

National Ship-by-Truck and Good Roads Week

SHIP BY TRUCK THEME FOR MANY ESSAYS FOR CASH

Packard Company Also Offers Prizes in Addition to Those of the Firestone People.

Detroit, May 19.—The impressive demonstration to the public of the value of truck transportation for distances up to a hundred miles, which is to be made during the coming "Ship by Truck—Good Roads Week," will be of equal value to truck owners in showing them the economy of high quality in equipment and the importance of proper adaptation to the service required, Alvan Macauley, president and general manager of the Packard Motor Car company, declared today.

The Packard is sharing in the promotion of the "Ship by Truck" week through the offer of \$1,000, divided into 20 \$50 prizes, to be given to the high school child who writes the best 500-word essay on "The New Freight Transportation" in each of 20 sections of the country.

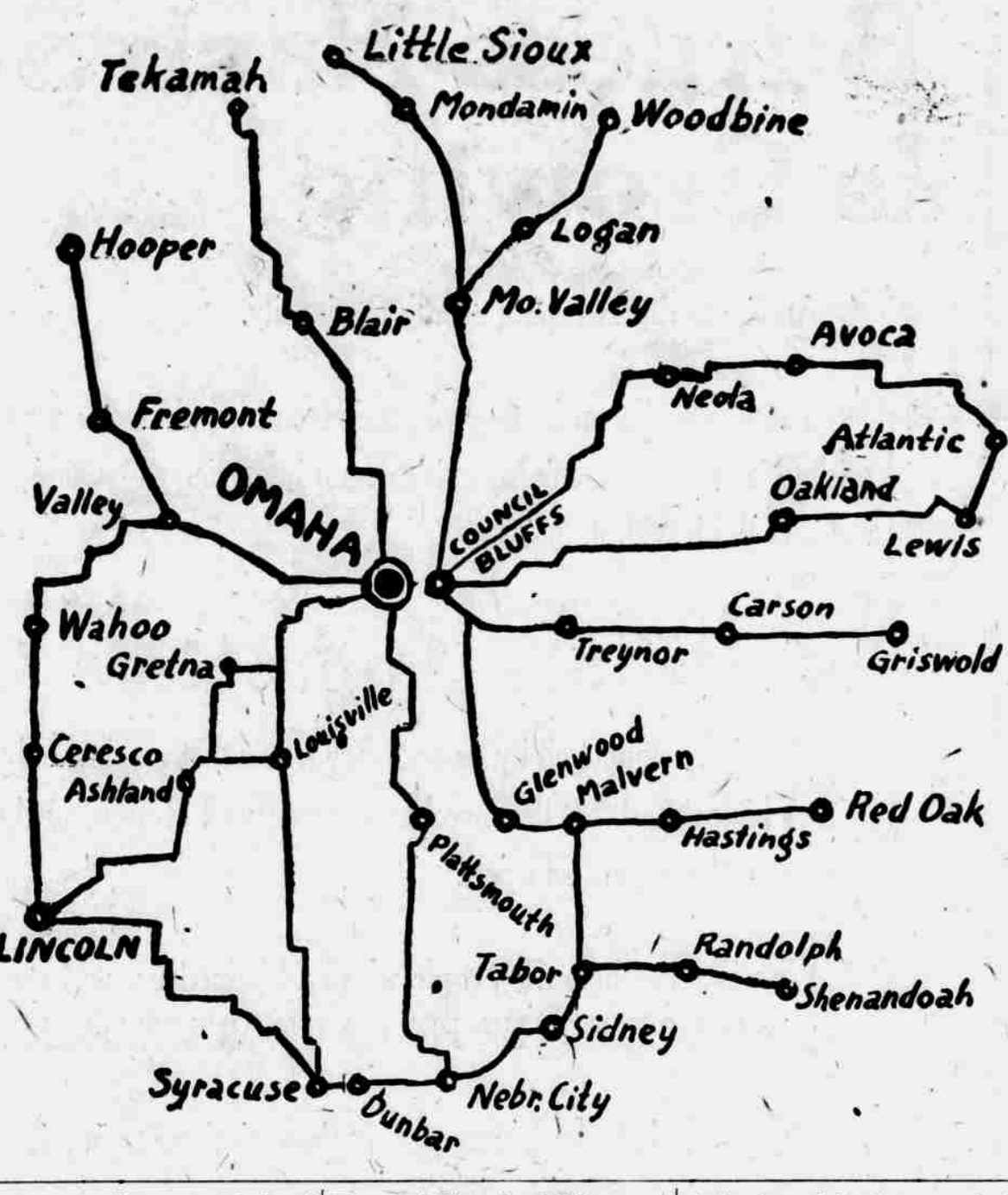
For Two Prizes. These essays, which are also eligible for the \$1,000 national prize offered by Harry S. Firestone, are expected to help in bringing to public attention the great profits of importance of truck transportation which have been given during the recent railway congestion, and the "outlaw" strike, as well as the long-known advantages which it offers to business of all kinds, as against horse traction in most of the trucking of both city and country production.

