

GOOD ROADS WATCHWORD OF PROGRESS SAYS ARMOUR

Movement Will Cheapen Methods of Distribution and Expand National Transportation System.

By J. OGDEN ARMOUR.
The country is entering a period of road building. Projects which were planned during the war are being put into effect. The federal government has made large appropriations, to be spent conjointly with appropriations by the various states. Good roads have become a watchword of postwar progress.

There is occasion for reflection in the fact that the greatest of ancient empires was conspicuous for its road building. The Roman roads were the railways and telegraph of an age that did not know steam and electricity. They were the pathways of the imperial couriers and the imperial legions. These roads were the girders that held the empire together. It is customary, today, to admire the Romans for their practical sagacity, nowhere better exemplified than in their road building.

In a manner, "history repeats itself" in our newly bestirred zeal for constructing good highways. What to the Romans was a national necessity, has become for us an urgent need; and this by virtue of a modern invention—the motor car. I look for much advancement to grow out of the "motor age," and I am certain that this advancement will be contingent upon the attention we give to the improvement of our roads.

City and Country Merge.

Those of us who have made observations for two decades have seen wondrous changes resulting directly from the use of the pleasure automobile. Once the city was the city, and the country was the country. Today they merge into one another. The city man knows the country as never before—is glad to have access to it and to live in it when possible. The country man knows the city and frequents it often.

Small villages of yesterday have become the rural metropolises that one finds here and there everywhere. This is all good, for it is well that a nation be knit together in the spirit of mutual understanding and in a reciprocity of advantage.

But there are better arguments for good roads than those which apply merely to the pleasure car. We are told, on the authority of the government, that farmers lost \$300,000,000 yearly in marketing their crops because of the country roads is too much to waste. We should contemplate this figure in connection with the high cost of living.

There is no more serious problem before us today than the matter of reducing the cost of getting the products of the farm to the table of the consumer. One of the best solutions is plain—better roads.

Instrument of Economy.

As an instrument of economy the motor truck has not yet come into its own. Efficient servant as it is in certain restricted realms, it now awaits the further development of interurban and country highways to reach the measure of its full attainment. It has power and speed that put it outside the class of the horse-drawn vehicle, and a nimbleness and flexibility which gives it a certain advantage over the railways. It is my expectation to see it assume more and more the function of the "short haul" as its own peculiar province.

In part, relieving the railways of those duties which they are least able to perform; and in part, expanding the field of our national transportation system. I say, therefore, all speed to the good road movement! It will cheapen our methods of distribution and help to bring the people of our country closer to each other, commend its common sense and practical wisdom. It may be less spectacular than some of our other national issues, but it strikes deep into the roots of fundamental progress.

Neck Holds In Dancing Are Positively Barred

Hazleton, Pa., April 3.—Suggestions for dancers have been issued by the Duplan Recreation club, composed of Duplan silk mill workers. Whether or not "neckholds" had been in vogue is not definitely stated, but it is believed there were for one of the suggestions is: "Neckholds are positively unparadonable." Others are:
"Dancing should be from the waist down, not from the waist up."
"Shaking or perking of the body from the knees upward while taking short steps or standing still should not be tolerated."
"The hold or clasp of a partner should never be tight."

Farmer Victor In Battle With Three Hungry Wolves

Concordia, Kan., April 3.—James Flynn, a farmer living near here, was awakened by a noise on his porch a few nights ago and found three wolves trying to enter his house through a window. Armed only with a butcher knife, Flynn fought a desperate 15-minute battle with the would-be intruders before he could drive them away. Finally the butcher knife found a vital spot in the body of one of the wolves, whereupon the others turned tail and fled. Flynn suffered several severe lacerations. His nightshirt was reduced to ribbons by the teeth of his assailants.

GRETNA GREEN AROUSED OVER MARRIAGE TIES

Plan to Strengthen Marriage Laws Opposed by Those Who Profit Most.

By International News Service. Elkton, Md., April 3.—This town is all wrought up over the question of marriage.
For several years Elkton has had a widespread reputation as a Gretna Green. It is close to the Delaware and Pennsylvania state lines. Marriage laws in Maryland are not as strict as in the adjoining two states, hence there have been hundreds of lovers who have rushed to Elkton to culminate their romances.

