

### First Motor to Cross Continent Was a Packard

#### Historic Trip Took 53 Days and Attracted the Attention of the Entire Nation.

"Not long ago, in the course of a discussion, there came to my mind an interesting event, associated with the early days of the automobile industry," said E. F. Roberts, vice president, Packard Motor company. "It dates back to 1903 when the Packard factory was located in Warren, O., and dealt with the adventures of 'Old Pacific,' a one-cylinder, nine-horsepower Packard that had been commissioned to make a transcontinental run, from San Francisco to New York.

"The start was made from San Francisco, June 18, with E. T. Fitch in charge and the finish took place in front of the Astor hotel, New York, 53 days later. Transcontinental trips were just coming into vogue and road maps were as unknown as self-starters. I recall that the only map available for a great part of the western half of the journey was a Union Pacific railroad map.

"'Old Pacific' was the first gasoline-propelled vehicle to cross the Nevada sands. Seven days were required to do this job, and to secure traction, everything that human ingenuity could suggest (from a long strip of canvas, to the floor boards of the car itself) was called into play. It was here that a supposedly experienced guide, taken on in San Francisco, admitted that the country was all new to him. Despite the handicap, however, 'Old Pacific' won out ultimately.

"Even murders in those days were of secondary interest to the appearance of an automobile. This was proved in Carson City where a murder had occurred an hour or so before 'Old Pacific' made its entrance to the town. The crowd, on seeing the first motor car of their lives, promptly left the scene of the murder to witness a sight less common. "If there are anything more difficult than the desert country of Nevada, it was the mud of Iowa. On one particular stretch of road, it required from 5 in the morning until 9 at night to travel 20 miles. Today, with the help of the Lincoln highway, a two-track successor of 'Old Pacific' can make the 20 miles in about 17 minutes.

"The crew of the old pioneer had much to contend with. So much in fact that in a fit of weakness they descended to mutiny and announced that from a certain point forward they intended to choose their own route. When this ultimatum reached Warren, O., and was delivered to S. D. Waldon, then Packard sales manager and personally responsible for the supervision of the transcontinental run, it was met with a smile and a plan. Thereafter, until 'Old Pacific' had emerged from the territory in question, the route was dictated very effectively by wiring expense money only to those towns through which the run was to pass.

"Once into the central west, the going became easier and it was only a matter of time until 'Old Pacific' pulled into New York with an escort of some 200 motorists, on their White steamers, Ramblers, Stearns steamers, Pope-Toledos, etc. "So far as the mechanical features of 'Old Pacific' were concerned, they were primitive. Yet they were advanced in those days, and formed the basis of Packard quality and dependability of today. 'Old Pacific' had nine horsepower, concentrated in one cylinder, and weighed, ready for the road, 3,000 pounds. The brakes were adjusted automatically when the rear wheel assembly was moved back to take the slack out of the chain drive. The clutch consisted of a cast iron plate that revolved between two steel ones. The wheelbase measured 90 inches, and a governor limited the speed to 20 miles an hour.

#### New Operating Committee for Bearings Service Co.

A feature of a recent meeting of the board of directors of the Bearings Service company held in New York was the appointment of an executive body which will be essentially an operating committee. This committee will hold its main scheduled meetings at the company's general offices in Detroit on the first Thursday in the months of March, July, October and December.

This committee chosen from among the directors of the corporation is composed of Alfred K. Heber, president, who will be chairman, and A. C. Hitchcock, L. M. Klinedinst, B. G. Koether and H. J. Porter.

William M. Sweet presented his resignation from the board of directors and William A. Brooks presented his as secretary of the company. Mr. Sweet's vacancy was filled by the election of A. C. Hitchcock, sales manager of the New Departure Manufacturing company, one of the three bearing concerns for which the Bearings Service company acts as the service department. Mr. Koether is to fill Mr. Sweet's place as one of the vice presidents of the company. W. J. St.onge, sales manager of the Bearings Service company, was chosen secretary.

#### Hammering Outfit Show at Powell Supply Store

One of the sensations of the eastern shows was the big hammering outfit exhibited by the American Hammered Piston Ring company. The outfit was kept in actual operation and put the piston rings through the special operations used by the company in the manufacture of its rings.

Clarke G. Powell, head of Powell Supply company, distributors of the product in this territory, secured the outfit for exhibition at the Powell store, 2051 Farnam street, during the week of the show. The outfit will be in charge of Mr. Fay, district manager.

It is believed by Mr. Powell that every dealer visiting Omaha for the show will be glad of the opportunity to see this hammering outfit in operation.

The Powell company will also have factory representatives of their other leading lines present during the week to explain the uses and merits of their products.

### First to Cross Continent



### Patton to Distribute Rickenbacker Autos



Rickenbacker Touring Car.



J. H. PATTON, JR.



Capt. E. V. Rickenbacker.

The curtain has been raised and the mystery about a new automobile to appear on Omaha's automobile row has been dispelled. The car is the Rickenbacker and the dealer who will distribute it is J. H. Patton, jr. His company will be known as the Patton Motor company, of which he will be president and general manager.

