonel in charge would not use any make which hadn't proved its worth." "Most of the roads in France were surfaced with crushed rock which is a terrific strain upon a truck tire carrying four or five tons of high explosives.

MOST OF HOLMES MEN FORMERLY WITH FRANKLIN

Firm's President, Arthur Holmes, Is Leading Engineer of Country On Air-Cooled Engines.

In the personnel of the Holmes Automobile Co., manufacturers of the Holmes improved air-cooled car, faces that are familiar to the exponents of air-cooling are found in numbers. Arthur Holmes, president of the Holmes Automobile Co., is well known throughout the United States as one time chief engineer and vice-president of the Franklin Automobile Co., of Syracuse, N. Y., where his work in developing air-cooling as applied to automobile motors helped to bring him to his present rank of leading engineer in the country on air-cooling.

During the war period, Mr. Holmes was actively engaged as consulting engineer on airplane motors of the air-cooled type for combat planes. The Holmes improved air-cooled motor incorporates the well known principles of design hitherto found only in airplane motors, which have added to the high efficiency and low gasoline consumption, which have characterized all motors designed by him.

In charge of engineering department at the Holmes plant is H. B. Massey, formerly with the Franklin Automobile company, with whom he spent seven years in a designing capacity. C. H. Rockwell, vice president of the Holmes automobile, in charge of sales and advertising, was for years connected with the Franklin Automobile company in charge of sales in the larger territories. The manufacturing and sales destinies of the Holmes Automobile company are therefore placed in the hands of men of broad experience in handling the type of car which the Holmes is the final exponent.

It is the statement of Mr. Rockwell that the Holmes seven-passenger touring car fills a unique place in the automobile industry. There are thousands of experienced car owners who have become accustomed to plenty of room in their cars, to ample seating capacity for seven passengers, but who feel that gasoline mileage and tire service are too costly. It is for these experienced motorists with well defined ideas as to what constitutes satisfactory operating cost, that the Holmes makes first appeal. It brings to roomy body dimensions and unrestricted seating comfort the economy that hitherto has been associated only with small cars, generally of five-passenger capacity.

The motorist is sometimes puzzled to know just what shape his bearings are in and does not know how to test them. Connecting rod bearings should be tested by tapping them very gently with a hammer and watching for play. For the crankshaft bearings, rock the shaft a little by hand with the petcocks open; if you can do this the bearings are all right.

Powerful Motor Needed to Negotiate This Road

Standard Eight Makes Strenuous Trip In Mud To Aid Campaign for Better Roadbed on Virginia Highway Between Washington and Richmond.



Many stories have been told about automobiles going through muddy roads and the difference in these stories is mainly the telling, because degree of mud is a matter of comparison. A New York farmer would say a road was muddy where an Illinois farmer would say it was in good traveling condition. There is a road called the Virginia road that runs from Washington to Richmond.

Motorists in Washington and Baltimore are interested in having this road improved because if it were passable it would be a short cut to Florida. Mr. Trace of Baltimore and Mr. Sellers of Washington, representing the American Automobile association, undertook to go over this road and get some photographs which would really indicate the real conditions. In the party was a photog-

rapher or reporter from Baltimore and a representative of the state's road commission. The car selected for the trip, which was known to be extremely difficult, was the Standard eight. Cars stuck in mud. On the road were cars that had been standing there for two days. Mud over the hubs—the spokes packed solidly with mud and differential case burrowing in the road was the usual condition most of the way. The photographs reproduced show how the axle dragged and the enormous strain on every part of the car can be imagined. Yet the Standard eight made the entire trip both ways under its own power. The entire party make affidavit that there was no trouble and that the hood was not raised from the time they left Washington, a distance of 160 miles.

attitude and every effort should be made to stimulate interest in good roads.

Rapid Sales of Homes J. L. Tate, of the Tate-Morton Co., recently went to the Holmes factory to secure additional shipments of Holmes automobiles. The Holmes made a new circle of friends at the automobile show and sales are far in excess of the estimates made for the present season.

