

NO OTHER TRUCK USED OVERSEAS EQUALED PERFORMANCE OF THAT MADE FOR ARMY



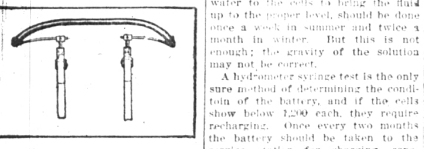
Earl Eby, Having Made His Turn Into Germany, and Realized the Few of "Berlin or Bust," Has Tipped His Stogie Around and is on His Way Home.

Who has kept informed on the great problems confronting the United States army in the pursuit of the realization of the most difficult of its tasks, it was only six years ago that the quarter-master department recognized the importance of motor truck transportation, and when the campaign for the Rhine was under way, the responsibility of limiting the number of trucks became evident.

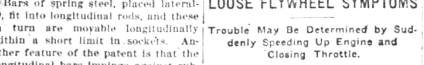
The United States army brought its motor and one-half-ton truck as late as 1931 and by 1932 had accumulated great experience with but a limited number. In that year Col. C. E. Baker, then chief of transportation in the office of the quartermaster general, joined the Society of Automotive Engineers to send representatives to Washington to confer with army officers and representatives of about fifty truck builders, to cooperate in the purchase of specifications for standard one and one-half-ton and three-ton trucks. This conference was held May 8, 1934, and the specifications were issued in June, 1934. On these trucks were hurriedly purchased for use against Francisco Villa. This gave the army the first good chance to test the usefulness of motor truck transportation under field conditions as they existed on the Mexican border.

DESIGNED STANDARD TRUCK

Shortly after declaration of war on Germany Col. Baker's staff entertained hopes of having a completely standard military truck. They proceeded to have new drawings and specifications made, including all the suggestions and experiences recorded to that date. A number of members of the S. A. E. were asked to assist in the design of the new truck and they



Frank Koulek, a member of the merchandising staff of a Cleveland manufacturing concern, has been granted letters patent on a new type of automobile fender or bumper. One of its principal features is the rubber sleeve which slips over the transverse bar.



New Type of Bumper.
The first bumper bar and which takes up the shock growing out of a collision.
Bars of spring steel, placed laterally, fit into longitudinal rods, and these in turn are movable longitudinally within a short limit in sockets. Another feature of the patent is that the longitudinal bars impinge against rubber buffers enclosed within the sockets.

TIME TO ADJUST CARBURETOR

Always Best to Make Adjustments to Motor After It is Thoroughly Warmed Through.
A great many car owners make the mistake of adjusting the carburetor when the engine is cold. It is always best to make adjustments to the motor after it has been run long enough to warm thoroughly. Through this, the fuel mixture is adjusted to the valve tappets, etc.

For Your Motor.
It has been found that a mixture of 25 per cent each of gasoline and benzol with 50 per cent of alcohol works very satisfactorily as a fuel for vehicle motors.

U. S. NO LONGER ON DEBTOR LIST

Conditions of Few Years Ago Have Been Entirely Reversed by War.

DUTY NOW TO PAY OUR WAY

Looking to World Leadership in National Ethics and International Commerce Brings Us Back to Face With Problem.

By WILLIAM C. REDFIELD, Secretary of Commerce.

The years ago, the United States was a debtor nation. At that time, millions of our dollars were in the hands of European nations. The visible balance of trade was in their favor, but it was not so simple as it seems. It was only six years ago that the quarter-master department recognized the importance of motor truck transportation, and when the campaign for the Rhine was under way, the responsibility of limiting the number of trucks became evident.

Big Orders Are Placed.
The present day motor Secretary Baker at once authorized the production of 10,000 class B trucks, and to execute this great task the military truck production section of the transportation division of the quartermaster's corps was organized, composed of civil engineers only. The work was distributed among seventeen truck builders, each to make 200 to 1,000 trucks. The first five trucks were available January 10, 1918. By April, 1918, production was proceeding so satisfactorily that the general staff authorized the purchase of 5,000 more trucks, and in August, 1918, an additional 25,000 were authorized, but the armistice was signed before the last order was for delivery.

