

NATION'S DEFENDERS ARE CARS AND TRUCKS

Priceless Service to Nation Rendered by Motor Transportation

Today the motorcar is in reality the defender of the nation. Every army camp purrs and thunders with the sound of motors. Huge motortrucks convey supplies from city to camp. Motortrucks bear ammunition and men to the battle front in Europe. Passenger cars—the same on which the public once hung the misnomer "pleasure car"—rush back and forth from barracks to barracks and from camp to camp, carrying the officers and men who, in days gone by, would have been compelled to plod about on horses. Police patrols, fire apparatus and ambulances are motorized. The entire military life of the nation is pulsed by the throbbing engines.

It was taxicabs, trucks and passenger cars that saved Paris from the Germans, and it was motorized equipment that helped save Italy from destruction. The government officials and army officers would throw up their hands in dismay if called upon to answer the query: "How much time would have been lost if you had been deprived of your motor equipment for mobilization, training and fighting?" The question is one which will not reconcile itself with the requirements of modern warfare.

The preliminary to the great war, which gave the automobile its first real opportunity to demonstrate its value to the army, was the Pershing punitive expedition in Mexico. Here truck trains had their origin. It was Pershing who first ordered Dodge trucks generally used in his operations on the border and throughout Mexico. By the time the expedition was recalled more than 300 Dodge Brothers cars bore the placard "U. S. A."

Many of these cars are now being shipped direct from the factory to General Pershing in France. A train of thirty trucks, which recently made a test run from Detroit to the Atlantic coast, was loaded with parts for Dodge Brothers motorcars. All were for immediate shipment to France.

Driving over roads that were cut deep into the mud and snow, through weather that was anything but ideal for touring, a six-cylinder, sixteen-passenger Studebaker bus steadily plowed its way from Detroit to Baltimore recently, a distance of 819 miles, in less than six days. Maintaining an average schedule of fifteen miles per hour, and driving only during the daytime, the big bus covered the distance of 819 miles in virtually the same space of time required by a light touring car. The consumption of gasoline for the entire journey averaged seven and a half gallons to the gallon.

The transportation of a train of thirty loaded army transport motortrucks, under their own power, from Detroit to the seaboard, marks a new epoch in military transport in this country. Here truck trains, led by a packard motorcar, are now being used to transport supplies to the front.

This fleet of thirty-three Packard motortrucks on Goodyear solid tires left Detroit in charge of Company No. 3, Division Supply Train No. 392, in the midst of a snowstorm which brought a very heavy fall throughout the entire North.

The train was divided into three units of ten trucks each, with a sergeant in charge of each unit. The trucks were driven by the soldiers, with two men assigned to each one. Included in the train are two 250-gallon tankers, which supply the gasoline and oil wants of the trucks, and a kitchen truck to provide emergency meals en route.

This was the pioneer effort of the Council of National Defense to move military equipment from the Central West to the eastern seaboard by motor-truck. Each truck carried a load of military supplies for our armies in France.

Thousands of motortrucks must be brought to the eastern seaboard for shipment to our forces in France, and it is likely that before long the presence of motortruck trains on our highways will become commonplace.

Six more United States army truck trains, each consisting of thirty Packards, will leave Detroit in a few days en route to the seaboard. At almost the exact time the first army train was rolling into Baltimore, December 28, commencing the journey overland from Detroit, the government gave the Packard factory unofficial notice to prepare 180 more three-ton and six-ton carriers for immediate trial under their own power.

As fast as the drivers, cooks, mechanics and other men of the personnel arrive from army cantonments and training camps the trains will be made up.

The trucks made an average run of forty-eight miles a day for eleven days over snow-filled and ice-covered roads. At times they plowed through drifts six feet deep. In Pittsburgh 500,000 persons turned out to see the trucks enter the Steel City.

Commenting on the first trip, officials say it has shown that army trucks can make better time to the seaboard under their own power than they can by rail in present traffic conditions. Another big advantage of the driveway is the training of drivers, mechanics and trainmasters for transport service overseas.