Now some of the leading citizens are aroused over the town's reputation as a Gretna Green. They say it gives the place a bad name and that the large number of marriages make the young folks of the town look with little respect on the sacred institution. They are in favor of petitioning the legislature for more strict marriage laws.

On the other hand there are many who want Elkton to remain a Gretna Green, particularly the taxi drivers. Every hurried marriage means from \$3 to \$5 in taxi fare, a \$1 fee for the county, \$5 or more for the parson, and perhaps it booms the restaurant receipts of the local eating establishments.

Rev. Mr. Jones of the Grace Methodist church used to be the popular marrying parson, but of late he has lost trade. Rev. William R. Moon, a Baptist preacher who recently came here from Iowa, now gets the business. Rev. Mr. Jones has been in favor of stricter marriage laws, it is said. But the taxi drivers control the marriage business; they pilot the lovers to the parson, and it is gossip that there is a working agreement between the taxi drivers and Parson Moon.

The whole question of marriage promises a lively session of the spring town meeting.

Germ-Proof Man Is Immune to Disease; Menu of Raw Fruit

London, April 3.—There lives at Sompington, Sussex, a modest man named William Aird, who, to prove his belief in being able to cure himself with natural foods, has allowed himself to be inoculated with many virulent germs, including even anthrax.

Mr. Aird has suffered no harm as a result of the inoculation. His only medicine has been fresh uncooked fruit and vegetables.

Disease, he says, is not an accident that cannot be avoided. It is a curative process. The germ which was thought to be our bitter enemy is really a friend. It enters our bodies to feed on waste products. If all the food we ate were only what the body really needed—uncooked fruit and vegetables—there would be no waste products and no germs.

Among the cures that are claimed are cases of cancer, epilepsy and other "incurable" diseases.

Even death will be delayed and painless if this diet is followed, says Mr. Aird. It solves the servant problem, for there is no washing up and cooking.

The summer is the time to make beginning with this novel diet, he adds.

Pedigreed Herd Brings Large Price at Auction

London, April 3.—At Mill Grove, Moresby, Cumberland, Mrs. Burney's herd of pedigreed shorthorns, one of the leading herds in the United Kingdom, realized the remarkable total of \$136,110, for 49 cattle—an average of \$2,775 an animal.

E. G. Latilla, a noted Sussex breeder, secured some of the best cows, paying \$5,250 for the 7-year-old cow Princess Royal in the Hundred and Ninth, and \$4,830 for a 9-year-old cow, Lavender Lady the Fifth.

The earl of Rosebery purchased the first cow to come into the ring, the 10-year-old Clipper King, bred by King Edward, for \$3,150. Another notable price was \$6,037 given by G. H. Drummond for the grand 3-year-old heifer, Moresby Princess Royal.

TRADE RULES PERSONIFIED IN MAKEUP OF PERSHING

Striking Kinship Noted Between His Army Scheme and Business the More General Is Studied.

"Pershing personifies the application of the fundamental rules of trade to the thing called war. The more you study Pershing, the business man, the more you realize the striking kinship between his army scheme and business. He is a better business man than any of his colleagues. Pershing is a master organizer. Because this particular aspect of him has not been exploited, it is well worth explaining. If Pershing had entered finance or trade he would never have been a lay figure; he would have led."

These are the conclusions reached by Isaac Marcossow, well known writer, after he had gone to France, had met and talked with General Pershing, and had been given an opportunity to study at first hand General Pershing's great work as commander-in-chief of the American expeditionary force.

Mr. Marcossow interviewed Pershing at general headquarters at Chaumont. The office of the commander-in-chief was on the second floor of the battered old barracks building there.

His First Impression.

This interview, which first appeared in the Saturday Evening Post, reappears with interviews Mr. Marcossow had with other men who played conspicuous parts in the war, in a book which recently came from Isaac Marcossow, which is reviewed in this week's Literary Digest.

