

All Short Hauls Of Freight to Be By Motor Truck

Use of Railroads Becoming More and More Limited to Long Hauls, Says Oldsmobile Dealer.

While railroad trains will continue to come and continue to go for many years, the "writing on the wall" indicates that their scope of activities will become more and more limited to continuous and long hauls as time passes and civilization becomes more completely motorized, believes J. R. O'Neal of the Nebraska Oldsmobile company, distributing Oldsmobile company throughout Nebraska and western Iowa.

Signs of Times.
"Signs of the times are very easy to read; they all indicate that motor transportation is just beginning and that the time will come when it will dominate the short-haul field," declares Mr. O'Neal.

"A few weeks ago, when the railroads made a big raise in passenger and freight rates, an eastern paper made a very pertinent comment on this subject under the heading, 'Are the Choo-choo Cars to Pass as Short-Haul Carriers?'"

Freight Is Loaded.
"Another big boost in railway, freight and passenger rates, and another big boom for the ship-by-truck-for-short-haul movement, and the travel-by-auto-fashion," wrote the editor. "And why not? To ship by freight usually means, in addition to the haul by train, two hauls by trucks—one to the car in which the freight is loaded and one from it to the place where the goods are wanted."

"Once they are on the truck—unless the distance is great—the growing disposition is to rush them to their ultimate destination without further troublesome and expensive handling and delay."

Rail Rates High.
"Naturally, the increase in rail and ship rates will make travel by automobile more popular than ever. People are even going all the way from Boston to California by auto because the rail rates are so high. Scores of families are planning to go to Florida by auto this winter in order that they may cut out the big cost of getting there by steamer and train."

"As the editor thinks, so thinks the nation—in this instance, at least," concluded the Oldsmobile chief.

T. W. Tinkham Joins Staff Of Briscoe Motor Co.

Announcement is made by the Briscoe Motor corporation of the appointment of T. W. Tinkham as assistant general superintendent. Mr. Tinkham has been in the automotive industry fifteen years. His most recent connection before joining the Briscoe was general superintendent of the Willys-Overland plants at Toledo. Prior to this time Mr. Tinkham was associated with Oldsmobile Works as general master mechanic and with Packard Motor Car company as assistant production manager.

This announcement follows the recent announcement from the Briscoe factory of the appointments of J. C. Cunningham as general superintendent and L. L. Wilburn as superintendent in charge of production.

The average daily count of passenger cars and motor trucks entering and leaving New York city totals 154,708.

Machine Will Unload Cars One-Half Ton a Minute



A new car unloading machine, with a capacity of one-half ton a minute, invention of Guy O. Baker and Homer L. Baker, brothers from Atlantic, Ia., has been patented and will be placed on the market by Omaha capitalists.

The picture shows one of the machines unloading sand, frozen six inches thick near the Iren Biscuit company.



There are 51,678 motor vehicles registered in St. Louis, Mo.

The National Automobile Dealers' association has 35,000 members.

Hingeless doors, which are mounted on pivots, have been invented for automobiles.

Children in Detroit are first taught the "Rules of the Road" in kindergarten schools.

During the past three years nearly 70 per cent of the people killed or injured at grade crossings were drivers of motor vehicles.

Because of a strict enforcement of the highway regulations in England owners of automobiles in London who saved garage charges by parking their cars in the middle of the

Temporary headquarters have been opened at Twelfth and Davenport streets. Until articles of incorporation are filed, distribution will be handled by Prescott Heald, Omaha Manufacturers' agent, assisted by Carlton F. Swiler and Philip L. Gilmore. Fred Nordstrom, Shenandoah banker, is also interested in the invention.

States and Canada, a little better than one-half are Fords.

The state law of Washington forbids motors a greater rate of speed than four miles an hour at street crossings "when any person is thereon."

During the first eight months of 1920 the total number of automobiles either shipped or driven away from 124 motor car manufacturers was 1,079,067.

There were fewer motorists killed at grade crossings in South Dakota last year in proportion to the number of machines registered than in any other state.

Douglas Fairbanks has seven passenger automobiles, which he values at \$37,000, while his wife, Mary Pickford, has two cars valued at \$7,500 and \$3,500.

The French Grand Prix automobile race will be held in Alsace, near Strasburg, during the summer of 1921. It is the first big post-war speed contest to be held in Europe.

The state of New York has 208,000 passenger automobiles, 64,500 commercial vehicles, 16,000 omnibuses, 1,400 trailers and 12,000 motorcycles. There are 155,000 chauffeurs and 133,000 private owners who have operators' licenses.

Ford Company Sets New Record For Production

During Month of October 99, 967 Cars Were Built; Day Record One Can Every 18 1/2 Seconds.

During October 99,967 Ford cars were made in the Ford factory at Detroit and shipped out to join the 4,500,000 already in service. This is the highest record ever reached by the Ford company, or any other company. Thirty-three more cars would have brought production up to 100,000 mark for the month.

October 26 was the banner day, having brought forth 4,688 cars. This was also a record breaker. It means that one car was completed every 18 1/2 seconds for the entire 24-hour day. The Ford estimate for this year is 1,250,000 cars and trucks.

It was during the fall of 1909 that Henry Ford placed on the market his now famous model "T." To date, more than 4,500,000 of this one model have been built and distributed. Of models prior to the "T," 30,000 were manufactured.