Buick Workmen Patriots
"As a result of the two Liberty Loan canvasses," says President Chrysler, of the Buick Company, "figures Buick workmen bought more than \$1,000,000 worth of Liberty bonds out of the \$7,000,000 sold in Genesee County, Mich., where our plant is located. There are precious few Buick workmen who are not creditors of the United States Government. Most of our men also belong to the Red Cross, and every single employee in the Buick plant knows that in his or her name the company subscribed \$10 to the Red Cross war fund. Consequently, I have no hesitation in saying that the Buick is loyal and patriotic from the top down to the bottom. Despite unsettled labor conditions, transportation, tie-ups and heavy loss of valuable men through the draft, we have kept up production and maintained a high standard in all respects."

EVEREADY
The only nationally distributed storage battery with built-in safety features—No. 1001

Frank H. Stewart Electric Co.
37 N. 7th Street PHILADELPHIA

New Glory Upon Local Auto Men

Continued from Page Two shells are being fired either at the post or at the road most every day," wrote MacPherson. Two others were assigned to a town where "heavy shells are continually coming and going." Later, under date of June 26, the diary of the section recorded:

"One of the narrowest escapes that a member of our section has had was experienced by Talarfaro today. Ritter, accompanied by a hospital dentist, was just returning to the post after bringing a 'blesse' to the hospital, when suddenly a number of 130-millimeter shells began to fall all around the car. It was only by a miracle that he escaped."

Their outpost was bombarded directly on July 2, Sunday. "A great number of 120mm. shells were sent by the Germans," says the diary, "some with ruinous effect upon the old monastery, others being having to the road. There are no Sundays in wartime."

Alexander, one of the two Philadelphians in the unit, paid a visit with one of his comrades one day to a French observation post. "Why there a most terrific bombardment on the part of the Germans commenced. Not long after a report became current that some officers were anxious to get them for spies. The officers of the section went immediately to the post to see if something could be done to prevent the two from being sent to Paris as spies. Come to find out, the French officers were looking for them in order to invite them to dinner. There are dangers constantly, either from anti-aircraft guns or from enemies' shells. Quite often the shells from anti-aircraft guns have whistled near enough to make the men sit up and take notice."

The entry concludes with a note that Johnson, the other Philadelphian, was among the seven members of the unit whose machines had been struck with "scats," or flying bits of shells. The diary continues:

"The night calls are by far the most exciting. Four men are always on call. When the men at post have more work than they can handle, or it is thought better to have an ambulance around, the call comes to the men at the chalet. Up and down hill, dark with the overhanging trees and the sabbie night, with sometimes the flash of the lightning echoing, the flash and the explosion of dropping shells, they go forth to the aid of the men at the chalet. It is a job which has been performed by the men at the chalet. They are Americans."

Imagine a Carless America
By C. W. NASH
President Nash Motor Company

Imagine, if you can, an America without motorcars and you will have an America seriously hampered commercially. Can you picture the rush-hour traffic, so familiar a part of our modern city life, transformed suddenly into a tangled jam of horse-drawn vehicles? The smooth deftness with which the traffic policeman handles the swift-moving motor craft would be impossible, and the accomplishment, now as a matter of hours, would be drawn out into days.

Imagine, if you can, an America without motorcars and you will have an America seriously hampered commercially. Can you picture the rush-hour traffic, so familiar a part of our modern city life, transformed suddenly into a tangled jam of horse-drawn vehicles? The smooth deftness with which the traffic policeman handles the swift-moving motor craft would be impossible, and the accomplishment, now as a matter of hours, would be drawn out into days.

Imagine, if you can, an America without motorcars and you will have an America seriously hampered commercially. Can you picture the rush-hour traffic, so familiar a part of our modern city life, transformed suddenly into a tangled jam of horse-drawn vehicles? The smooth deftness with which the traffic policeman handles the swift-moving motor craft would be impossible, and the accomplishment, now as a matter of hours, would be drawn out into days.

Imagine, if you can, an America without motorcars and you will have an America seriously hampered commercially. Can you picture the rush-hour traffic, so familiar a part of our modern city life, transformed suddenly into a tangled jam of horse-drawn vehicles? The smooth deftness with which the traffic policeman handles the swift-moving motor craft would be impossible, and the accomplishment, now as a matter of hours, would be drawn out into days.

