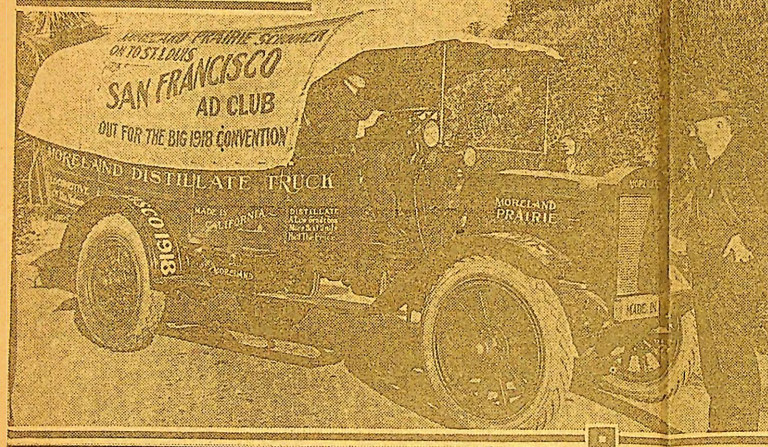


ARRIVES FROM EAST IN AUTO

Velle Tourist Has Praise for Spanish Trails Route to California

O. E. Aultman, portrait photographer, arrived here yesterday with his wife and young son, after a silver wedding journey of more than 3500 miles, taken in a new Velle six. Starting from Denver on February 1, the journey was made in the



—Photo by Black-D.

Velle to El Paso, where they faced eastward and drove to New Orleans. After a brief visit in that city, the westward journey was started and the family arrived here yesterday to spend several months in touring the Coast before making the return trip to Colorado in the Velle.

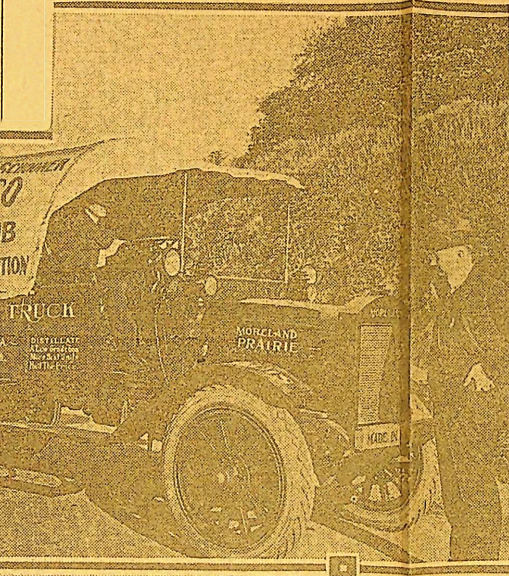
Aultman has much to say for the Spanish Trails Highway, over which the journey was made, and expressed wonder that more winter touring is not done on this "all seasons" route. "The roads are excellent from New Orleans to Phoenix, and the stretches of poor roads between Phoenix and Yuma are easily mastered if the car is good," said he yesterday.

"Although our trip was made while snow and frost bound the States to the north of us, we had warm, sunshiny weather for every day of our journey except two in New Orleans, where it rained.

"The Spanish Trails route offers many features of scenic beauty which are decidedly out of the ordinary, and this trail should become more and more popular as an all seasons' route. California,

L. A. Truck to Lead Ad Club Prepare for 'On to St. Louis'

Wat Moreland Inspecting Moreland Truck Which Will Keep to Touring Car Schedule.



NATIONAL defense advocates will be interested in the "On-to-St. Louis" tour of the one and one-half ton Moreland distillate truck, under the auspices of the San Francisco Advertising Club. The necessity of transcontinental highway transportation in the event of invasion is already apparent. The fact that military experts and strategists will officially observe the operations of the Los Angeles manufactured commercial car on its important mission means that the War Department will soon be supplied with first hand information of motor operation figures.

