



Mr. Farmer and Mr. Business Man: Don't get the idea that your neighbor is joining the "Lonesome Club" when he buys a Ford Car...

You have only to take notice of the Automobiles that are travelling when the roads are deep with mud and you will see the Fords continue to rumble right along while the other cars are conspicuous only by their absence.

What do you buy an automobile for any way? Why, principally to take the place of your driving team, to take you and your family to town, to church, to your neighbors, to make a livery up trip to town for some farm machinery repairs.

Now when you were using the driving team you did not think it necessary to keep a team and carriage costing from \$1,200 to \$1,500. No your outfit cost you from \$300 to \$500, and if some horse salesman had come to you with a \$1,200 driving team and tried to sell them to you for your every day use you would have thought he was crazy.

The \$1,200 team might lie down and die, there was too much chance for a big depreciation, your \$300-500 team was very satisfactory for your every day driving.

Then why are not the same arguments true of the every day automobile. All you get out of a car anyway, is the trip to town, to church, to your neighbors, or the hurry up trip to town for the repair for the broken farm machinery.

Mr. Owner of the big expensive automobile, just keep your eyes on your neighbor who own a Ford. How many times a year does he get out his driving team and leave the Ford at home on account of bad roads? Very seldom, if ever. How about you? When the roads are bad you will probably say, well boys the roads are bad today and we just can't take our big expensive car to town and get it all muddy, it cost us too much money to muck it that way, guess you had better hitch up the driving team again and we will save the car. Why? Too big an investment for the benefits you are getting. Too much depreciation. Therefore your big expensive car does not even take the place of your driving team and carriage altho it has cost you four or five times as much and you still have to fall back on the horses when the roads are bad.

And then as you go to town slowly behind the faithful old driving team, the Fords scoot gaily by you thru the mud like streaks of greased lightning, perhaps you say to yourself that the Ford was the car you should have bought but you knew you could afford the big expensive car just as well as your neighbors who had them so you passed up the reliable little 365 day a year Ford for the big car at the big price that is too good to use when you need it the most.

So when you take into account the cost of depreciation on the big cars, the expense and gasoline consumption, can't you see its economy to own a Ford for your every day running around, for the many trips when you go alone, for muddy roads and thus save your big cars.

Mr. Farmer who does not own a car. Sell your driving team and buy the best and only car in the world for your every day use, a Ford.

We have sold Ford cars to the following people in our territory since the latter part of August 1916.

- Frank Valley, J. W. Holmes, Glen Valley, John S. Valley, Henry Rice, Chris Schomaker, Lincoln Telephone Co., G. H. Wiles, Lloyd Gaper, Z. W. Shrader, A. W. Smith, Jas. D. Earhart, C. L. Shumaker, Ben. Hammons, Wm. H. Carper, E. H. Johnson, Mrs. Mary Becker, Drs. Brendel & Brendel, C. L. Wiles, Fred Haffke, A. J. Trilley, D. C. Piekenpauch, P. H. Meisinger, Jr., John F. Stander, Earl C. Wiles, Ernest Abl, Troy E. Wiles, Miles M. Allen, Rudolph Heil, O. P. Cook, Jeff Salberg, Russel Stander, Paul Jung, Tom A. Tennant, Philip Hennings, Geo. L. Meisinger, E. G. Dovey & Son, Fred Patterson, A. W. Leonard, J. O. Ward, Will Gilman, Jr., C. B. Harrison, C. B. Spangler, Chris Parkening, F. T. Wilson, W. F. Gillispie, Fred W. Meisinger, Dr. G. H. Gilmore, Jesse Terryberry, Adam J. Shafer, Chas. L. Creamer, J. E. Gruber, F. W. Elliott, Phil. T. Becker, J. W. Harrington.

There is a big shortage of Ford cars again this year and the Ford Company will furnish us cars only on signed orders from actual purchasers. We forward all signed orders to the Omaha Branch each day and cars will be delivered to purchasers in the exact order in which they are given to us. Better come in at once and sign an order for your Ford.

PRICES:

Runabout, \$345, Touring Car \$360, Coupelet \$505, Town Car \$595, Sedan \$645, f. o. b. Detroit.

T. H. Pollock Auto Co.,

FORD Authorized Sales and Service, 6th St., Plattsmouth, Neb. Office Telephone No. 1. Shop Telephone No. 58.

AGREE ON DEBATE RULE TO PRESENT G. O. P.

Lodge Introduces Resolution—Chair Sustains Motion That it is Out of Order.

"Willful Few" Deny That They Took Part in a Filibuster Saturday and Sunday.

Washington, D. C., March 7.—"Reasonable cloture"—a compromise to modify the unlimited debate rule of the senate—was agreed on at a conference between President Wilson and democratic senators at the White house this morning as a formal proposition to be presented to the republicans.

