

TWIN CITY SENTINEL

(Afternoon Except Sunday) 4th year. Established 1880. OFFICE—Sentinel Building, No. 241 Liberty St. TELEPHONE CONNECTIONS: 148

Motor Transportation Schools And Their Industrial Value

For the Sentinel: Transportation has played a most prominent part in all armies at all times. Success in battle is a matter of getting the necessary man power to the right place at the right time and history teaches that it has been far easier to assemble men, ready and willing to fight, than it has been to transport them to the scene of contemplated action and to supply them while there.

In the United States army the bulk of the automotive power is operated and controlled by a branch termed the Motor Transport Corps. In order to provide an efficient personnel for the work of the corps it is absolutely necessary to create by training men skilled in automotive vehicle operation and repair do not exist in anything like adequate numbers for the requirements of civil life. They are not being created at present either rapidly enough or well enough to at all meet present industrial needs. Really skilled and competent automotive mechanics command wages that render them absolutely unobtainable to the army under present conditions and there is, in consequence, no option. The army must enter the field of vocational training because there is no other way.

The training planned is a series of courses in vocational schools, alternating with periods of production work in the shops, service park units, or with operating units in the field. The schools are real schools, under trained teachers, where the time of the pupil is wholly devoted to receiving instruction and training. Work done in school shops is under the eye of the instructor. Work done in the production periods will be under regular production conditions, as in any well regulated truck-producing factory or truck-operating concern, except that the instructor will be observed, graded and supervised with reference to determining their fitness to take further development work in school courses. It is believed by the Motor Transport authorities that the plan will give the finest vocational training attainable in any school or other training organization now in existence. It contains a distinct step ahead in the theory of vocational instruction.

There are five good courses of instruction: 1. The School of the Soldier. A four weeks course taken by every man on entering the corps or as soon thereafter. The aim of this course is to teach the newly enlisted civilian a clearly, healthful and moral military life rather than the technique of military operations. He was taught personal sanitation, care of the body and clothing, sitting-up exercises, manual of arms, military courtesy and the articles of war. At the end he is ready for assignment according to the results of his performance in these various duties and the qualifications possessed prior to enlistment.

2. The School of the Military Chauffeur. It is apparent that serious consideration has not heretofore been given in civil life to the training which a chauffeur or driver-mechanic should undergo. As an individual he has life and property under his constant care, the military service, the responsibility is often for the safety of many thousands of dollars in government property. The training for this man will consist of an eight weeks course. It will produce an efficient driver but one who is able to maintain both vehicle and load by careful inspection and to make emergency repairs. He will be drilled on the rules of the road under the most trying conditions, in city and country, finishing with two weeks or more of driving in convoy formation, by day and by night.

3. The School of the Auto-Mechanic. The automobile mechanic as he exists today is usually an inefficient "handy man" who has grown up in some small jobbing shop. In but few cases does this man have any fundamental training either as mechanic or engineer. The aim of the Motor Transport Corps School is to produce men of all the fundamental trades who, under supervision, can overhaul and repair any standard type of truck or automobile.

LESSONS OF EXPERIENCE Long-continued and broad experience in the management of Estates and Trust Funds gives this Company a definite advantage in the performance of those exacting and complex duties.

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WISE AND OTHERWISE. Suddenly the harassed house hunter groaned aloud. "What's the matter, my friend?" asked a sympathetic old gentleman. "I was just thinking how exacting I used to be when I was looking around for a house to live in. I demanded an extra large living room, closets, by the dozen, not less than four bedrooms, a sleeping porch or two, a butler's pantry, bath upstairs and down, a wide veranda and a southern exposure."

COURSE OF STUDY FOR GIRLS' SHORT COURSE Raleigh, Aug. 12.—The course of study and the list of instructors to have charge of the club girls at the Short Course to be held at the State College for Women at Greensboro, September 8th to 14th, inclusive, has recently been announced by the Home Demonstration Division of the Agricultural Extension Service. During the Home Economics Department at the State College for Women, the entire equipment of this department will be placed at the disposal of the young ladies during their stay.

A FEW POINTERS. Optimism sometimes takes the form of a husband who crows about being heckled. "He'll always doesn't bring happiness to me and his money are soon parted." "A woman is apt to go to extremes. At any rate she can convert a hairpin into a buttonhook."

INDUSTRIAL SURVEY MADE OF GERMANY With the American Forces in Germany, July 21.—(Correspondence of Associated Press)—An industrial survey of the occupied areas of Germany was made this summer for the benefit of the United States government. Information gathered as a result of the survey, which will require a year or more to complete, is to be available at the Department of Commerce in Washington and is to have a bearing on the future commercial relations between the United States and Germany.

BEEN AWAY YET? If you haven't, hurry around and get fixed up for the trip. We're getting ready to show fall goods, so don't wait too long. MCK-BAGBY-STOKION CO. ADLER-ROCHESTER CLOTHES

What Is WHISTLE? Ten of eleven persons near Chelsea, Okla., who were attending a family reunion, were burned to death when a member of the family attempted to fill a lighted oil stove, but lots of people put on airs who can't even carry a tune.

Special Rain Coat Value \$9.50

LIGHT WEIGHT SUMMER COAT.

Wachovia Bank & Trust Company Administrator George F. Dwire, deceased.

SOUTHERN LIFE & TRUST CO. Winston-Salem Branch Office. STUART & PATTERSON, Managers. PHONE 307 707-S O'HANLON BLDG.

Sale of Valuable Stock. The undersigned will sell to the highest bidder at the House door in Winston-Salem, N. C., commencing at 12 o'clock noon, on Saturday, the 16th day of August, 1919, following stocks: 25 shares of Merchants Bank and Trust Co., Winston-Salem, N. C., latest statement shows book value \$127.50 per share.

ORDINANCE OF THE CITY OF WINSTON-SALEM. WHEREAS petition in writing has been presented to the Board of Aldermen of the City of Winston-Salem, signed by more than twenty-five per cent of the voters in that territory adjacent to the city of Winston-Salem, described as follows:

Beginning at a point on the southern boundary line of Winston-Salem, where the road known as Kernerville road crosses Salem Creek; thence in a southeasterly direction along the west and southwest side of Salem Creek, north to a point 100 feet west of the southeast corner of the Chapel street; thence southwardly parallel with Chapel street, thence eastwardly parallel with Haled street to the west side of Center street, thence south along the north side of Center street to the north side of Haled street, thence with the north side of Haled street to the south side of Kernerville road, thence along Kernerville road to its intersection with the westerly side of Lexington road in a southerly direction to the north bank of the first branch crossed by the road, thence along the westerly side of Lexington road in a southerly direction to its intersection with the east property line of Mrs. Emma or her estate, to the Salisbury road, thence across the Salisbury road to its intersection with the westerly side of Lexington road, thence in a northerly direction to its intersection with the westerly side of Lexington road, thence in a northerly direction to its intersection with the westerly side of Lexington road, thence in a northerly direction to its intersection with the westerly side of Lexington road.

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