TRUCK ENTERS NEW LIFE AFTER MEMORABLE RUN

Crosses United States Twice and Sells for Within \$600 of Original List Price.

After twice crossing the United States from Seattle to New York, a one and one-half ton GMC truck has entered on a new life in the service of a private truck owner. Moreover, on resale even with the long mileage record of a double transcontinental journey, the truck brought within \$600 of its original selling price.

This example of GMC stability and the way in which G. M. C. trucks stand hard work and continue to do it has just come from the factory. The truck in question is that driven from Seattle to New York by William Warwick with a load of condensed milk and then driven back again by Warwick. This truck was one of the most remarkable and memorable runs in truck annals.

"The record made by this GMC in its journeys from coast to coast," says Lee Huff of the Nebraska Buick company, local dealers for GMC trucks, "was a convincing evidence in itself of the ability of GMC trucks to do hard work and to surmount the greatest obstacles of overland travel. After more than 10,000 miles of the most grueling travel which the truck had in its two trips across the country, it would have been no disgrace to the construction and ability of the truck, if it had required considerable overhauling and revamping before it was sent out on any other work. As a matter of fact, I am told, the truck came through in such splendid shape that nothing was needed for it except such a going over as any truck should have once a year."

"For this truck to be sent back to New York again and there be sold to a truck user for every day work speaks even more for the truck's ability and for its stamina. And on resale it brought even more than only \$600 below the original list price of the truck is the most convincing evidence of the regard in which GMC trucks are held everywhere by truck users who know. Of course what sets the price on a used truck is the value that remains in the truck, estimated in the light of experience and in a survey of the truck's mechanical condition."

Travels Over Miles Of Mud; Turns Good Highway Agitator

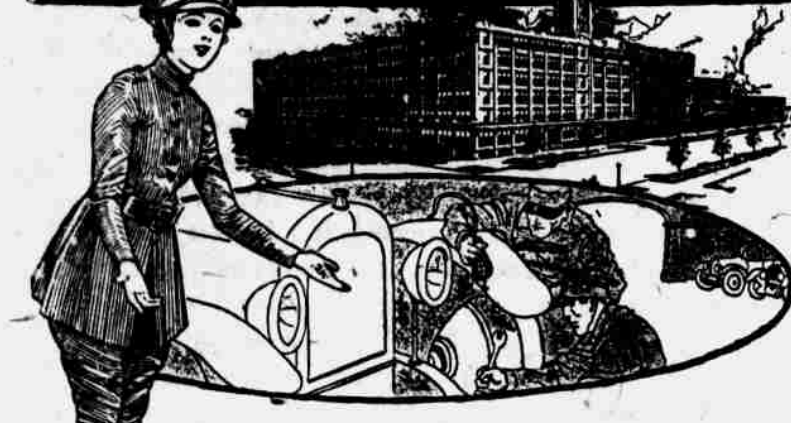
J. H. Hansen, of the Jones-Hansen Cadillac company, returned Thursday from Indianapolis, where he and five of his salesmen spent Decoration day watching the speedway races.

The trip of 722 miles from Omaha to Indianapolis was made in 21 hours. The return trip took five days.

A trip such as Hansen made through Iowa on his return would convince even the most pessimistic mind of the necessity for hard surfaced roads. In many cases it was necessary to spend hours digging out of mud holes which were encountered at numerous places on the River to River road. In some cases where bridges were washed out the Omaha men were forced to construct their own bridges of planks from the washed out bridges. One of the surprising things was the absolute indifference of many of the farmers to the conditions of the roads. They seemed to take the view of the Arkansas traveler that "when it rains they couldn't build good roads and when it didn't rain they didn't need to."