During 1910, 18,644 Ford cars were built. In 10 years from that time Ford production has grown to more than 1,000,000 a year. Almost half of the motor cars in the world are Ford cars.

White Company Opens New Branch

Denver Will Be Distributing Center for Large Western Territory.

In recognition of the growing importance of Denver as a motor truck distributing center the White company, Cleveland, has established a direct factory branch in the Colorado metropolis. The installation and maintenance service heretofore rendered by the White Auto company, formerly the Denver dealer of the White company, is being highly developed to meet the requirements not only of Denver but the entire Rocky mountain section. The company has acquired a large and modern building to house the new branch.

C. E. Denzer, formerly manager of western sales for the White company, with headquarters in Cleveland, will be manager of the sales department of the new Denver branch and Thomas Parramore, manager of the service department. Every facility will be provided to give present and future White owners a transportation service of exceptional promptness and efficiency.

The Denver branch will serve the territory embracing Utah, Colorado, the north tier counties of New Mexico, Wyoming, the east half of Montana, the Black Hills territory of South Dakota, Nebraska and the three western counties of Iowa.

Big Demand for Motor Trucks Is Expected

J. M. Opper of the Jones-Opper Co., in speaking about the truck business, said that a good many of the dealers throughout the territory would perhaps find a new condition confronting them when business improves.

According to Mr. Opper there is no scarcity of people who are anxious to own and operate motor trucks. The trouble seems to be entirely due to the inability to get money.

Farmers all over the United States are very much sold on the idea of truck transportation and as soon as the money situation loosens up, there will be a great scramble for deliveries on motor trucks, he says, and many of the dealers will not be prepared to meet this.

Springs Weak or Stiff.
When in the course of operation valve springs become weak they should be stretched or else have a washer placed under them. If a car spring becomes so that one side of the vehicle sags, the addition of another leaf will remedy the trouble. In a new car it frequently happens that the owner finds cause for complaint in regard to hard riding, due to the fact that the springs are stiff. This difficulty may be obviated by removing a leaf, if so desired, but before long the new spring will lumber up merely through ordinary usage.

Republic Truck Handy for Mines

Transportation of Passengers And Freight Solved by Using Prairie Schooner Covers.

The prairie schooner, recalled in stories of the early west, will always prove interesting when considering the development of our transportation facilities. Every one in a while this relic of transportation is brought to light in a modern way, and this was strikingly illustrated in a recent adaptation of a Republic motor truck operated by the Tungsten-Comet Mining Co. of Panama, Nev. This company is situated 17 miles from the nearest railroad and this condition brought about the need of solving the company's daily transportation requirements, both as to passengers and freight.

Realizing that it was not practical to have a number of vehicles which would necessarily be idle a part of the time, the Tungsten-Comet Mining company installed a two-ton Republic truck with a type of body to meet their local conditions. A passenger tonneau seat was furnished for the driver and for his protection a roadster top was attached. Over the body of the truck a canvas top was built along lines adapted from the old-fashioned prairie schooner that traversed the western plains 50 years ago. This unique vehicle is used to haul passengers and supplies from the railroad to

the company's mine, as well as conveying express shipments of high-grade concentrates which the company produces. The president of the Tungsten-Comet Mining company is most enthusiastic over the utility of the Republic truck so employed and is a firm believer in the merits of motor transportation.

Sticking Clutch.
The clutch pedal of the Ford car occasionally refuses to spring back after it has been pressed forward firmly. This is due to binding and may be remedied by screwing the adjusting screw on the opposite end of the pedal shaft a turn or two.

Old Aero-Eight

15,000 MILES ON TIRES
50% Greater Fuel Efficiency
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But—When You Select a Reo You Are Sure!

There is an element of risk in the purchase of any commodity—unless you select the one about whose superiority there can be no question.

For example, when in buying a piano you select one whose name and fame stand out above all the rest—not by mere self-exploitation, but by common accord of users—you know—and every musician will tell you—that a better cannot be made.

Perhaps there is one as good—you might, by taking a chance, find one. But of the one you have selected there is no question. So why take any chance?

Similarly with talking machines, furniture—or automobiles.

Outstanding above the many of mediocrity are one or two certain makes about which there is no question.

There's an unanimity of opinion about them that is the best endorsement of your own judgment—the best assurance of satisfaction.

You eliminate all element of risk when you buy one of those.

Among motor cars Reo enjoys such eminence.

Not even the most envious maker or dealer will deny Reo quality or Reo value.

Ask any motorist, any salesman, any dealer, and he will say, "Reo is a good automobile."

There's no denying such quality. It is everywhere conceded.

Reo always has made good automobiles—so long and so consistently the very name has become a synonym for quality.

There's another phase to this too.

When, after years of satisfactory service, you want to dispose of your Reo to get a later model, you'll find that unanimity of opinion is a real asset to you.

For used Reos command an higher percentage of their original cost and a readier sale, than any other car of its size or type or class.

Proof of that you can ascertain from any handler of used cars. He'll tell you his Reos are his readiest sellers and command the best prices.

There's still another reason for this latter condition also.

First price of a Reo is so much lower than you are asked for cars of similar size and capacity—though not comparable in quality to a Reo—that depreciation has already been largely discounted when you buy your Reo new.

Why experiment then—why assume any element of risk—why chance disappointment in the slightest degree—if you can get a Reo?

There's the rub—if you can get a Reo!

Such quality, such value is always in demand.

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