What Mr. Marcossow says about General Pershing reveals clearly that if the country really desires a "business man" for its chief executive, all it need do to satisfy its desire is to elect Nebraska's candidate to the presidency.

"When General Pershing arose," Marcossow goes on to say, "I got my first impression of the man. He is taller than Foch, Petain or Haig, with broad shoulders, deep chest and fine military bearing. Save only Haig, he is the most commanding figure among all the allied generals.

"Still more impressive is his face. Foch has an unusual visage but it is not quite so human as Pershing's. Anxiety had already written deep lines in his cheeks, and the grave, almost wistful, look had come into his eyes. There is about him that indefinable thing which spells leadership and inspires confidence. In the last analysis it is what I would call 'just Pershing.'"

Reserve His Bulwark.

"The moment you meet Pershing you encounter the reserve which is his principal bulwark. At that meeting I contemplated no writing about the American army or about him. I merely wanted to pay my respects. Hence he felt freer than usual to speak.

"The phrase, 'economic statesmanship,' may have a foreign sound when applied to war, but it is as essential to the successful conduct of a conflict these days as a knowledge of tactics or strategy. Although he never spent an hour in a business office in his life, Pershing personifies the application of the fundamental rules of trade to the thing called war.

"He is a better business man than any of his allied colleagues. Foch and Haig, for instance, know how to deploy men, but Pershing can not only do this but, like Kitchener, is a master organizer. Because this particular aspect of him has not been exploited, it is well worth explaining.

"Soldiers, like big business men, know the value of time. The quicker you can swing into action the better they like it. Preliminaries to interviews, like introductions to books, are as useless as they are obsolete.

"This time the general anticipated

Question of Habit Declare Omahans Who Sleep by Day And Work by Night---Civilization's to Blame for It All

Demand for Comforts and Conveniences Responsible for Topsy-Turvy Lives.

Consider the workers of the night. In the towns and villages they still take in the sidewalks and ring the curfew at 9 p. m. The street lights are turned out an hour later and even the "night" watchman sleeps until sunrise.

But in the cities there is a small army of workers in a score of different occupations, whose working day starts at sunset. They breakfast at suppers, report for duty about the time the average citizen is planning an evening's recreation at theater or dance, and are at the height of their labors while the rest of the world is sleeping.

Civilization to Blame.

The advance of civilization is responsible for the topsy-turvy lives of these workers. Full benefits of modern comforts and conveniences are only available through the medium of their efforts. But for them civilization would be apparent only 12 hours out of each 24.

The telephone, telegraph, street-car, taxicab, train, electric lights and steam heat, restaurant and cafe, theater and movie, dance hall and cabaret, drug store and cigar stand or hotel—none of these modern conveniences would be available without the obliging workers who sleep by day and work by night to give service.

"It's all a matter of getting used to it," says Mrs. Gladys Wrede, night telephone operator. "Night work at the switchboard isn't as strenuous as day duty."

Calls Trains 36 Years.

One never misses the telephone operator until he takes down the receiver and listens to the long lullaby of the singing wire, unbroking plug. The instrument is even more of a convenience at night than in the day time. In case of burglars, fire, accident, sickness or other emergency it is the first thought of the average person.

Supposing policemen hung clubs, guns and stars on the hook at sunset and remained neutral until after breakfast and the firemen refused to slide from their warm beds in answer to any alarms turned in before daybreak? The crooks and thugs could not be depended upon to maintain an unprofessional status during the dark hours.

If trains only moved by day, time required for trips of more than normal length would be practically

me, because he opened fire first. He said: "What have you in mind?" "I want to write the complete story of the services of supply, but I cannot do it without your cooperation," I replied.

"What do you want me to do?" he asked.

"Give me complete authority to see everything and let me write about it without reservation," I responded.