It will aid in showing truck users the great advantage of using trucks which have been scientifically selected for their particular work by transportation engineers—an application of scientific management of which too little use has been made so far.

Real quality in a truck can be measured much more accurately than in a car. Business records cover its operations very carefully and those trucks which have the highest merit built into them—built through the use of the best materials, the finest facilities and the most careful labor—will become better and better known and more and more widely in demand from year to year.

The extensive use of trucks in the great war set the world agog as to the virtues of truck transportation in industry because it was early shown that war after all is simply the biggest of big business. The lessons then learned are being rapidly adopted by American business, and we have already passed

Where Truck Lines Run From Omaha



the time when the great majority of business men were skeptical about the use of trucks for their business, and come to a time when they are chiefly concerned with what make and what size of truck is their best buy.

This has opened the way for the transportation engineer, a profession which has a large and an honored future. There are many thousands of business men throughout the country who want some one to show them what truck they should buy, and why; what capacities are best adapted to their needs; what equipment their truck should have. They want advice as to these things, not so much from salesmen, whom they consider partisans at best, as from specialists who will honestly consider the matter from the owners' view point, and will give them sound advice.

Tour of Trucks Makes Strong Demand for Better Roads in South

The need for better roads, while recognized on every hand, was strikingly illustrated in a recent Ship-by-Truck demonstration which was staged in Alabama. A caravan of 24 motor trucks started from Birmingham for Tuscaloosa, and out of the original entries only two finished—the others falling victims to the almost impassable muddy roads. The two trucks that finished the trip were Republics and truck men of the vicinity were generally agreed that the Republics had shown astonishing strength and stamina in completing the racking journey.

As a result of the tour an emphatic demand for better roads in Alabama has been made and the law makers of that state are being urged by civic bodies and newspapers to speed up action toward bringing about the necessary road improvements in that part of the country. These measures are also being encouraged by the public-spirited communities through which the tour passed, and it is expected that public demand for better roads in Alabama will soon crystallize into accomplishment of the desired end.

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BUILD TRUCKS TO MEET EVERY NEED OF FARMER

Baird Interviewing Truck Dealers to Find What is Needed for This Section.

Believing that personal contact is the surest way to get at just what the farmer needs to increase the efficiency of his hauling, James E. Baird, advertising manager of the General Motors Truck company, of Pontiac, Mich., is interviewing a number of truck users and others in the vicinity of Omaha. "It is our plan to build trucks to fit every need of commerce, and today there is nothing of greater importance than handling the products of the farm," says Mr. Baird.

"While we are guided by information from dealers and users, I thought it would be a good plan to get right down on the ground myself, so I propose visiting farmers in the midwest section, not with the intention of discussing sales, but of finding out what they think is best in a motor truck.