In speaking of the Rickenbacker, Patton states: "I have watched the progress of

this car for some time and during the Chicago automobile show I definitely made up my mind to try for this contract.

"The demonstration which the Rickenbacker made was more than a surprise from every standpoint. In fact, when the performance of the car is compared with the price, the price seems unreasonably low."

Besides Capt. E. V. Rickenbacker, these men are associated with this

### Distributor for Buicks 13 Years

#### Lee Huff Started Selling 'Em From Barn Back in 1905.

To have been a distributor of one automobile for 13 years is unusual. This is the record of Lee Huff of the Nebraska Buick Automobile company, started in 1909.

The organization was composed of Lee Huff, H. E. Sidels and Charles Stuart, all still active in the firm.

Lee Huff started to merchandise Buick automobiles in Omaha in 1909 from a barn at Seventeenth and Capitol avenue. At that time Mr. Huff



Lee Huff.

was the sales manager, service manager, complaint department, trouble fixer, and everything else in connection with the business.

Lee Huff, jr., tells an interesting story of how he and his father drove two of the 1909 models shown above from Lincoln to Omaha in 1909 in seven hours. So far as they know this was the record at that time. The run was made without any mechanical trouble.

The Nebraska Buick Automobile company is reported the largest privately owned automobile distributing organization in the world handling a single line of automobiles.

#### Edison Owns Cadillac

Thomas Edison is among the great men, with an appreciation of fine mechanics, who owns a Cadillac. He has been an enthusiastic admirer of the Cadillac for a long time.

manufacturing plan; Walter E. Flanders, Detroit automobile man, well known through his connection with Ford, Studebaker and Maxwell, chairman of the board of directors; Barney Everett, old-time associate of Flanders, president; E. R. Evans, production manager, and W. J. Drumpelmann, sales manager.

### Vintage of 1909



1909 Buick.

#### Cadillac Is Official Car of Mexican Government

That the new Mexican government is very up-to-date in one respect, at least, is indicated by the fact that the Cadillac has been adopted as the official car of the government. President Obregon and the members of the cabinet all have been provided with Cadillacs.

#### Cadillac Service Stations Appreciated by Tourists

Motorists who tour across the United States report that one of the great conveniences of the trip is the certainty of excellent service at the various Cadillac service stations, which are maintained in all principal cities from coast to coast.

See Business Boosters Are Business-Getters.

### Hupmobile Makes New Mark for Production

Business economists and leaders are unanimous in saying that the corner has been turned and that business is on its way back to normal. But because these prominent men have mostly been talking about the future, the public has not given their opinions the credence they deserved, and has waited for concrete evidence.

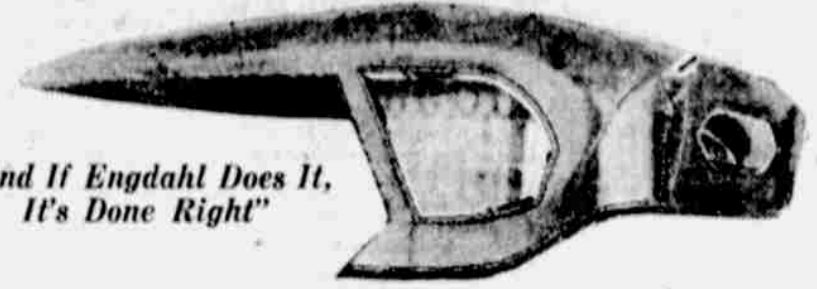
Such evidence is now offered in the remarkable record of the Hupmobile Motor Car corporation, whose January, 1922, shipments were the largest for any January in the 14 years of the company's existence. In January, 1922, more than four times as many Hupmobiles were shipped and sold as in January, 1921, or twice as many as in January, 1918, or January, 1916, or three times as many as in January, 1919. From a production

standpoint, January was one of the biggest months the company has ever enjoyed. At the opening of the New York automobile show, Charles D. Hastings, president of the Hupmobile corporation, expressed his confidence in the results which could be secured in 1922, and announced the determination of his company to build and sell 30,000 cars in 1922. With January starting off at 400 per cent speed, his hopes seem certain of fulfillment.

#### Former Italian Army Chief Visits Cadillac Factory

General Pietro Badoglio, former chief of the Italian army, recently visited Detroit. Among other points he insisted on seeing was the new factory of the Cadillac Motor company. Discussing the Cadillac, he said: "The Cadillac car holds just as exacted position in Europe as it does in America."