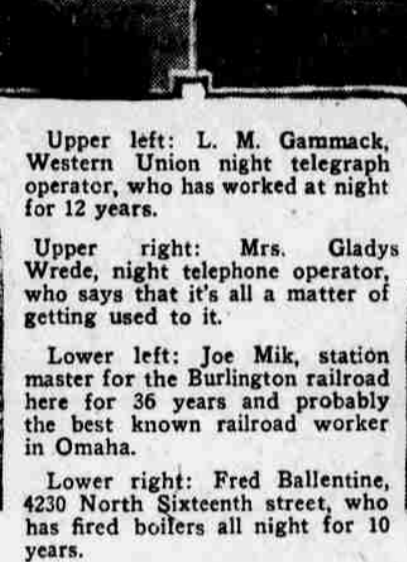
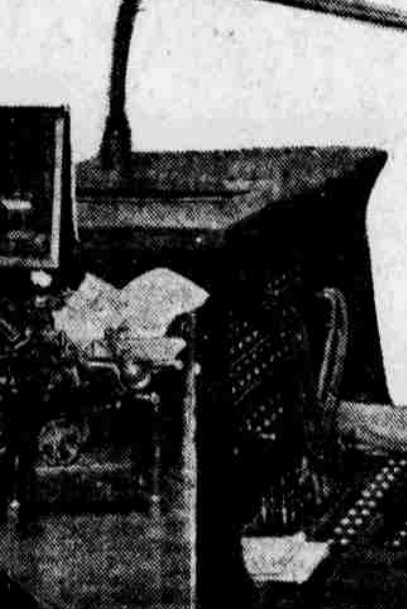
"Without hesitation he answered: 'You shall have it.' 'Having gained my first ground, I followed it up with this: 'I cannot do this job thoroughly without using men's names.' Names had been taboed in all army writing.

"He thought a moment and then replied: 'You're right.' 'This brief exchange shows two Pershing characteristics, swiftness of action and directness of speech.

Hard-Headed Business Sense.

"The British understood and liked him from the start. Shortly after his first visit to Montreuil I dined

Question of Habit Declare Omahans Who Sleep by Day And Work by Night---Civilization's to Blame for It All



Upper left: L. M. Gammack, Western Union night telegraph operator, who has worked at night for 12 years.

Upper right: Mrs. Gladys Wrede, night telephone operator, who says that it's all a matter of getting used to it.

Lower left: Joe Mik, station master for the Burlington railroad here for 36 years and probably the best known railroad worker in Omaha.

Lower right: Fred Ballentine, 4230 North Sixteenth street, who has fired boilers all night for 10 years.

Lower right: Fred Ballentine, 4230 North Sixteenth street, who has fired boilers all night for 10 years.

Lower right: Fred Ballentine, 4230 North Sixteenth street, who has fired boilers all night for 10 years.

doubled, according to Joe Mik, veteran station master for the Burlington railroad in Omaha. Joe has called trains in the local station for 36 years.

Enjoys Night Work.

The telegraph is a convenience that is utilized fully as much by night as by day. L. M. Gammack, Western Union night operator, has received and sent messages by night for more than 12 years. Mr. Gammack has been a telegraph operator for 38 years. He enjoys night work, he says.

A strike of the night workers would check the light out of our enlightened age. We seldom consider, when we flood a room with light by the simple expedient of pressing a wall button, that its response depends principally upon a

sooty person down at the power plant, who keeps himself awake during the silent hours with a pipe and magazine to have coal periodically into steam engines that operate the generator.

Fred Ballentine, 4230 North Sixteenth street, has been a fireman for 10 years, working nights most of the time.

"I didn't mind night work when I was single," said Mr. Ballentine, "but now that I have a family I'd really prefer to work days. It gets to be a habit, however."

Even the Lowly Milkman.

Customary entertainment of thousands of day workers would be checked if actors and actresses declared their intentions of putting on the works only at matinees and the movie operators refused to turn the

crank for a foot of reel after supper.

Most any appetite would be stimulated by the sight of darkened cafes and restaurants with cold stoves in the kitchen and bare tables bristling with chair legs. Three meals a day are considered sufficient, but the service of cooks and waiters at late hours is frequently appreciated.

Lovers of jazz or other dancing would have to content themselves with home affairs and phonograph music if synchopping musicians confined their activities in halls and cabarets to hours when they could read their notes without artificial light.