Class B Trucks Lead.
It has, however, been clearly demonstrated that the class B trucks are equal in performance to any other type of truck used overseas. The experience acquired by the automotive engineers will be immediately available in their present capacity as designers, and the motor transport corps acknowledges that the successful solution of the motor truck problem is in a large measure due to the cooperation of the Society of Automotive Engineers.

CARE FOR STORAGE BATTERY

Because of Comparatively Brief Life It Should Be Given Good Treatment by Owners.

After a storage battery is fifteen months old the dealer considers it worthless. The fact that the battery has such a comparatively brief life at best, should not, however, give it careful treatment so as to get maximum service from it. Adding distilled water to the cells to bring the fluid up to the proper level of electrolyte once a week in summer and twice a month in winter. But this is not enough; the gravity of the solution may not be correct.

LOOSE FLYWHEEL SYMPTOMS

Trouble May Be Determined by Suddenly Speeding Up Engine and Closing Throttle.

When there is a suspicion that the flywheel is loose the way to determine it is to speed up the engine suddenly and then quickly close the throttle; if this procedure produces a knock from the transverse bar to the lateral bars, instant the throttle is closed it is pretty certain that a loose flywheel is causing the trouble.

CAUSE OF A SHORT CIRCUIT

Rubbing of Cables on Sharp Edges of Battery Box Soon Causes a Short Circuit.

Electric cables that rub on sharp edges of the battery box or other places will soon wear through the insulation from vibration of the car and a short circuit will occur that may be hard to find. Such parts of the wiring should be protected with adhesive tape and should also be frequently inspected.

Speedometer Drive.
The average owner never gives the slightest heed to the speedometer drive, and yet this part needs periodic inspection and lubrication.

GREAT WAR TAUGHT ECONOMY

Millions of Men, Women and Children Proudly Responded to Urgent Appeal to Give and Help Win.

By GEORGE M. REYNOLDS, President, Continental & Commercial National Bank of Chicago.

By tradition and training Americans possess, in marked degree, the qualities that fit them for the task of patriotism that are being called for out of the sacrifices and achievements of the great war. Our mixture of energy and ability is making us a world leader in the time of making forward to a greater America, that we should study American history, learn to revere American institutions and strive to discover and carry out American ideals.

From the experience of the past few years, first as consumers and later as participants, we have gained a more intimate knowledge of the people who are producing the goods and services that we use. We have learned that the production of these goods is a complex process, involving many different occupations and departments of a wide variety of industries.

There are some specific occupations that must not be overlooked in our preparation for meeting in the future the needs of our country. The production of goods and services is a complex process, involving many different occupations and departments of a wide variety of industries.

War Has Taught Economy.
One of the lessons taught by the war was economy. The government needed all kinds of supplies, expensive and otherwise, and it was necessary that they be used wisely.

Conditions Revealed by War.
These conditions have been revealed by the war has changed them all. Germany has for years been excluded from the world market for raw materials and her goods will in turn.

Capital and Labor.
The relationship between capital and labor is one of the big problems, because these are the two main fundamentals of modern life. Capital is useless without labor, and labor is useless without capital.

Our Financial Resources.
We have \$100,000,000,000 of gold in this country, which is one-third of the world's supply. Our government has issued the allied governments over \$20,000,000,000, and they have borrowed more, probably \$10,000,000,000.

Germany Must Pay.
Germany must pay \$21,870,000,000. Twenty billion, \$20 million dollars in gold is the amount Germany must pay for losses and associated costs.

High Interest Charge.
Twenty billion dollars must be drawn from the German people, and this will be done in a number of installments.

Enormous Interest Charge Runs As High As \$476,400,000 a Year On War Debt Germany Must Pay.

The first payment will be made in May, 1921. The second will be made in July, 1921. The third will be made in September, 1921.

Over 23 Billions Indemnity.
Enormous Interest Charge Runs As High As \$476,400,000 a Year On War Debt Germany Must Pay.

