

# SHIP BY TRUCK MOVEMENT FAST GAINS GROUND

### Big Express Line of Patriot Trucks Largest of Its Kind in America.

Conceived during the war as an aid to railroads to expedite the movement of thousands of products that were used in making war munitions and feeding war workers, the ship-by-truck movement has so well demonstrated its usefulness and value that it is one of the few wartime developments that will be retained for peace days. The ship-by-truck movement has grown so fast that it may today, hardly more than two years after its inception, be found in practically every town and city of any size in the United States. It has evidently passed the stage of experiment, for large companies with extensive capital may be found in many sections of the country.

The Patriot Motor Express company of Wichita and Kansas City, Kan., the first \$1,000,000 organization of its kind, has begun operations. Its first routes are between Atchison and Kansas City via Leavenworth and other intermediate points, and St. Joseph and Kansas City. Trains of two large motor trucks each will make trips every day, regardless of weather conditions. In the cities the trucks will stop at the loading docks and warehouses of wholesale concerns and will pick up grain, live stock and other products from farmers along the route. The company for the present is running one line between Atchison and Kansas City, a distance of about 75 miles, and two lines between St. Joseph and Kansas City, a distance of about 25 miles.

The personnel of the company is composed of mechanical engineers and transportation experts of Chicago and Kansas City. Officers of the company plan to open temporary offices in Kansas City.

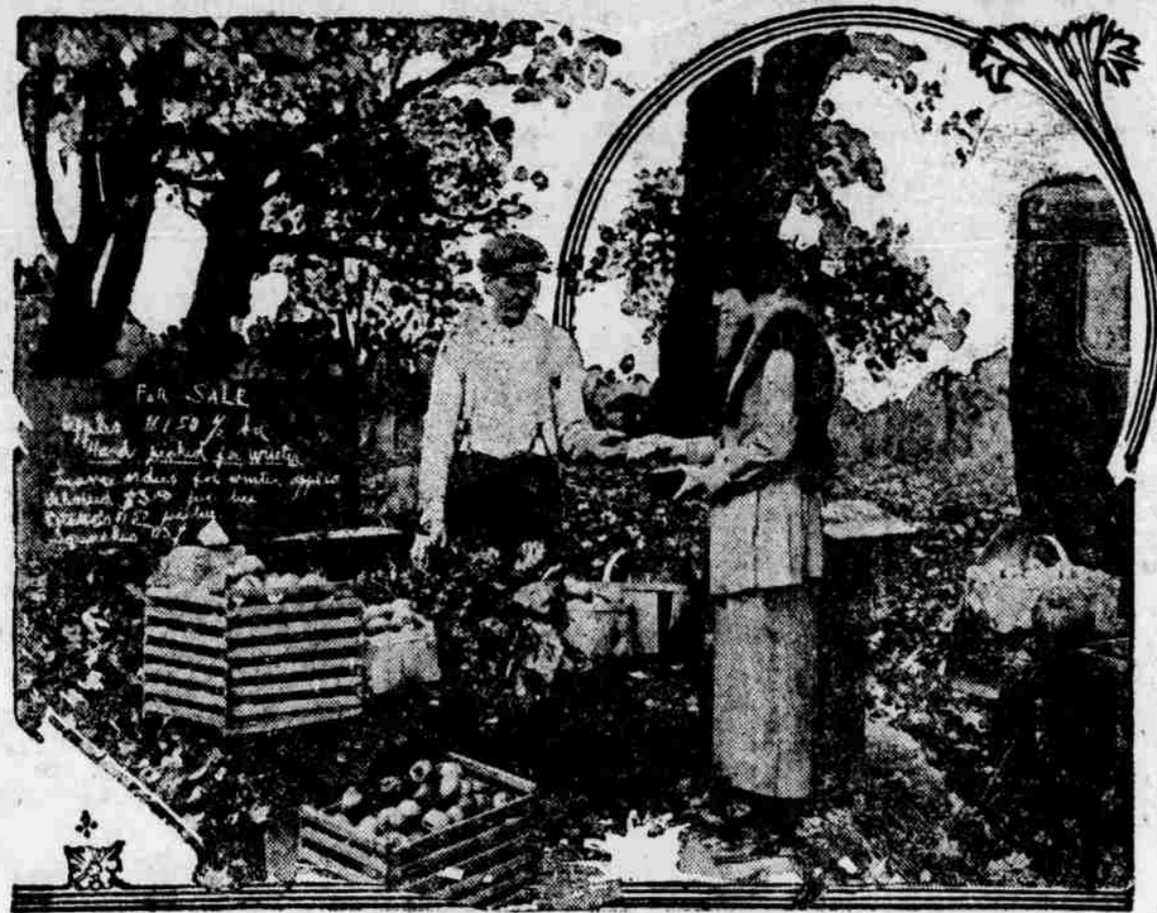
### Cold Weather Starting.

