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# Cigarettes

## SOLDIER SHOUTS AT SIGHT OF U.S. CAR

JOY OF COMING UPON "FREE AMERICAN FRIEND" IN CITY OF RUINS CAUSES ENTHUSIASTIC OUTBURST.

Many Admirers of Dodge Brothers Motor Cars Made by Remarkable Service in France.

In telling the story of Dodge Brothers famous "Q. M. Car" which played such a remarkable part in the motor history of the recent war, it is an almost irresistible temptation to fall back on quotation from the multitude of interesting and graphic letters that have poured into the home office from soldiers in almost every branch of the service, both in this country and abroad. They are not letters that have been written to Dodge Brothers, possibly with selfish motives, but have been forwarded on to them from friends in every part of the country. They merely mention the car among the graphic details of their narratives, because it was so constant and intimate a part of their experiences. And the testimony is all the more valuable because incidental and without motive.

Of course, any lengthy narration of the car's part in the war is out of the question here. It must suffice to tell how it quickly became known as the "Handy Man of the Army," and was pressed into all manner of service, where heavier cars could not go and less sturdy ones could not survive.

No sooner had the War Department chosen the Dodge Brothers Motor Car as the official government car in its class, than thousands of these cars were rushed into service as speedily as the works at Detroit could turn them out.

The long truck caravans, or "Transports" as they were called, which followed one another across the country to the seaboard were almost without exception led by officers in Dodge Brothers "Q. M. Car" loaded with truck parts, food, officers' equipment, and ready to dash ahead into the nearest town on necessary errands.

### They All Cheered

But it was on the other side that the real work began, and one of the many letters referred to above will be quoted for the rest of the story. Written by a typical devil-may-care Yankee soldier, and motor car enthusiast.

It makes intensely interesting reading. The letter was written by W. A. P. Jean, 2nd Lt., Coast Artillery Corps, A. E. F.

"Any one not knowing the performance of Dodge Brothers Motor Cars here in France," he writes, "would naturally say, 'Aw, hell! no wonder he cheers! Did you ever see an American automobile guy that didn't?'"

"But it is a fact that whenever I have had a chance to talk to Dodge Brothers drivers and officers in the Motor Transport Corps, I have done so. I have asked what kind of a 'hack' this Dodge Brothers car was, then about repairs, mileage, strength, roadability and comfort.

"Truthfully, never once did I encounter one of these hard-boiled, leather-necked, two-fisted, hard-driving chauffeurs who had anything but praise for the car. The first one I ran into in France was back in S. O. S. near Clon. That was in August, 1917. She was all shiny and glistened in the Burgundy sunlight like a thing alive. 'She was just out of America,' they said and I almost kissed her; but this is a narrative and not a home-sick drool.

### Meets a Friend

"Soon the cars began to multiply, and the wonderful hard roads back there began to hum with them. But the S. O. S. with its wonderful organization and perfect roads, offered so real test of the strength of the car. Where they cat it hell is up here!"

"One evening recently, it was just before the attack in which eight thousand guns were massed on a front of eleven kilometers. I was walking thru the inky streets of Soissons which were not even lighted with the flickering aurora borealis of the barrage. That was when barages were five and six-day affairs and not the ferocious five or six hour terrors they later became.

"I was lonesome—damn lonesome there amid the Pells and the gutted houses—when around the corner I heard the whirring throaty shriek of an automobile horn. It was one of your cars—I would have known that sound in hell!

"I dashed around the corner on which the famous Cafe Follet D'Ar stood and there was one of your touring cars, with its winter top spattered from stem to stern with mud. Out of it stepped two officers—single star and spread eagle—and I ducked out of it.

"But presently they went in and I chummed with the driver. When finally he was dismissed, we parked the car and went over to the Lyon Rouge, where excellent wine could be had at reasonable prices. (Oh, ancient days!)

### General Likes It.

"The car belonged to General Hines (I believe), who was then chief of artillery. They had driven up from Paris, some 80 miles, in a little over two hours to observe the French artillery. 'Yep, he liked the car—heavy enough to hang on the road and light enough to keep out of ditches, springs enough to keep your liver from busting up. Yep, damn good hack!'"

"During the attack I saw nothing, but the refuse of war, but later met him again. He had gone from Soissons to Braine, and then to Jouy, by the way of Aizy, where they waited until the push was completed. Then (it's his story, not mine), they drove over the shell-torn roads, across the main land up to Fort Mal Maissen, which sits at the crest of the Chemin des Dames. I believed him when he said again 'Some hack!'"

"Yes, I have had some opportunity to learn motor cars over here. We had a Swiss car, which I would not have ridden in for a farm. It was a swell car, except that it never ran. We tried to trade it in for a Dodge Brothers touring car, but they laughed at us. Right now it reposes in Vitte, with burned out bearings, a base flywheel, broken clutch, a stripped differential, and two broken springs. Those are the results of a 200 kilometer trip. Some car!"

"It's the Z. of A. (zone of action) that quality in motor cars exhibits itself, and I have made it a point to question drivers. The roads, Lord man, the roads! Rutted and slippery, torn by trucks, cut by mines and shell fire, lined by ditches full of slimy mud and jammed as far as the eye can see with guns and trucks; at times one must crawl at two miles an hour for 10 kilometers, and then speed across the shelled section, ready for the burst of shell, and the proper A. E. F. greeting of eternity: 'Good morning, Lord!' I've hung on the edge of a road going around a corner, with my heart in my mouth, praying for a stout frame on the car and a cool driver. And I've felt the car wrench and creak and flop back on the road—and sighed with heart-felt relief. Yes, the Z. of A. will show a quality car. And they are the greatest Dodge Brothers Motor Car enthusiasts you ever saw. Congratulations!"—Adv.

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## NO WORK FOR BOOZE CURING INSTITUTIONS

CHICAGO, May 5.—Plans are being made by owners of more than 200 drink cure institutions to discontinue business with the coming of national prohibition, according to officials of institutions here. A few of the places may continue indefinitely as drug cure sanitariums, but a large majority is expected to close within a year.

James E. Bruce, an official of a drink cure corporation that advertises it has cured more than 500,000 victims of alcohol, said the prohibition wave had for some time caused decreased business.

"We figure there will be no need for our institutions after the country goes dry," he said. "However, we expect business to increase for a few months right after prohibition becomes effective. But after that it will rapidly decrease."

"A few years ago we had sixty branches in operation throughout the country. Today we have 26. Drug cases institute about 25 per cent of our business, the number being about the same as before the Harrison anti-drug law went into effect five years ago. But we do not think it would pay to continue treating drug cases alone."

"Adoption of bone dry prohibition by a number of states has decreased business in many sections. Business also fell off during the war, but last fall it picked up again at about the time of the influenza epidemic and has been fairly good ever since."

An official of one of the oldest chains of drink cures in the country expressed the view their institutions would remain open for at least a year after the coming of national prohibition. He admitted that beyond that the future was uncertain. Two years ago this concern operated fifty branches. Today the number has been reduced to fewer than twenty. He said a few of the branches might be continued permanently for drug users who, since the passing of the Harrison anti-law, "are confined largely to the wealthy class and residents of the underworld."

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