

NEW YORK CHAUFFEURS APPLY TO PILOT TRUCKS IN VILLA CHASE

TRUCK MAKERS SUPPLY BOTH MEN AND CARS FOR ARMY

One Hundred New York Chauffeurs Apply for Positions in Companies Which Were Quickly Filled at Home of Factories.

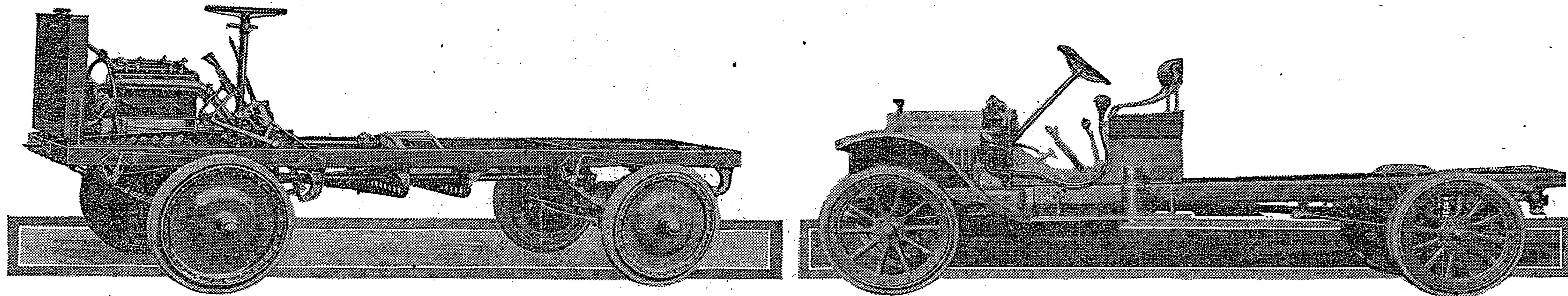
A new expression is given to industrial preparedness as a factor of military preparedness in the course followed by the Government in obtaining the men for the first two motor truck companies attached to the United States Army, which will be used in the expedition against Villa in Mexico. The manufacturers who were awarded the contracts for supplying the truck chasses were asked to provide the operators for the cars. This responsibility was at once accepted by the manufacturers, and a full complement of the men needed was raised. Many of the operators were transferred from the employ of the truckmakers to that of the Government; others had previously been in the employ of the company or were known to be well qualified to act as truck chauffeurs. According to the reports reaching New York no time was lost in completing the list of the operators required; with the promptness of industrial efficiency men and chasses were soon on their way to the border.

To show how promptly this business was done, the awards for the truck chasses were made by the War Department in this city last Tuesday. By the terms of the contract each successful bidder was required to ship twenty-seven chasses and a repair wagon to El Paso without delay. That very night the trucks went out on special

freight trains for El Paso, from the truck factories at Cleveland, Ohio, and Kenosha, Wis. The wagon bodies for the chasses were forwarded to El Paso from the Quartermaster's Depot at Jeffersonville, Ind.

The New York offices of the truck manufacturers who were awarded the contracts for the chasses, the White Company and the Thomas B. Jeffery Company, represented in New York by the Poertner Motor Company, were each prepared to send on any extra chauffeurs that were needed. Over 100 New York chauffeurs applied last week to these representatives for positions as operators of trucks to be used in the campaign against Villa. The names of the applicants were listed, and some of them may be drafted for service as future needs arise.

Each motor truck company consists of twenty-eight cars, one being a repair car. The number of men assigned to the operation and care of cars is thirty-four, as follows: One truck master, three assistant truck masters, twenty-eight chauffeurs, one machinist, and one helper. Captain James W. Furlow of the Quartermaster's Corps of the army, who was stationed at Chicago, has been ordered to El Paso to take command of the two companies. The pay of the members of the company will be on the basis of what they have been receiving for chauffeur



CHASSES THAT WILL CARRY EQUIPMENT AND SUPPLIES FOR THE UNITED STATES ARMY IN THE MEXICAN CAMPAIGN.

Herewith pictures of the chasses which won last week in the competition to supply fifty-four motor trucks to the War Department for use in Mexican campaign. The contract called for twenty-seven of each, this being the number of units in a military motor truck company. The chassis at the left is that of the Jeffery "Quad," so called from its distinctive feature of a four-wheel drive. Its motor, a four-cylinder, develops 28.9 horse power. The wheelbase is 124 inches. The chassis weighs 4,800 pounds. At the right is the chassis of the White Company's car. It is equipped with a four-cylinder engine of 30 horse power. The wheelbase measures 145½ inches. Weight of chassis is 4,150 pounds. The capacity of the Jeffery truck is 2 tons; of the White, 1½ tons. The wagon bodies for the chasses were supplied from the Quartermaster Department at Jeffersonville, Ind. In addition to the twenty-seven freighters a repair wagon is attached to each motor truck company.

work. They will not enlist, but will be classed as civilians in the employ of the Government.

The first motor truck in use in the United States Army was one of five-ton capacity, purchased in 1907. At the beginning of this year there were 103 motor trucks in the service of the Quartermaster Corps, consisting of twenty-seven varieties. The truck capacity found to be most available for general use in army transport service is the one and a half ton. This size, according to information from the office of the Quartermaster General, is best suited to the character of country roads and the strength of bridges. It also fits in conveniently with the supply system of troops, as

it is of the same capacity as the standard four-mule wagon.

The means of transport required for supplies to troops is divided into these classes by the Quartermaster General's office:

1. The class of transportation that immediately accompanies the troops and lays down the daily requirements in the way of rations, forage, and ammunition. This transportation may be classed as the field trains of organizations.

2. The divisional transportation which carries the supplies from the line of communication to the points where it is placed in the hands of the transportation described in Paragraph 1.

3. The transportation employed on the line of communication at depôts, arsenals, mobilization points, and concentration points.