During cold weather the battery falls off in efficiency, and the car owner can help his battery considerably by turning over the engine a few times with the starting crank before throwing the starting motor into operation. The cranking by hand serves to break solidified oil around the pistons.

### Air Leaks and Misfiring.

Air leaks are a common cause of misfiring, though they are often overlooked. A worn valve guide allows enough air to be sucked into the cylinders to cause misfiring and it also permits oil to leak out. If oil is discovered leaking out, it is fair to assume that excess air is being injected into the fuel charges.

# Take Auto Trip on One of Omaha's "Farm to Table" Routes and Buy Fresh Supplies Direct from Farmer---National Plan Is Started Here



## C. V. King of Omaha Appointed to Promote a Farm-to-Table Movement in Nebraska.

A considerable amount of interest is being shown in various localities regarding the Farm-to-Table movement which is being promoted by the National Automobile Chamber of Commerce. This matter is being given publicity in a number of the eastern states, and it is the plan of the national chamber to organize an association in each city for the purpose of promoting this movement.

The entire machinery of the government is now actively engaged in trying to reduce the high cost of living, and just now, with conditions as they are, no movement would be more appropriate or important than Farm-to-Table. Much has been said of road side marketing, and in some parts of the country it has developed to quite a degree, and with such great success, according to the Transportation Bureau of the Federal Highway Council, that everyone is now urged to utilize their motor trips into the

country by purchasing produce from the farmer at his gate.

### Make Motor Trips Pay.

The Federal Highway Council points to the fact that thousands of motor trips are taken each week for the purpose of recreation. The Farm-to-Table movement urges the motorists to turn these trips to good account in a utilitarian way, by purchasing eggs, butter, poultry and fresh vegetables at the farmers' gate.

At the present time only a very small percentage of these motorists over the stop at a farmer's gate to purchase supplies.

The Federal Highway Council cherishes the hope that all organizations throughout the country will take up this movement and encourage the farmers to establish road side markets, placing sign boards at their gates showing what they have to sell. Thus motorists will not only be able to purchase country produce, but will be able to establish the feeling of mutual benefit and good fellowship.

### Two Routes Picked.

According to C. V. King, who is representing the Farm-to-Table movement in Omaha, with temporary headquarters at 2034 Farnam street, he has been actively engaged in securing data regarding various farm routes for several weeks, and at the present time two routes have already been established where mo-

torists will find farmers who have produce for sale.

According to King, these farmers have been interviewed and have evidenced their willingness to sell direct to the motorist:

Thomas Blackett, R. F. D. No. 7, Benson--Vegetables and produce.  
Dr. P. M. Clark, R. F. D. No. 7, Benson--Potatoes and apples.  
A. E. Roth, R. F. D. No. 7, Benson--Vegetables and produce.  
P. B. Erickson, R. F. D. No. 7, Benson--Vegetables and produce.  
S. P. Munson, R. F. D. No. 7, Benson--Vegetables and produce.

### How to Reach Farms.

Go west on Military avenue to west end of Mount Hope cemetery. Turn north to first road leading west. Residence of Mr. Blackett on corner. Continue west to first house on left hand side of road, residence of S. R. Brewster. Continue on southwest course till striking Military second house on right hand side of road, residence of Dr. P. M. Clark. Continue about 150 yards farther residence of A. E. Roth. Fifty yards farther residence of P. B. Erickson on left hand side of road. Next house residence of S. P. Munson. Turn south on Military avenue till reaching Bennington.

These people, asserts King, have assured me that they have goods for sale at the present time. I did not encounter any farmer who was not willing to co-operate in this movement, although there are a number of them at present not listed on this route that will have goods to sell later on.