Imagine, if you can, an America without motorcars and you will have an America seriously hampered commercially. Can you picture the rush-hour traffic, so familiar a part of our modern city life, transformed suddenly into a tangled jam of horse-drawn vehicles? The smooth deftness with which the traffic policeman handles the swift-moving motor craft would be impossible, and the accomplishment, now as a matter of hours, would be drawn out into days.

Imagine, if you can, an America without motorcars and you will have an America seriously hampered commercially. Can you picture the rush-hour traffic, so familiar a part of our modern city life, transformed suddenly into a tangled jam of horse-drawn vehicles? The smooth deftness with which the traffic policeman handles the swift-moving motor craft would be impossible, and the accomplishment, now as a matter of hours, would be drawn out into days.

Imagine, if you can, an America without motorcars and you will have an America seriously hampered commercially. Can you picture the rush-hour traffic, so familiar a part of our modern city life, transformed suddenly into a tangled jam of horse-drawn vehicles? The smooth deftness with which the traffic policeman handles the swift-moving motor craft would be impossible, and the accomplishment, now as a matter of hours, would be drawn out into days.

Imagine, if you can, an America without motorcars and you will have an America seriously hampered commercially. Can you picture the rush-hour traffic, so familiar a part of our modern city life, transformed suddenly into a tangled jam of horse-drawn vehicles? The smooth deftness with which the traffic policeman handles the swift-moving motor craft would be impossible, and the accomplishment, now as a matter of hours, would be drawn out into days.

Imagine, if you can, an America without motorcars and you will have an America seriously hampered commercially. Can you picture the rush-hour traffic, so familiar a part of our modern city life, transformed suddenly into a tangled jam of horse-drawn vehicles? The smooth deftness with which the traffic policeman handles the swift-moving motor craft would be impossible, and the accomplishment, now as a matter of hours, would be drawn out into days.

Imagine, if you can, an America without motorcars and you will have an America seriously hampered commercially. Can you picture the rush-hour traffic, so familiar a part of our modern city life, transformed suddenly into a tangled jam of horse-drawn vehicles? The smooth deftness with which the traffic policeman handles the swift-moving motor craft would be impossible, and the accomplishment, now as a matter of hours, would be drawn out into days.

Imagine, if you can, an America without motorcars and you will have an America seriously hampered commercially. Can you picture the rush-hour traffic, so familiar a part of our modern city life, transformed suddenly into a tangled jam of horse-drawn vehicles? The smooth deftness with which the traffic policeman handles the swift-moving motor craft would be impossible, and the accomplishment, now as a matter of hours, would be drawn out into days.

Imagine, if you can, an America without motorcars and you will have an America seriously hampered commercially. Can you picture the rush-hour traffic, so familiar a part of our modern city life, transformed suddenly into a tangled jam of horse-drawn vehicles? The smooth deftness with which the traffic policeman handles the swift-moving motor craft would be impossible, and the accomplishment, now as a matter of hours, would be drawn out into days.

Imagine, if you can, an America without motorcars and you will have an America seriously hampered commercially. Can you picture the rush-hour traffic, so familiar a part of our modern city life, transformed suddenly into a tangled jam of horse-drawn vehicles? The smooth deftness with which the traffic policeman handles the swift-moving motor craft would be impossible, and the accomplishment, now as a matter of hours, would be drawn out into days.

Imagine, if you can, an America without motorcars and you will have an America seriously hampered commercially. Can you picture the rush-hour traffic, so familiar a part of our modern city life, transformed suddenly into a tangled jam of horse-drawn vehicles? The smooth deftness with which the traffic policeman handles the swift-moving motor craft would be impossible, and the accomplishment, now as a matter of hours, would be drawn out into days.