This certainly is a short-sighted

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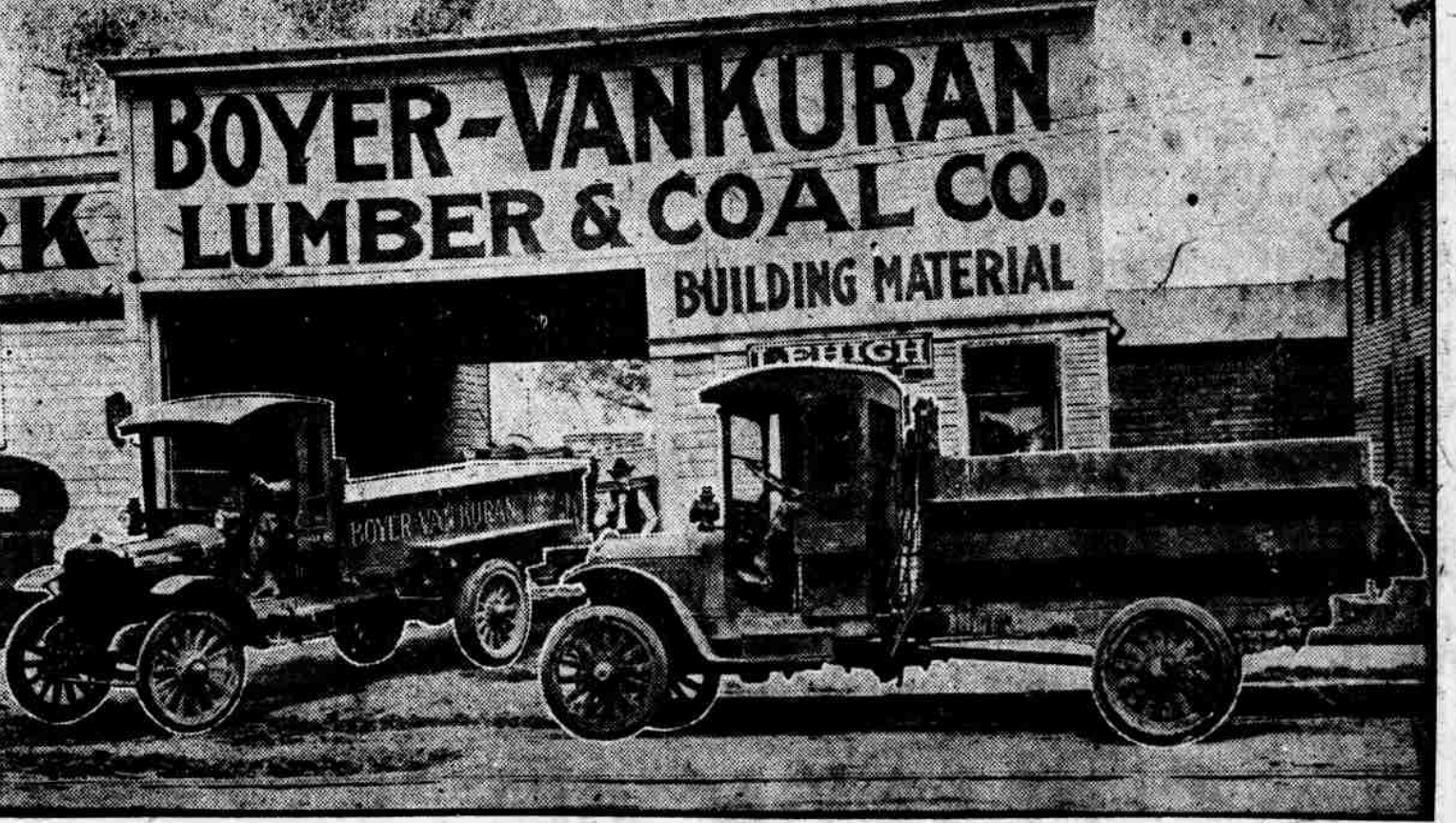
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Yes! This Is Another Repeat Order!

BOYER-VAN KURAN LUMBER & COAL CO. place orders for two more REPUBLIC TRUCKS. They now own FOUR REPUBLIC TRUCKS, a part of which have been in service for the past two years.

THIS REPEAT ORDER was placed after Mr. Boyer had personally investigated the cost of operating other makes of trucks owned by other Omaha companies with the cost of the operation of his REPUBLIC TRUCKS.

ASK THEM ABOUT "MURPHY SERVICE"



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