Even the lowly milkman, the greatest night worker of them all, is depended upon to provide fresh cream for our breakfast coffee and cereal.

tenaciously to his idea of national unity in his fighting and supply agencies, he was the real father of the standardization of allied supply. It was one of the many distinctive American contributions—dictated by business experience—to the final victory. He did this, however, only after he had reared a remarkable machine—American from the ground up—to feed, equip and transport his army.

"General Pershing put this merging proposition through in the face of immense difficulties and obstacles. It was like a vast 'selling campaign.' Lloyd George, Clemenceau, Foch, Loucheur, the French

(Continued on Page 2-C, Column Two.)

never have massed, fed and equipped those gallant millions who flocked overseas in the summer of 1918. Why? Simply because the 'S. O. S.' machine was made so elastic that it could meet any demands made upon it.

Father of Allied Supply.

"Pershing's business instinct fathered this plan. He did just what the head of a growing industrial concern would do. In the phraseology of commerce 'orders' were coming in fast' and he wanted to be ready for any extension of output that might be necessary. And he was ready.

"While General Pershing held

there with a high staff officer. He said: 'That 'C' in 'C.' of yours, is the real thing. Unlike most of you Americans, he doesn't talk much.'"

"I have spoken of Pershing's foresight. It was backed up by hard-headed business sense. In that dark day when the headquarters of the American expeditionary force was housed in a modest little building in the Rue Constantine in Paris and the whole staff could sit around a single table, Pershing had the vision of an all-American army and an all-American offensive and supply. He persevered, and his idea had rich and thrilling fulfillment at Saint Mihiel.

"The whole services of supply, which was the backbone of the American expeditionary force, represented a dramatization of Pershing's business acumen. There can be no economic statesmanship without vision, and Pershing has this asset. During the autumn of 1917 there were optimists at home and abroad who believed that 300,000 American troops were ample in France. If Pershing had based the

'S. O. S.' on this figure we could

never have massed, fed and equipped those gallant millions who flocked overseas in the summer of 1918.

Why? Simply because the 'S. O. S.' machine was made so elastic that it could meet any demands made upon it.

Father of Allied Supply.

"Pershing's business instinct fathered this plan. He did just what the head of a growing industrial concern would do. In the phraseology of commerce 'orders' were coming in fast' and he wanted to be ready for any extension of output that might be necessary. And he was ready.

"While General Pershing held

there with a high staff officer. He said: 'That 'C' in 'C.' of yours, is the real thing. Unlike most of you Americans, he doesn't talk much.'"

"I have spoken of Pershing's foresight. It was backed up by hard-headed business sense. In that dark day when the headquarters of the American expeditionary force was housed in a modest little building in the Rue Constantine in Paris and the whole staff could sit around a single table, Pershing had the vision of an all-American army and an all-American offensive and supply. He persevered, and his idea had rich and thrilling fulfillment at Saint Mihiel.

"The whole services of supply, which was the backbone of the American expeditionary force, represented a dramatization of Pershing's business acumen. There can be no economic statesmanship without vision, and Pershing has this asset. During the autumn of 1917 there were optimists at home and abroad who believed that 300,000 American troops were ample in France. If Pershing had based the

'S. O. S.' on this figure we could

never have massed, fed and equipped those gallant millions who flocked overseas in the summer of 1918.

Why? Simply because the 'S. O. S.' machine was made so elastic that it could meet any demands made upon it.

Father of Allied Supply.

"Pershing's business instinct fathered this plan. He did just what the head of a growing industrial concern would do. In the phraseology of commerce 'orders' were coming in fast' and he wanted to be ready for any extension of output that might be necessary. And he was ready.

"While General Pershing held

there with a high staff officer. He said: 'That 'C' in 'C.' of yours, is the real thing. Unlike most of you Americans, he doesn't talk much.'"

"I have spoken of Pershing's foresight. It was backed up by hard-headed business sense. In that dark day when the headquarters of the American expeditionary force was housed in a modest little building in the Rue Constantine in Paris and the whole staff could sit around a single table, Pershing had the vision of an all-American army and an all-American offensive and supply. He persevered, and his idea had rich and thrilling fulfillment at Saint Mihiel.