Imagine, if you can, an America without motorcars and you will have an America seriously hampered commercially. Can you picture the rush-hour traffic, so familiar a part of our modern city life, transformed suddenly into a tangled jam of horse-drawn vehicles? The smooth deftness with which the traffic policeman handles the swift-moving motor craft would be impossible, and the accomplishment, now as a matter of hours, would be drawn out into days.

Imagine, if you can, an America without motorcars and you will have an America seriously hampered commercially. Can you picture the rush-hour traffic, so familiar a part of our modern city life, transformed suddenly into a tangled jam of horse-drawn vehicles? The smooth deftness with which the traffic policeman handles the swift-moving motor craft would be impossible, and the accomplishment, now as a matter of hours, would be drawn out into days.

Imagine, if you can, an America without motorcars and you will have an America seriously hampered commercially. Can you picture the rush-hour traffic, so familiar a part of our modern city life, transformed suddenly into a tangled jam of horse-drawn vehicles? The smooth deftness with which the traffic policeman handles the swift-moving motor craft would be impossible, and the accomplishment, now as a matter of hours, would be drawn out into days.

Imagine, if you can, an America without motorcars and you will have an America seriously hampered commercially. Can you picture the rush-hour traffic, so familiar a part of our modern city life, transformed suddenly into a tangled jam of horse-drawn vehicles? The smooth deftness with which the traffic policeman handles the swift-moving motor craft would be impossible, and the accomplishment, now as a matter of hours, would be drawn out into days.



LIEUT. W. CLARKE GRIEB

Lieutenant Grieb, who is a partner with J. H. Thomas in the Grieb-Thomas Company, sales agents for the Briscoe car, has just been commissioned an officer in the Signal Corps. His partner also wears an officer's shoulder straps, making the firm's batting average of patriotism an even 1000 per cent. Hundreds of other local automobile men have likewise entered the nation's service.

WARTIME INFLUENCE SHOWN IN ALL MAKES

Effort to Cut Out Waste Wherever Possible Marks Motor Industry Today

By CHARLES E. DURYEA

Technical Expert
That the automobile shows of 1918 have a more or less military spirit running through them goes without saying. They are the first wartime shows. The motor vehicle business has not won the attention of the great public in 1898 when we had the Spanish-American war on our hands; hence that period offers no criterion to guide us. In fact, the acceptance of the gasoline car as the proper one dates back only about fifteen years, but we may draw some conclusions by comparison with the products of that time.

The splendid work being done by the power vehicles in many—some may almost say all—lines is being shown and much information not well known to the public brought out. "Conservation" attracts more attention than ever before, for example, heaters for the carburetor or the supply pipe for the air inlet do much to make the fuel vaporize more fully and so insure its proper burning and development of the power that is in it. These vary from an electric coil in the carburetor bowl or manifold to a complicated stove heated by the exhaust from the engine. Never before has there been such a variety of this type of improvement. And it is most timely, for while we still have ample fuel to take care of our need even in wartime, we are at the point where wastefulness is culpable.

It is also being recognized that there is no advantage from saving fuel if the heat produced is wasted instead of being used. So we find an ever-increasing number of devices for preventing overcooling of the engine. Thermostats in the water pipes to slow down the circulation as the water gets cooler; shutters in front of the radiator to shut off the air draft when not wanted; fan regulators to speed up the fan when needed; water pumps that only pump when hot, and similar devices are now being used to keep the cylinders working hot and yet prevent them from becoming too hot.

Not in the engine only are improvements being made but the various details of the car body and frame and even the tires have come to be objects of interest in their relation to less fuel. Bodies are being made better and lighter and much improvement may yet be made in them. The tendency for the wheels to grow larger each year seems to have expended itself, and with the increased number of good roads wheels of medium size save some cost and weight and seem quite satisfactory.