Democrats met with republicans at 11 o'clock to suggest the compromise. If it is successful an extra session of congress will probably be called by the president soon and the armed neutrality measure introduced immediately at his suggestion.

A conference of ten senators—five democrats and five republicans—agreed last night to a modification of

the senate rules urged by President Wilson to prevent a repetition of a filibuster like the one that killed the armed neutrality bill.

If the change is made, two-thirds of the senators present at any time will have the power to shut off debate.

It is not known what the attitude of those opposing a cloture rule will be, but if the resolution is adopted by both party caucuses it undoubtedly will be passed.

In the house there is talk of a bipartisan organization, especially if independents show a tendency to tie up proceedings.

They now hold the whip hand. Republicans and democrats are talking of combining to choose a speaker—Champ Clark—and acting in unison on any big business affecting international affairs. They do not want the charge to lie against them that they are making the nation appear disunited in a crisis.

An equal distribution as to committee assignments and even patronage is the house plan.

DANCE AT GERMAN HOME.

There will be a social dance given on Saturday evening, March 17, at the German Home, to which the public is cordially invited to be present. The music will be furnished by the Holly orchestra and a splendid time is in store for all attending.

WHY NOT MAKE BETTER OUR COUNTY ROADS

The following is a plan for better roads in the county.

We want the readers to think this plan over and write us what they think of having our commissioners make such a plan extending over a space of several years and follow it in road construction.

Why not put our road construction on a logical commercial basis so that it will show a profit. It seems strange to think roads can be made to show profit, but this is very possible. Hauling on good roads can be done at a greatly reduced cost. The wear and tear on all classes of wagons and automobiles traveling over poor roads amounts to an enormous sum each year.

Where there is no ruts, mud-holes or bumps in our roads, the repair bills on our cars would be greatly reduced.

Then another great point is in the cost of the upkeep of roads. We all know that the steeper the hill the worse the road washes. Therefore if we reduce the grade the less wash we have. A well graded and built road costs very little for up-keep. But at the present time the patchwork and repair work in Cass county is costing more in ten years than it would cost to grade and build every road in the county into a perfect turnpike road.

At the present time, there is no definite plan for the ultimate improvement of all the roads in Cass County.

We must have a system of our road work, a plan that we can follow. Every tax payer in the county should be interested in our roads, whether he be a farmer, merchant, doctor or laborer. We all use roads more or less, whether we drive a car or "Old Dobbin."

It is only someone who has lost touch with the world or who has lost his power of reasoning that opposes the cost of good roads.

Many of our neighbors have in the last few years taken their car and toured the states east of us. They all bring home tales of fine roads, tales of hard surface roads, of paved roads and perfectly graded and tended dirt roads.

Why do our roads not compare favorably? What is the matter? Are others spending more, or are they spending more intelligently?

Is it ourselves that are to blame, or the men in office? After study you will agree with me that both.

We should not blame our worthy body of Commissioners for our roads. They are now doing the best they can. The fault is most justly laid on the present system of handling our roads through an elected body of Commissioners. They are not to blame. In fact, it is wonderful the service they give and wise judgment they use considering that they have never had a technical education or specialized in that line of work.

Our commissioners have made wonderful progress with bridge construction. They have a plan. Each year the old wooden bridges are being replaced by modern steel and concrete structures.

Why not use this plan in road construction? Build permanent roads as well as bridges.

This can be done at no greater cost to the tax payer than at the present cost of maintaining the poor roads, and at a great benefit to all.

If the commissioners will take their fund and a part of the road overseer's fund through whose districts the roads are built, they can in a short time build permanent roads—roads with the hills all graded down. The low places well filled and the low flats well ditched with the road above the level of the surrounding fields.

Of course this cannot be done at once, but if the plan is carried out a great deal can be done this year. For example, in the county there are three tiers of townships running north and south. If the center road east and west and one in the center of the county running north and south were graded this year, this east and west road would be a great benefit to the whole county. The towns of Murray, Nehawka, Weeping Water, Manley, Murdock, Wabash and Greenwood could be easily connected with this graded road. This road could be easily connected with Plattsmouth by grading from there to Murray.

The following year grade the "O" Street road and another north and south road. For example, from Avoca to the "O" Street road, from "O" Street to Weeping Water and from there to Louisville.

If this program were carried out in a few years one would never be more than a few miles from a well graded road.

Will it pay? "Yes." In a few years the money saved from the upkeep of the roads will be available for more grading. In six years every part of the road fund not used for

dragging can be used on road construction.

This has been proven in other places—why should it not work out here in our county?

Last year there was over \$20,000.00 spent on the roads aside from the dragging fund. Bridges are built from a separate fund. There is some improvement in the roads, but have we received value for it? Not this money properly spent in permanent construction of roads make a greater showing?