### The Iowa Route.

James Fisher, R. F. D. No. 1, Council Bluffs--Vegetables and produce.  
W. W. Hurd, R. F. D. No. 1 Council Bluffs--All kinds of farm products for use on table.  
R. C. Saunders, R. F. D. No. 1, Council Bluffs--Vegetables and produce.  
J. W. Wortmann, R. F. D. No. 2 Council Bluffs--Vegetables and produce.

Route--Leaves Council Bluffs on Blue Grass trail, otherwise known as the Indian path. Residence of James Fisher, J. W. Hurd and R. C. Saunders on this trail, continue on same until reaching the fork of the pioneer trail--residence of J. W. Wortmann first house on right hand side of road going out.

## Fred Stone, Comedian, Now Classed as One of Big Tire Magnates

Years ago--and we will not go into detail sufficiently to say just how many--when Fred Stone was a struggling vaudeville, and Seneca C. Lewis was a road salesman for the Winchester Repeating Arms company, these two because of their fondness for guns and the sport of trap and field shooting, became fast friends. In the course of their travels, they frequently met in cities throughout the United States and shot friendly matches together.

Now Fred Stone, at the pinnacle of his profession, is America's beloved and favorite comedian, while Seneca Lewis is vice president and general manager of the Pennsylvania Rubber company, manufacturers of Vacuum Cup tires. Not content with being the owner of an office building and other valuable real estate in New York, the great comedian in casting about for other investments, was attracted to the rapidly growing rubber industry, and also very logically to the Pennsylvania Rubber company, which has within the past decade, since its reorganization in February, 1910, progressed to such an extent that it is today recognized as one of the largest producers of high quality tires in the United States. During Mr. Stone's recent engagement in Pittsburgh, arrangements were completed whereby he acquired very substantial holdings in this growing concern and therefore, may now be properly classed as one of the rubber magnates.

### Keyway Repair.

When a keyway becomes worn the first thought of the owner is to file the channel larger and fit a larger key. To do this often weakens the metal seriously and it may be found that a preferable way is to weld new metal into the old slot and then cut a new keyway to fit the old key.

### Steering Knuckle Play.

Play in the steering knuckles due to a worn kingpin or knuckle yoke, which is taken up by reboring the yoke and fitting bushings. Such front wheel wobbling is caused by looseness in this joint.

# CAR IS BOUGHT FOR OWNER, NOT FOR NEIGHBOR

### Actual Count Shows Big Loads Carried in the Cheaper Priced Autos Nowadays.

Striking statistics showing a strong trend among automobile owners from big bulky cars to smaller machines, have just been gathered by the Jordan Motor Car company (Inc.) of Cleveland, O. Twenty men, stationed on 20 of the busiest street corners of the United States, from 4 to 6 o'clock in the afternoon of November 8, counted the number of passengers in the automobiles that passed. The total number of automobiles checked was 37,424. Of these 23,380 were carrying one or two passengers.

These figures were obtained at the direction of Edward S. Jordan, president of the Jordan Motor Car company (Inc.) They are striking corroboration of Mr. Jordan's prediction that car owners would turn from the big carry-all cars to more compact quick-about machines. It was to meet this demand, as he foresaw it, that he created the new Jordan models, the Silhouette and the Playboy.

### Carry Fewer Passengers.

A comparison of the figures gathered simultaneously in the 20 different cities shows an interesting similarity. A man standing at the corner of Fifth Avenue and Forty-second street, New York City, counted 2,464 cars. Of these 651 were carrying one passenger and 626 had two passengers. There were 345 cars with three passengers and 337 with four, while 280 carried five people, and 225 more than five. It was noticeable that only the lesser priced cars habitually carried seven passengers.

Similar figures were compiled by the Jordan representative stationed in Philadelphia. Standing at the corner of Broad and Chestnut streets, this man counted a total of 1,873 cars of which 550 carried one passenger and 528, two. Here again it was noticed that the largest number of passengers were carried in the cheapest cars.

### More Want One Passenger

The man standing at the corner of Euclid and Superior avenues, in Cleveland, checked 2,095 cars. Of these 587 carried one passenger and 565 had two passengers. There were three passengers riding in 284 of the

cars, and four passengers in 276. There were 219 cars carrying five passengers, and only 164, and those mostly small low-priced cars, which carried more than five passengers.

In Chicago a man standing on Michigan boulevard in front of the Art institute, counted 2,269 cars. The proportion of machines carrying but few passengers proved to be the same as in the other nineteen cities. They ranked as follows; cars with one passenger 616, with two passengers 594, three passengers 313, four passengers 305, five passengers 248, over five passengers 193.