The stream lines, which in the past have been developed because they affect speed, now are recognized as equally good in saving fuel because at any considerable speed they greatly reduce the head resistance to the air. The "one-man tops," now so universal, are more often seen down than in the past and this practice saves air resistance and fuel. Inclined windshields throw the air upward and over the rider's head with very slight resistance and are in common use. The self-starter saves fuel by permitting the engine to be stopped whenever the car is not running instead of idling to avoid the cranking labor. Front mud guards which turn down well in front of the wheels deflect the air up and over the wheel instead of allowing it to strike and retard the rapidly moving wheel tops, and this results in appreciable saving of fuel. In the motortruck particularly the great advances of the last fifteen years are seen. Then a few concerns were experimenting with such business wagons as existed. These were heavy, crude and very inefficient, and made doubly troublesome by the lack of attention and skill of the operators. In fact, one

Goodrich
AUTOMOBILE PRODUCTS
IGNITION LOCK
for Ford Cars
With Yale Lock
and Individual Key

One turn of the key locks your Ford, covers the screwheads and grounds the switch so it cannot be wired behind the dash.

The Goodrich Lockswitch with Yale lock is installed by removing the plate that covers the regular Ford ignition switch and putting on this plate. No tie-rod can be disconnected or unscrewed.

The same turn of the key that locks it also covers the screwheads with concealed metal shutters; also covers the electrical contact points on the ignition switch and puts on its place. No tie-rod can be disconnected or unscrewed.

WRITE FOR BOOKLET
GOODRICH-LENHART MFG. CO.
Widener Building, Philadelphia, Pa.

SOLVING YOUR DELIVERY PROBLEMS
Freight embargoes at all points, the logical outcome of freight congestion due to an unprecedented speeding up of production in all lines, puts the all-important problem of delivery squarely up to the motortruck. The concerns listed below are expeditiously solving such problems every day. Whether it be foodstuffs or gravel, machinery or general merchandise, they are ready to promptly "deliver the goods" for you.

Mack-Equipped Motor Truck HAULING
Everything **BIG SMALL HEAVY**
Long and Short Distances
Daily, Weekly, Monthly or Yearly Contracts
RICHARDS, KELLY CO.
3607-15 Lancaster Ave.
Preston 3630

MOTOR TRUCK HAULING
C. J. CARNEY
1510 North 5th Street
OUR SPECIALTY
Long-Distance Hauling
TELEPHONE KENSINGTON 179
TELEPHONE MARKET 4018
Hauling Contractor
MOTOR TRUCKS AND TEAMS
GEO. W. VAN LEER
302 N. WATER ST.

MOTOR TRUCKS FOR HIRE
5-Ton Pierce-Arrows
G. W. MINK, JR.
1401 Arch Street
A Complete Stock—All Sizes—For All Makes and Styles of Tires For Sale By
Gaul, Derr & Shearer Co.
DISTRIBUTORS
217 North Broad Street Philadelphia

MOTOR TRUCK HAULING CONTRACTORS
Bird-Shuster-Grosz Co.
1407 Pennsylvania Bldg.
Spruce 3047. Night—Belmont 7462-W.

MOTOR TRUCK HAULING
Stake and Dump Bodies; capacity, 3 and 5 tons.
Hamilton J. Branagan
CONTRACTOR
OFFICE AND GARAGE 3954 Elser St.
Bell, Tiooga 7970. Keys, North 3021 A.
Night Phone Tiooga 5422 W. 1120

Day or Night Tel. DIAMOND 7650
HAULING ANYTHING ANYTIME ANYWHERE
MOTOR TRUCKS TO HIRE BY THE HOUR, DAY, WEEK OR TRIP
JOHN P. HORLACHER
2203-05 N. 28th Street
CALL LOMBARD 573

HAULING
MOTOR TRUCK SERVICE
By the Hour, Day, Week or Month
ARCADIA GARAGE 387 South 11th Street, Philadelphia

reason for buying motor deliveries then was to get rid of horse cars and expense rather than to get better, faster or increased service. Today the reverse is true and powerful trucks in the hands of trained drivers and with splendid service stations at hand to render every care are conveying goods from New York to Philadelphia or even from New York to Boston and similar distances far below express charges and at little if any slower when the savings resulting from one loading and unloading instead of many is considered.