With larger cities defended, or to be defended, by big guns and fortifications, many sections are as yet without protection. Only by having roads over which United States troops and heavy armament can be moved and mobilized in motor trucks at a rapid pace can this condition be relieved.

According to J. A. Houlthan, director of the tour, nineteen automo-

PERKINS GIVES FIELD SURPRISE

Longest Car in Hill Climb Finishes Next to Top on the Switchbacks

The San Bernardino hill climb, through Waterman Canyon and over the switchbacks to Crestline, assumed the nature of a dark horse event, so far as some results were concerned. Hundreds of motorists who had inspected the course previous to the race declared it would be won by a small car with a short wheel base. They assumed that the lack of length would be an advantage on the hairpin turns that could not be offset. Instead of as predicted, the first three cars to finish were in the so-called large car class.

It was stated by many spectators that the showing of the Cole "eight," which finished second, was the biggest surprise of the event. This car, driven by H. L. Perkins, a salesman for the Irving Motor Car Company, who never had seen the course until a few days before the race, had the longest wheel base of any. Perkins took the first turn on the road at a speed of fifty-five miles an hour. Going up the grade past the grocery, the car was doing sixty miles an hour.

Perkins' time into the switchbacks was eight seconds faster than that of any other car. His was the last car to tackle the hairpin turns and the eleven that had preceded him had torn up the road so that it was almost covered with broken rock and chunks of dirt. Inability to maintain a supply of gasoline under the severe strain to which the Cole eight was being put caused a loss of time.

The Cole was the only eight-cylinder car to finish. Ed Reber, the San Bernardino dealer, telephoned Ed F. Harris, sales manager for the Irving Motor Car Company, the day following the race, that the performance of Perkins' car was the talk of the Gate City.

Hoosier Club Will Offer Cars to U. S.

The Hoosier Motor Club of Indianapolis, desiring to place its membership in the services of the country, has announced a plan for organizing the motorists of Indiana into a motor reserve to be an auxiliary to the Indiana National Guard. The plan has been authorized and sanctioned by Adjt. Gen. Harry B. Smith of the Indiana National Guard. It is the purpose of the club to have motorists enroll so that in an emergency it would be unnecessary to wait for rail transportation in moving the National Guard.

Want Armored Car for the Georgians

An effort is being made to purchase for the Fifth Georgia Infantry one of the new type light armored motor cars, the chassis of which is the eight-cylinder King. A similar movement is under way at Baltimore, where citizens by popular subscription are attempting to secure sufficient funds for the purchase of a new type of war machine for the use of a Maryland militia unit.

CHICAGO CALLS 'JIM' CANAVAN

Former White Sales Manager Here Is Going to Have Charge of Truck Sales

J. J. Canavan, who has been a figure for years on "automobile row," is departing for Chicago to become sales-manager of the truck department of the White branch there. He formerly was sales-manager for the Pioneer Commercial Auto Co., distributors here for the White.

In taking up work in Chicago he will have one of the broadest truck fields in the country. The White truck was one of the first to be adopted in Chicago not only for freighting, but passenger transportation. The forerunner of the present-day "dimey" was a White of liberal dimensions plated in service by one of the large department stores to haul customers to and from the depots.

Officials here for the Pioneer Commercial Auto Co. last week received word from the White factory that just as Verdun was saved by the timely use of thousands of American-made motor trucks, the Somme front is now being held with the assistance of great fleets of motor transports, carrying rations and all kinds of ammunition used in trench warfare.

The head of a transport column is shown in a photograph received here passing through a French village on the way to the Somme lines. Trucks have been passing through this village in a steady stream for many weeks. Long lines of trucks, sometimes fifty miles in length, form an endless procession between the supply base, the commissary depots and the field ordnance stores back of the French lines.

When the railroad leading into Verdun was put out of commission by German guns, General Joffre called up 1800 White trucks and a few hundred Italian trucks. These machines, having shown their value in a whole year of transport service, were designated as the Great Headquarters Reserve, the last resort of the French forces in the matter of transportation.



J. J. Canavan