### Want Lighter Cars.

In commenting on the results of his investigation Mr. Jordan said: "Everyone knows that the carryall days of bulk and extravagance in motor cars are passing. We have come to the day of the handy, easily-controlled cars of smaller passenger capacity. Automobile owners are looking for compact lightweight, good looking, well balanced, comfortable and economical cars. People do not buy automobiles today like graphophones, large enough to entertain the neighbors. Now our friends have cars of their own."

"These statistics show that on the streets of the big cities all over the country the most expensive cars rarely carry more than three people. Once in a while we see seven people in a high grade car, but they look uncomfortable. It is the cheap cars that carry the big loads. We passengers and one or two passengers and perhaps one or two dogs."

### Germany Losing Contracts Through Five-Hour Day

Berlin, Nov. 15--Germany is losing foreign electrical contracts every week because the work of 1,000 employes in peace time can hardly be done by 2,000 now, declares Commercial Councillor Mammroth of the General Electric company in a pessimistic interview in the Lokal Anzeiger. He sees Germany as a patient recovering from fever--that of the revolution--whose convalescence is "by no means certain yet, and whose temperature may suddenly change so that he will die."

Enforcement of the five-hour working day, he adds, has cost German companies the loss of business in Sweden, Norway, Denmark, Holland and Finland. Lack of will to work and "absurdly short working hours" prevent the German manufacturer from making deliveries on time.

### Motorcycles Now Are Put To Heavy Hauling Tests

A number of Omaha business houses have been agreeably surprised at the carrying and pulling capacity of the Harley-Davidson

motorcycle and side van," says Victor H. Roos, the local Harley-Davidson distributor.

"In a recent demonstration for an Omaha electrical concern a 600-pound load was easily carried."

"In years past," says Mr. Roos, "a motorcycle commercial outfit was only considered practical for

small package deliveries, but today it is rapidly taking the place of the light truck because of its trifling upkeep cost and low operating expense."

"A number of Omaha concerns who never before dreamed of the possibilities of a motorcycle are today using Harleys," says Mr. Roos.

# Willard STORAGE BATTERY

**Yours for a Long Life**

A Willard Battery with Threaded Rubber Insulation lives a long life. It is a protection against little battery illnesses and re-insulation as well.

Four years' experience on many thousand cars has proven that this battery gives you more real value, more assurance of long-continued efficiency, less anticipation of trouble than any other you can buy.

It's a battery that you ought to know about. If you'll come in we'll tell you about some of these Still Better Willards.

**Nebraska Storage Battery Co.**  
20th and Harney. Phone Tyler 2920.

**Announcing AUBURN Beauty-SIX Closed Models**

The closed models of Auburn Beauty-SIX are incomparably beautiful, masterly motored and of year-round adaptability. The Beauty-SIX Coupe and Sedan are distinguished by the same verve and grace of line which have gained favor for Auburn open models among discriminating motorists. Here again is daring, mellowed by experience, and conscious artistry tempered by discretion.

And best of all, the Auburn's beauty is the mask of its power and the cloak of its brute endurance. Those whose admiration is first won and held by its external grace find driver-satisfaction in its performance.

Auburn Five Passenger Sedan, \$2475; Auburn Four Passenger Coupe, \$2475; Auburn Five Passenger Touring Car, \$1695; Auburn Four Passenger Tourster, \$1695; Auburn Two Passenger Roadster, \$1695.

**AUBURN AUTOMOBILE COMPANY, Auburn, Ind.**  
Automobile Engineers for Twenty Years

**PETERSON MOTOR COMPANY**  
2427 Farnam St. Omaha. Phone Douglas 4473.

# Oldsmobile Coupe

**Oh, So Comfortable in All Kinds of Weather**

Luxurious velour upholstery harmonizes with the smartly colored exterior. Pleasing interior lighting arrangements, variable heating device and silent window lifters indicate the wealth of appointments that add to the desirability of this model.

Milady and the man of business alike are attracted by the many obvious advantages of the Oldsmobile Coupe. Its appearance is decidedly smart without sacrifice of dignity.

Besides its commodious seating arrangements for three, a disappearing auxiliary seat, which faces the front, is provided

**Nebraska Oldsmobile Company**  
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