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### Beautiful Home of the Nebraska Oldsmobile Company

Sales and Service

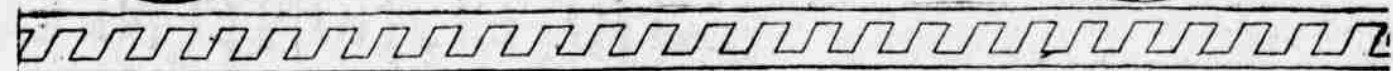
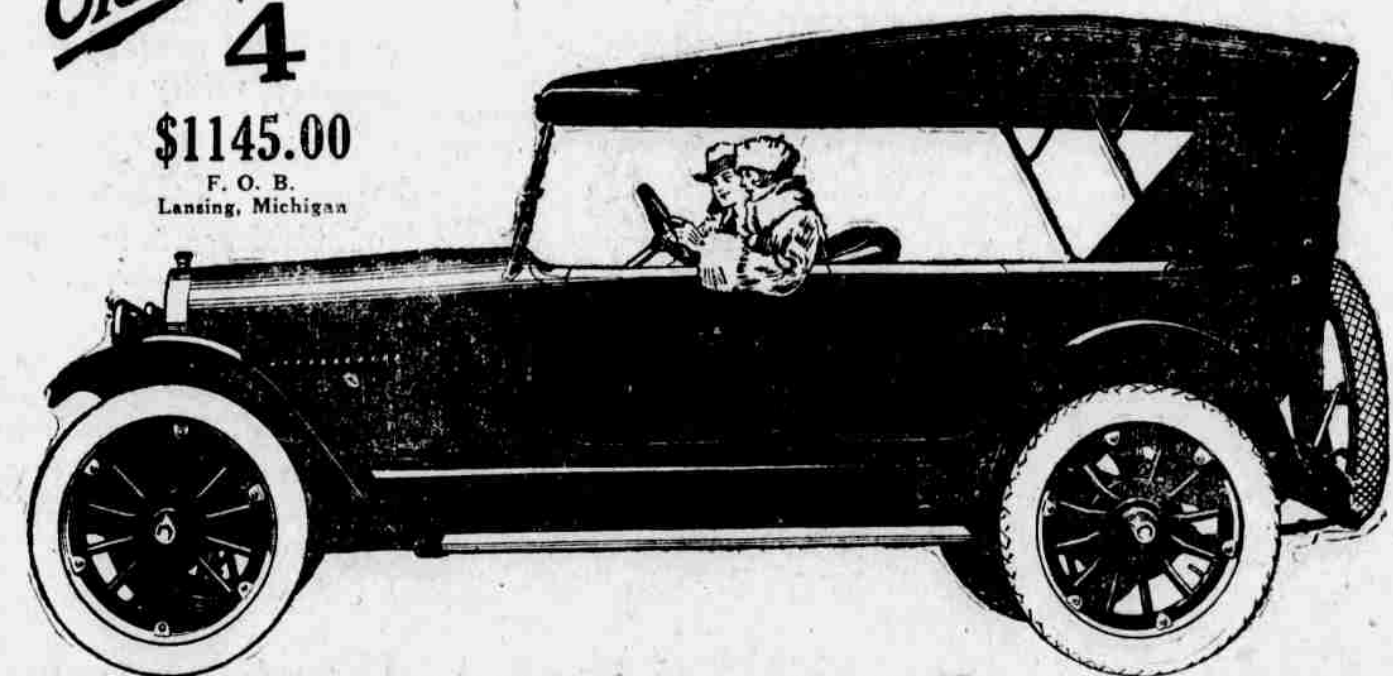


New Oldsmobile 4

\$1145.00

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Models in Cars That Are Designed to Meet All Requirements.



Touring and Roadster, \$1,145; Coupe, \$1,645; Sedan, \$1,795, with Cord Tires. F. O. B. Lansing.

If you were to estimate the cost of the four-cylinder Oldsmobile models by the beauty of their lines—the excellence of their construction—or the luxury of their interior appointments—you would naturally decide upon a figure far above their actual purchase price.

Over size and surplus of power in the Oldsmobile four open models that will carry you through any emergency of road or traffic—and the town car has actually as much space as some seven-passenger cars.

The reason is that the Oldsmobile four was designed deliberately for the average American family who like a moderate priced car of size and power beyond what they normally need.

SPECIAL NOTICE—Impossible to show our complete line at the Automobile Show—as a consequence we will greatly appreciate your presence at our showrooms—18th and Howard streets.

## NEBRASKA Oldsmobile COMPANY

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CHAS. A. TUCKER, Pres.

Omaha



### Announcement

The Truck and Tractor Corporation announces to the citizens of Omaha, Neb., that they are the sole dealers and representatives of the famous "Bulldog" Mack Trucks.

In our connection with the International Motor Company of New York as their representatives we feel that a new and valuable service is available to owners and prospective purchasers of motor truck equipment in this territory.

The MACK is distinctly an engineered truck—manufactured entirely in three great factories located at Allentown, Pa., Plainfield, N. J., and New Brunswick, N. J.

Had the manufacturers of the Mack Truck, at any time divided its interests during its career now in its 22d year, it would not have been possible to reach the position it holds today in the Motor Truck world.

The most important result of this far-reaching achievement through years of specialization is the creation of a firm bond of confidence between manufacturer and owner—a bond that could not otherwise possibly exist.

Detailed specifications and a thorough description of its many exclusive features are given in Catalogs Nos. 15 and 41, which can be had by applying to the address below.

Capacities 1 1/2 to 7 1/2 tons Tractors to 15 tons.

### Truck & Tractor Corporation

1310 Jackson Street Omaha, Nebraska