RULES IN BIG RELIABILITY TRUCK RACE ARE ALL FAIR

Board Approves Contest Regulations and Motor Truck Makers Are Expected to Do So.

Rules for the First National Motor Truck Reliability contest have been compiled with a view of permitting a fair determination of relative truck performance values. These rules were formed by Charles P. Root, general manager of the run, who submitted them to the contest board of the American Automobile association for approval.

Mr. Root's lengthy experience in the direction of great motor truck runs, and other contests, enabled him to formulate rules which meet with the entire approval of the contest board.

That motor truck makers will commend them is altogether certain. Mr. Root has settled upon May 22 as the date on which the trucks will have to be in the hands of the technical committee at Omaha. Entries close at midnight May 1.

Go Over Trucks.

On arrival at Omaha, the technical committee will go over them, and at the close of the 2,500-mile run, which is to be made in 25 days, the committee will again go over them. Penalties will be set against a truck which shows marked variation between the two examinations.

The contest is designed to demonstrate the speed and reliability of pneumatic-tired trucks up to and including the 3 1/2-ton class. The contest is limited to pneumatic-tired trucks.

Speed Graduated.

Speed will be graduated, according to the size of the trucks, by classes. Road conditions of the day's run will be taken into consideration in setting the speed. The figures will be fair and reasonable to all. Penalties will be by points. These will be assessed against a truck for being late at noon and night controls, for work done on the truck by the driver or any one else and for mechanical defects as determined by the technical examinations before and after the contest.

To Name Observers.

Each entrant will name an observer for each truck entered. This observer may be connected with the maker or may be a distributor for the truck represented. The observer will ride on a different truck each day and will make report daily to the officials of the truck he rode upon. This will cover the performance of the truck and the conduct of the driver.

Makers will be allowed to name their sales representative as observer. It is proposed to start the run May 31 or June 1, but this may be delayed when the pathfinder has gone over the route in May. Decision will be based upon the probable condition of the roads in June. The start may be set for June 15.

TROUP AUTO SUPPLY CO.

New Location
Complete Stock of Quality Accessories

Kimball Ball Bearing Jack	\$5.50
Inland Leak Proof Rings (a few sizes left)	75c
Rose Single Action Pump	\$2.25
Champion X Plugs	65c
Mueller Locks for Fords	\$6.00
Back Cushions	\$1.95
Champion, Studebaker or Overland Plugs	65c
Sedan Rear View Mirrors	\$3.25
No. 98 Spotlight with Mirror	\$6.75

Goodyear and Marathon Tires
Veedol Oil
2027-29 Farnam Street - Douglas 5230

If It's Electric Trouble, We Can Fix It

No matter what your electric trouble may be, we are equipped to either fix it or install complete new units. We carry a complete stock of electrical parts and our mechanics are all trained experts in their line.

Official service station for—
Atwater-Kent Auto-Lite
Berling Magneto Bijur
 Connecticut Ignition
Delco Gray & Davis Klaxon Horns
North East Remy
 Westinghouse

A large stock of Genuine Factory Parts for every leading make of Starter, Generator or Magneto.

Auto Electric Service Co.

Ignition, Electric Starter and Storage Battery Specialists
2205 Farnam Street Omaha, Neb.
Phone Douglas 5488

MOON MODERN MOTOR CARS

THE Moon responds so readily to spark and throttle that one almost forgets it is a thing of mechanical parts. The high-speed motor accelerates from the pace of a walk to 45 and 50 miles an hour with lightning-like rapidity and without a single false vibration. Motor flexibility is made absolute by a matchless oiling system that lubricates automatically under all conditions of speed and strain. The finish and fit of body parts gives visual evidence of Moon capacity for sturdy performance. Full cord tire equipment cushions its pathway. These and the many other Moon endowments are included at a price within the bounds of reason.

Built by MOON MOTOR CAR CO., St. Louis, U. S. A.
C. J. Dutton Automotive Co.
2056-58 Farnam Street, Omaha, Neb.
"Deal With Dutton"