

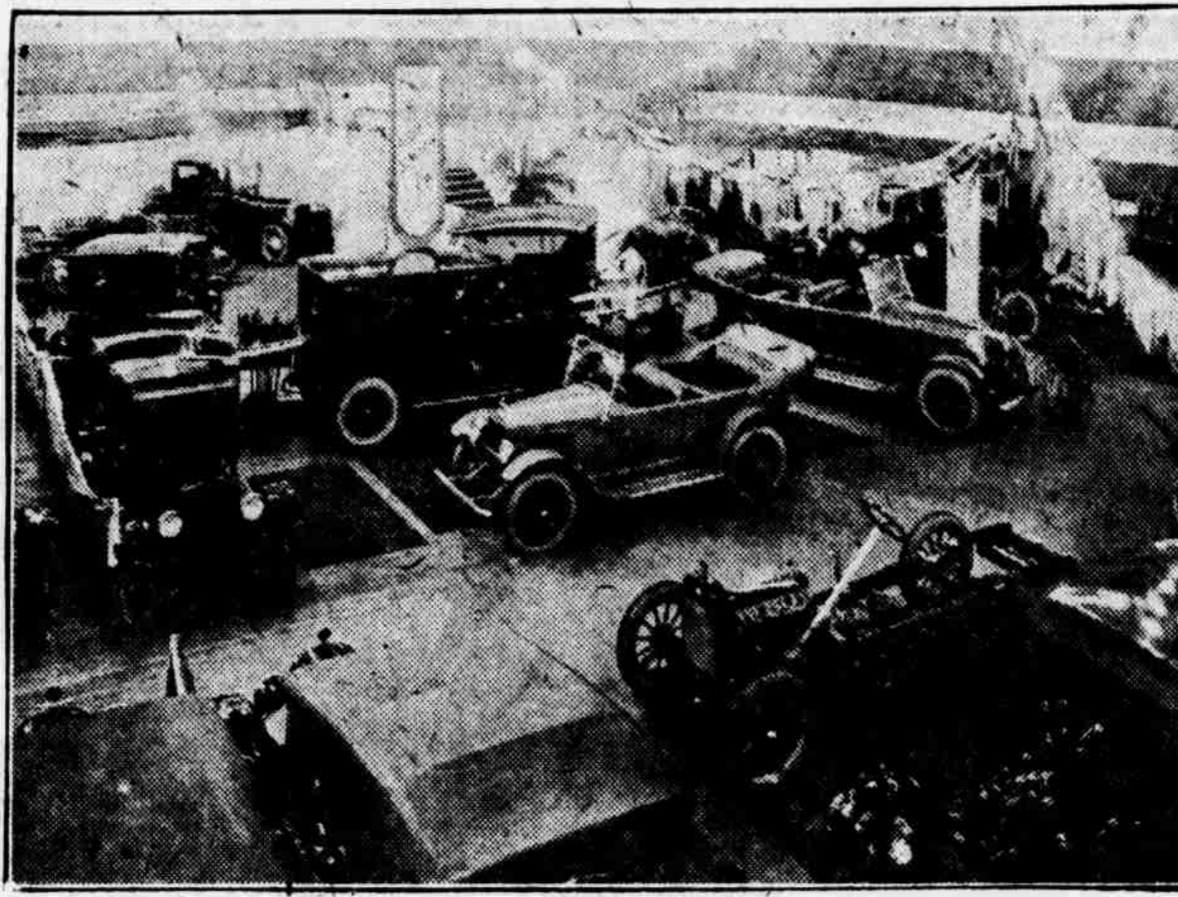
Ex-Officers Make \$100 Per Week Begging in London

Such Is Charge Now Being Investigated by Officers' Association; One Mendicant Imprisoned.

London, March 19.—The scandal of pensioned ex-officers who are said to be making a luxurious living by parading barrel organs in the London streets is being investigated by the police authorities and the Officers' association, Grosvenor square.

is grossly abused," said an official of the association. "There is no need for any ex-officer whose distress is genuine to adopt the barrel organ game. Make \$100 a Week. "Our inquiries show that some of these men have collected as much as \$100 a week, and are able to live at expensive hotels. They start early in the morning and then make a tour of fashionable shopping centers. "The public, particularly women, are drawn to the masked victims, and demonstrate their sympathy by generous donations. "Some of the barrel organ ex-officers when interrogated have given false addresses, and it was ascertained that others had previously been assisted by the association." The Officers' association has found positions for a considerable number of pensioned men, and at the same time have given financial aid to enable them to set up in business. "Public sympathy and generosity

Corner at the Automobile Show



A corner at the auto show, showing the Hudson and Essex display arranged by Guy L. Smith.