Enemy Will See Treaty April 25.
Germany must pay \$21,870,000,000. Twenty billion, \$20 million dollars in gold is the amount Germany must pay for losses and associated costs.

Summery Afternoon Frocks.
These frocks are made of a soft, light fabric, and are perfect for the summer months. They are simple in design, and easy to wear.

Brilliant Black Hats and Others.
These hats are made of a soft, light fabric, and are perfect for the summer months. They are simple in design, and easy to wear.

Julia Bottomley.
The name of this hat is Julia Bottomley. It is a simple, elegant design, and is perfect for the summer months.

ENEMY WILL SEE TREATY APRIL 25

GERMANY MUST PAY HUGE WAR DEBT IN THREE INSTALLMENTS—FIRST DUE IN 1921.

OVER 23 BILLIONS INDEMNITY

Enormous Interest Charge Runs As High As \$476,400,000 a Year On War Debt Germany Must Pay.

Paris, The-Post Wilson, tonight for the first time, has formally announced that the German power to avoid will be suspended to Versailles on April 25, 1921.

An authoritative forecast of the settlement of the peace treaty, which is set to be signed in Versailles, is given in a paper which is ready to be published. Germany must pay \$21,870,000,000.

The first payment will be made in May, 1921. The second will be made in July, 1921. The third will be made in September, 1921.

The second will be made in July, 1921. The third will be made in September, 1921. The total amount of the debt is \$21,870,000,000.

The first payment will be made in May, 1921. The second will be made in July, 1921. The third will be made in September, 1921.

The second will be made in July, 1921. The third will be made in September, 1921. The total amount of the debt is \$21,870,000,000.

The first payment will be made in May, 1921. The second will be made in July, 1921. The third will be made in September, 1921.

The second will be made in July, 1921. The third will be made in September, 1921. The total amount of the debt is \$21,870,000,000.

The first payment will be made in May, 1921. The second will be made in July, 1921. The third will be made in September, 1921.

The second will be made in July, 1921. The third will be made in September, 1921. The total amount of the debt is \$21,870,000,000.

The first payment will be made in May, 1921. The second will be made in July, 1921. The third will be made in September, 1921.

The second will be made in July, 1921. The third will be made in September, 1921. The total amount of the debt is \$21,870,000,000.

The first payment will be made in May, 1921. The second will be made in July, 1921. The third will be made in September, 1921.

The second will be made in July, 1921. The third will be made in September, 1921. The total amount of the debt is \$21,870,000,000.

The first payment will be made in May, 1921. The second will be made in July, 1921. The third will be made in September, 1921.

The second will be made in July, 1921. The third will be made in September, 1921. The total amount of the debt is \$21,870,000,000.

Summery Afternoon Frocks



These frocks are made of a soft, light fabric, and are perfect for the summer months. They are simple in design, and easy to wear.

The first payment will be made in May, 1921. The second will be made in July, 1921. The third will be made in September, 1921.

The second will be made in July, 1921. The third will be made in September, 1921. The total amount of the debt is \$21,870,000,000.

The first payment will be made in May, 1921. The second will be made in July, 1921. The third will be made in September, 1921.

The second will be made in July, 1921. The third will be made in September, 1921. The total amount of the debt is \$21,870,000,000.

The first payment will be made in May, 1921. The second will be made in July, 1921. The third will be made in September, 1921.

The second will be made in July, 1921. The third will be made in September, 1921. The total amount of the debt is \$21,870,000,000.

The first payment will be made in May, 1921. The second will be made in July, 1921. The third will be made in September, 1921.

The second will be made in July, 1921. The third will be made in September, 1921. The total amount of the debt is \$21,870,000,000.

The first payment will be made in May, 1921. The second will be made in July, 1921. The third will be made in September, 1921.

The second will be made in July, 1921. The third will be made in September, 1921. The total amount of the debt is \$21,870,000,000.

The first payment will be made in May, 1921. The second will be made in July, 1921. The third will be made in September, 1921.

The second will be made in July, 1921. The third will be made in September, 1921. The total amount of the debt is \$21,870,000,000.