"We have supplied every industry in the world with trucks. They are saving time and man power in every state of the union and in most of the foreign countries. In the cities business men find them indispensable. In the agricultural sections, men who give as much thought to the trucks as they do to other farm equipment are finding this modern method of hauling a means of making more money.

"Just what capacities are best suited to general and specialized farming, just what equipment is needed, these are things I want to know first hand. With the steadily increasing wages of farm help and their scarcity at any price, there is a condition to meet and we consider it part of our business."

Previous to the war (in 1914) 41,263 men were employed in the Krupp gun works at Essen, and 39,028 were employed at places outside of the main factory, making a total of 80,291 employees. During the war a total of about 171,000 laborers and mechanics were employed. At the present time the total number is reduced to 84,867, of which 44,758 are employed in the factories. The workmen at the plant are reported as being fairly well satisfied with wages and living conditions and they now work eight hours a day instead of 12, as during the war.

For the first time in speedway history—European contestants promise to outnumber representatives of this country in the Indianapolis 500-mile race.

Huge Lincoln Memorial Now Nearing Completion

Largest Image Ever Undertaken in Marble—Building to Cost Nearly \$3,000,000—Located in Beautiful Historical Environment—No Similar Structure Can Approach It in Size, Beauty, or Location.

Washington, May 19.—Standing on the banks of the Potomac river and within a short distance of the Washington monument and the White House is the greatest and most beautiful monument ever erected to the memory of any man. It is the Lincoln memorial, a stately pile of white marble, which is nearing completion and which will be dedicated some time this year on a date to be selected by the Lincoln Memorial commission.

The magnificent edifice is being erected at a total cost of \$2,994,000, of which about \$85,000 was paid to Daniel Chester French for the marble statue of Lincoln, which is being erected in the center of the building. The martyred president is portrayed seated. It is said to be the largest image ever undertaken in marble.

The stone from which the statue was carved is Georgia marble, quarried from the hills of north Georgia, and consists of 28 blocks totaling approximately 3,000 cubic feet, each cubic foot of which weighed in the rough approximately 200 pounds. This perfect stone was shipped to New York, where the statue was completed in the studio of the Piccirilli brothers from Sculptor French's model, and from there it was shipped to Washington, where it is now being set up.

Of Heroic Proportions. The total height of the statue is 30 feet. The statue itself is 19 feet high, while the pedestal is 10 feet high and the plynth is one foot in height. The heroic proportions may be appreciated when it is known that the buttons on Lincoln's coat measure, four inches in diameter, while every other feature is in proportion. The head of Lincoln is four feet high.

According to Getulio Piccirilli, in whose New York studio the marble cutting was done, and who is now in Washington, superintending the erection of the statue in the memorial, it took the services of 20 high class marble cutters a year and a half to complete the statue. The model made by French was five feet and a half in height and this model was used by the Piccirilli in measuring the proportions of the marble.

The marble used in the building was quarried from the top of the Rocky mountains not far from Denver, Colo., at a height of 8,000 feet above sea level. It is known as Colorado-Yule marble. One of the novel features of the structure is the roof, which is made of marble slabs three feet by five feet and only three-eighths of an inch in thick-

ness. This takes the place of the usual glass skylight effect for lighting purposes.

Boil Slabs 48 Hours. It was thought that a more desirable light could be obtained and the beauty of the building enhanced at the same time by using marble. But to make the marble serve this purpose it was necessary to resort to the unique experiment of boiling the slabs in huge kettles of white wax for 48 hours. The result proved even more satisfactory than anticipated. The light now flutters through in an ideal manner.

The only materials used in the construction are marble, granite, limestone, brick and concrete. All of the steps and platforms are made of pink Milford granite from Massachusetts. For the interior floor and wall base, Tennessee marble was used.