Omaha Gets 187,000 Head of Live Stock by Truck in Year

Farmers Use 79,000 Motor Trucks, 10,000 More Than Next Nearest Class of Owners—Use In Transporting Live Stock Has Big Economic Advantage.

By GEORGE M. GRAHAM, Member, National Motor Truck Company. Today the farmer is in greater need of the motor truck than he has ever been before. The prices obtained for many classes of products by the farmer depend to a large extent upon his ability to place them on the market in good condition at the right time. The ordinary methods of marketing farm products do not take promptness into consideration. Great quantities of food are wasted because farmers cannot profitably get their products to market.

The number of motor trucks now used by farmers is 79,000, or 10,000 more than the next nearest class of users, manufacturers. The total number of farms in the United States is 6,361,502, of an average size of 140 acres. It has been stated that any farm of 80 or more acres can profitably use a motor truck. Adding a factor of safety of 75 per cent to this estimate, it is concluded that a farm of 140 acres can economically support a motor truck. It is, therefore, reasonable to assume that if every 140 acres of farm land will support a motor truck, the possible number of motor trucks that may be sold is 6,361,502.

Our wealth lies in our soil, but so long as urban population increases at the expense of our rural sections, and we neglect our opportunities in failing to provide transportation beyond the belt of communities built up around our railroads, we cannot expect to extract enough of our raw products to care for the increasing demands of an ever-encroaching consumer population. Oftentimes strikes or a congested railway system will cause disastrous losses to the farmer and to the consuming public. This is the point where the farmer's motor truck proves a real investment, for he overcomes the loss by carrying his cattle or his farm produce through to destination where a ready market awaits them.

The use of the motor truck for transporting live stock has a big economic advantage. It prevents shrinkage in the weight of the animals to a large degree. This is especially important in "farm to railroad siding to yards" delivery. After a car is ordered, it may not be spotted for several days. With the motor truck to depend upon, the producer can keep his stock on his farm until a few hours before the car is set for loading. This avoids long waits in the loading pens, which are never helpful to stock. In the case of a direct "farms to yards" haul, the truck enables the producer to get his stock to the yards when the market price is highest.

Good Roads Stimulate. Think of 6,800 head of hogs, valued at \$200,000, being hauled into the Indianapolis stock yards in one day by 500 motor trucks, which traveled 2,500 miles. This is not the only point receiving live stock direct from the farm by motor truck. St. Joseph, Mo., is receiving 2,500 per day, while Omaha received over 187,000 in one year, and these records are increasing at a great rate, year by year.

Good roads are a great stimulation to the business of raising live stock. The increase in the number of hogs which go to market via the motor truck over the highway is proof of this. The use of motor trucks with the farmer may be said, therefore, to be developing just as rapidly as the farmer is learning to think in terms of road mileage. When he ceases to think of transportation wholly in terms of horse power and can comprehend the cost per mile a pound, regardless of the power used, then the sale of motor trucks will be greatly increased.

Farmers within a radius of 25 or 30 miles of South St. Paul are turning more and more to the use of trucks for delivering their stock to market. Road leading into South St. Paul in all directions are now being used by hundreds of farmers, large and small, some of them coming from as far as the Lake Minnetonka district, while others come from the section near Northfield, and still others from Washington, Dakota and Ramsey counties.

The development of the truck has brought on a new phase of orcharding. The rapid transportation of large loads increased the business facilities in cities and made profitable locations that had for centuries been considered impossible. The same is true of the country. Land that was good in all ways, but too far from the railroad, has now taken on an added value, and greater areas can be devoted to the production of agricultural crops. Particularly is this so in the growing of perishable crops, such as fruits. The crop that has the largest monetary value may be grown at a profit at a great distance from the shipping points than those of low value, provided the perishable crop can be got to the railroad at a reasonable figure. Good roads and the truck practically put all forms within reach of the market.

The fruit grower who has a haul to the loading station cannot consider the question of affording to have a truck; the real problem is that he cannot afford to be without one. The truck has become a part of the equipment of all large and progressive orchards; it is as necessary as the horse and wagon used to be, and, as a matter of fact, can in most instances take the place of the horse and wagon. It does all the fetching and carrying about the place, bringing the fruit from the fields to the packing sheds and transporting the baskets back again to the fields. It gives a rapid means of taking labor from one part of the place to the other or for bringing it out from the centers of population to the orchards and taking it back again at night or at the end of the week.