GET OUR PRICES
ON
Selected Factory Seconds **TIRES** Inner Tubes Guaranteed One Year
TIRE SALES CO.
1334 ARCH STREET, PHILADELPHIA

GADESH GOODS

Hot Air Heater for Fords
WARM AIR INTO CAR
VICTOR
PAT. P. GAS EXHAUST
FRESH AIR INTAKE

THE Crew Levick Victor will heat your Ford with pure, fresh, warm air. It will make winter riding in your car comfortable and healthful. The Victor uses no fuel; but supplies a steady current of warm, fresh air heated by passing around a metal drum made hot by the exhaust gases. Heats in 30 seconds. This sturdy floor heater is neat, compact, noiseless, odorless.

—a fool-proof unit that fits any Ford touring car, sedan or town car. Its first cost is small cost. Easily regulated to give much or little heat. It cannot burn or scorch shoes or robes.

GAUL, DERR & SHEARER CO. \$5.00
217 N. BROAD STREET Complete

CARBON
BLOCKS THE ROAD TO MOTOR ENJOYMENT

Give Carbon half a chance to accumulate, and it will unclog your valves, plugs, cylinder heads and piston heads till the motor can't run properly. No pleasure in driving when your motor begins to knock, miss and backfire.

HART-BELL
REMOVER

will clean thoroughly a badly carbonized motor, but its best use is as a preventive—to remove the carbon as it forms, heading off trouble, saving your motor from the permanent damage of scratches and pitted metal.

HART-BELL is connected to your water-jacket and intake manifold. Every now and then, when your car is standing idle, leave the motor running for ten or fifteen minutes, with your HART-BELL water valve open. A thin stream of water, drawn in with the gas, is converted into live steam as it enters the cylinders. By the familiar water-gas process (H₂O + C = CO + H₂), the oxygen in the steam unites with the incandescent carbon to form Carbon Monoxide gas, which is carried off by the exhaust. Simple, easy, quick, thorough; no expense beyond the small first cost, and your motor always clean all new.

Unqualified Money-Back Guarantee
After 30 days' use if your HART-BELL has not come up to expectations in every way, you can have your money back for the asking.

Factory Representative Here
For the next 3 days, a special factory representative will be here to explain and demonstrate HART-BELL. Come in and ask him some questions.
Gaul, Derr & Shearer Co., Distributors
217 North Broad Street

Installed in **CREW LEVICK** 20" motor

It May Happen to Yours
—whirled on skidding tires into a disastrous crash
Stop endangering your life as well as the lives of others. When streets are wet, always "chain your car to safety." Take no chances. Equip all four tires with

Weed Skid Chains
The ONLY Positive Safeguard Against Skidding
Safety demands that all tires be equipped with Weed Chains. It doesn't require the gift of second sight to see why this is true. Rubber slips—never grips. It slides on wet pavements and roads like a cake of soap on the moistened hands.

Rubber lacks the bite-and-hang-on ability to prevent skidding, while Weed Chains hold on like a bull dog, prevent side-skid and drive slip. Equip both front and rear tires with Weed Chains. Do it today—before it's too late.

A Complete Stock—All Sizes—For All Makes and Styles of Tires For Sale By
Gaul, Derr & Shearer Co.
DISTRIBUTORS
217 North Broad Street Philadelphia

OSGOOD LENS
CRAVATH LONG DISTANCE TYPE

74% More Light on the Road—and No Glare!

The Osgood Lens gives 74% more light on the road, due to its twelve selective prisms which deflect the light forward and downward.

Beam is waist-high. No "sky" rays. No glare to annoy other motorists. The road is lighted for full third-mile ahead of the car. Full compliance with headlight laws. No dimming necessary.

The Osgood Lens is the invention of James R. Cravath, one of America's foremost authorities on illumination. Its new efficiency is attested to by other recognized authorities, including the A. A. A. itself. Try a pair on your car and see the vast difference.

Ask about it at our exhibit No. A-7-8-9 at the Automobile Show.

GAUL, DERR & SHEARER COMPANY
DISTRIBUTORS PHILADELPHIA

SEE OUR DISPLAY IN LEDGER CENTRAL WINDOW
Gaul, Derr & Shearer Co.
COURTESY, SERVICE AND AUTOMOBILE ACCESSORIES
217 North Broad Street, Phila.