The foundation of the memorial is different from that of any building on this continent. It is so solid that all of the soil around it could be washed away by a mighty flood and the building would still remain. This is due to the fact that the foundations extend through the soil to a depth of two feet below bed rock.

In Historic Environment. The view from the veranda surrounding the building is second to none in all Washington. To the eastward the Smithsonian institution, new National museum, Washington monument, Library of Congress and the capitol may be plainly seen; to the west looms Arlington and the Virginia hills in all their picturesque grandeur; to the southward for a long distance is the majestic Potomac leisurely winding its course seaward. In other directions may be seen the entire city of Washington.

When this magnificent edifice is finally opened to the public it will be found to be of such character as to command the admiration not only of all Americans, but of the entire world. Eminent persons who have visited every foreign country unhesitatingly make the assertion that no similar structure can begin to approach the Lincoln memorial either in size, beauty or location.

Former President William Howard Taft, who dug the first shovel-ful of earth for its foundation on Lincoln's birthday, 1914, said of it: "It is a fitting tribute to the majesty of the great and kindly man."

The rubber tire business of the United States for 1920 is estimated at \$1,200,000,000.

MARSHAL FOCH TELLS FRANCE WARS SURVIVE

Prussianism Not Dead and Germany's Neighbors Must Be Ever Prepared for Battle, He Declares.

Paris, May 19.—Warning tant France must, in the midst of peace, make preparations for future wars, was uttered by Marshal Foch, who presided at the annual meeting of the polytechnic school for army engineers today. He said the present economic struggle is the first part of the peace program, but preparation for war is the second part.

"Which of us," he asked, "dare believe Germany is renouncing war on the morrow of her ruin? . . . Germany's neighbors, whether they wish to or not, will be forced to keep up armies and maintain strong frontiers, because there are historic realities and racial appetites, just as there are geographical realities.

"How can we help mistrusting a nation," he continued, "which, reduced to impotence by the great Napoleon, was able, by its martial ardor, to re-establish itself and bring about complete overthrow of the colossal Napoleonic empire, and by superlative militarism and methodic development, extended its authority from the East Prussian marshes to beyond the Rhine? Making war is its national industry, and might is its right."

Capture of Odessa by Ukrainians Is Denied

Constantinople, May 18.—Odessa is still claimed by the Russian bolsheviks and rumors of its capture by Ukrainian forces have not been supported by subsequent messages. Allied commissioners here are without official information.

Whole Family Sentenced On Prohibitory Charge

Toledo, O., May 19.—An entire family consisting of father, mother, son and a nephew, were sentenced to varying terms of imprisonment today by Federal Judge John M. Killits, following conviction on charges of violating the national prohibition act.



Autocar

A very important point—

THE TURNING RADIUS

A SIDE from the fact that the Autocar Truck is the only truck which can turn at right angles in the narrow 14 and 16-foot alleys at the Union Stock Yards, South Omaha, think of the saving in time. A truck which could not turn in these small alleys would waste nearly as much time backing up as it saves going ahead.

Possibly this point is important to you. Think of the time, also the wear and tear which can be saved by a truck which can turn in less than the radius required by a Ford roadster. Speed and efficiency are the two things which make a truck valuable. The Autocar represents both these factors.



HAMILTON MOTOR COMPANY

C. W. Hamilton, Jr., Pres. Wm. F. Bruett, Treas. Glenn A. Wilcox, Secy.

1814 Cuming Street

Distributors of Autocar Trucks

Omaha, Nebraska

UNION STOCK YARDS COMPANY OF OMAHA, (LIMITED)

Hamilton Motor Co.
Omaha, Nebr.

Gentlemen:

The Union Stock Yards Company of Omaha (Limited) purchased and now have in use for hay delivery, six Autocars.

We find they are giving good service and so far as we have been able to determine, they are the only cars able to make the right angle turns in the narrow 14 and 16 foot alleys in the Stock Yards.

Yours truly,
W. K. Chewey
Superintendent.