In Stockholm, Sweden, there are four motorcycle "speed cops" to regulate and enforce traffic laws. Coal is being hauled directly from the mine to the consumer in Terre Haute, Ind., by motor trucks. Philadelphia has 98 horse-drawn fire-fighting machines, and 100 pieces of motor-driven apparatus. Seattle, Spokane, Portland and Tacoma and the extreme northwest part of the United States are alive with motor truck transport companies. In England the official automobile license tag must be kept in a small circular holder attached to the car and displayed near the windshield. Tony Tommy, chief of the Florida

Seminole, who still wear the garb of their forefathers, is the first of his tribe to buy and operate his own automobile. "Billy" Sunday, the base ball evangelist, is in favor of the use of automobile riding on Sunday for health and recreation and to get in touch with God's out-of-doors. American-made passenger automobiles, exhibited in various motor shows throughout the union, range in price from the cheapest at \$1,000 to the most costly at \$11,000. Because of a falling off in the demand for baby carriages manufacturers in Chicago are experimenting on a new type of motor perambulator operated by storage batteries. Brooklyn, N. Y., issued permits for 3,617 garages, 3,157 dwellings and 10 churches last year. The estimated cost of the garages was 30 times that of the churches. Lieut. J. D. Glick, in command of the submarine chaser Eagle 40, has special permission from the Navy department to carry his passenger automobile on the vessel he commands. The total number of automobiles imported into Brazil from January, 1907, to June 30, 1920, was 24,475, representing a value of \$24,723,430. Of this number the United States furnished 15,109 cars.

Study Cylinder Blocks

LaFayette cylinder blocks after 50,000 miles of testing have not shown wear in excess of one-half thousandths of an inch, factory officials report. The ordinary cylinder block needs reborng at 10,000 miles, they assert.

Automobile Owners Attention!

Will allow \$10 for your old battery on exchange for a New Chain Battery. Made in Omaha. Two-year guarantee for one week, beginning Monday, March 21.

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Every human being is a potential sportsman or sportswoman. That is the principal reason why our New Series "Glenbrook 6-44" has won so many friends.

This smart five passenger car is the very next thing to a living, breathing companion. The smooth, even flow of power is almost magic in effect as it accelerates from five to twenty-five miles per hour in nine seconds flat.

Steep hills, of course, are mere play and you will return home after a day's journey refreshed, relaxed and gloriously exhilarated. Such is the "Glenbrook"—a surprise and revelation to the most critical motorist.

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Cadillac Leadership Is Evident This Year As Usual

¶ The number of Cadillac Automobiles sold at the Automobile show this year is only "The proof of the pudding,"—proof that real quality and dependability are the things which buyers are seeking today.

¶ Buyers who held off until the Automobile show to make their selection again paid fine tribute to the Cadillac.

¶ During the show week, March 14 to 19, six Cadillac automobiles were sold to residents of Omaha, and five to out-of-town visitors.

¶ Now is the time to order your Cadillac and insure delivery when you want it.

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Battery Economy a Simple Matter When Proper Care Taken

"Battery economy, or economy in electrical current, means nothing more or less than taking care of the battery," says Elmer Kosengren of the Nebraska Storage Battery company. "In the care of your automobile, battery care is really the simplest of all. It means that once a week in summer and twice a week in winter you will fill your battery with distilled water. That, before you do this, you take the test of the battery with a hydrometer syringe to see that it is kept in a fully charged condition. "Your car, in all probability, is equipped with an ammeter. It has a definite, useful purpose. At regular intervals take comparative ammeter readings to see if your generator is returning to the battery as much energy as is being used. If you do not know how to make these tests your service station man will show you how."



Special Auto Show



For the benefit of the many thousands who were at the show, we are going to hold a Special Show all this week at our salesroom.

We will have on exhibition all the Special Cars we had at the show, together with all the models our factory produces.

The crowds at the Auditorium were so large that it was impossible to give everyone the personal attention that they deserved.

We want you to come to our show this week and let us show you the Hudson and Essex in detail, where you will have the opportunity of looking them over carefully.

We know we can satisfy you with either a Hudson or an Essex, as the case may be. Our past performance and records, together with 100,000 Hudson and 50,000 Essex owners, prove the merits of our cars.

Let us help you select your new car. Let us show you what fair and square automobile dealing is.

We know you will want a car that will give you Service, Reliability and Economy--our cars will do this, we know. We want to show you.

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