At times the commissioners have done some permanent road work. Who now remembers the road west of Union before it was graded, or east? These hills have been removed. They are gone—gone forever. Their work has been done between Louisville and Plattsmouth and south between Plattsmouth and Rockbluffs.

You, who remember the conditions of these roads before this permanent work was done and now, we are sure, think value was received.

One of the most important items in keeping a road in shape is dragging. A man is rather discouraged to drag a poorly built road, but there is an incentive to drag a good graded road.

The road overseer could have more time to attend to the dragging of the roads if he had roads that were of permanent construction and not causing him work and worry by washing out half the time, or developing mud holes.

Dragging of roads is the most important work that can be done to keep the road in proper condition, to keep it from going back and lose the work and money spent in constructing a good road.

Ruts are one of the worst enemies to good roads. They not only rack the vehicles traveling over the road, but collect and hold water on the road; or if on a hillside keep it running in the road instead of the ditches—not only cutting and washing the road surface but depositing mud on the road at the foot of the hill or washing out a fill there.

This plan can be worked out but it must be done scientifically. An engineer and the county surveyor should survey these roads, make plans and the work should be done under his direction.

It is a popular idea that it is useless to spend money for surveying and preparing plans for permanent road grading. It is generally assumed that anyone knows to cut off hills and deposit the dirt in the low places. This, however, is wrong. In a great many cases where construction has been carried on with no survey or plans and specifications, the work has cost the county a great deal more over the real value of the jobs than the best engineer would have charged.

To get the best efficiency for a plan extending over the whole county, we must have a plan that will give us a uniform road throughout the whole county, yet take into consideration the different class of soils and topography of the different sections.

Would it not be wise for us to have our county surveyor survey these roads, figure grades, cross section the hills and be ready to oversee this work?

Our commissioners, we are sure, will be pleased to adopt this plan. Although they are elected from different districts and have worked for the benefit of these districts, they are honest, intelligent men who will do all they can to help the county improve the roads. In fact they are willing to do so, but they cannot do it alone. They must have the support of the tax payers. Some tax payers must be patient if a plan is put into operation. They will have to travel the old poor road, or they may have to pay a bit more taxes. But who would not gladly do so for the benefit of having a permanent graded road to travel on in a few years.

We want your help to make this plan a go. It is for your benefit, as well as our. Talk to your commissioner about this. Tell him what you think of it. Talk to your road overseers and get him to help in this matter.

Isn't a good road worth an effort? It is, we are sure. Help us make the effort for Cass County and good roads.

A Journal Reader and Taxpayer.

GOMEZ IS CAPTURED WITH WHOLE STAFF

Leader of Cuban Revolution Reported to Have Been Taken Prisoner.

Havana, March 7.—Announcement was made at the president's palace today that a message had been received there stating that Jose Miguel Gomez, former president of Cuba, had been captured with his entire staff, by Colonel Collazo, commander of the government troops.

The news of the capture of General Gomez came in a dispatch from the secretary of the interior, Colonel Aurelio Hevia, who is commanding the campaign in the province of Santa Clara. The dispatch said Colonel Collazo had reported the capture of General Gomez and his staff. The announcement was received with cheering and waving of hats by President Menocal and the army officers gathered at the palace. All officers, soldiers and prominent civilians who later came to the palace also cheered the news.

The senate this afternoon passed the bill which previously passed the house authorizing the president to suspend constitutional government. The bill now only needs the president's signature to become a law.

General Jose Miguel Gomez has been described as the leader of the Cuban revolt. Forces which he commanded were defeated by those of Colonel Collazo late in February in a battle on the Jatibonico river boundary, between the provinces of Camaguey and Santa Clara, and it was reported that the insurgents had been dispersed into small bands and that General Gomez had taken flight.

New York, March 7.—Dr. Orestes Ferrara, representative in this country of the Cuban revolutionary party, denied tonight that Jose Miguel Gomez had been captured with his entire staff by government troops.

"Code despatches from Havana," said Dr. Ferrara, "state that the government report is untrue."

George W. Snyder was in Omaha today for a few hours, going to that city on the afternoon Burlington train to look after some business matters.

For Rent—The rooms occupied by Dr. Thomsen in the Gund building. Call on Edward Donat. dtf

Dawson Will Fix It.

JAPAN REJOICES OVER U. S. BREAK

Sees Speedy End of War if the American Navy Entered the Conflict.

Tokio, Feb. 5.—The diplomatic rupture between the United States and Germany was welcomed with enthusiasm throughout Japan. The press devoted columns to the news.

The interviews given out by prominent diplomats and navy officers, all unnamed, to the press, unanimously agreed that as the American navy is one of the strongest in the world it would be an easy task to help crush the German naval power in event of a declaration of war.

Too much liberalism and leniency has been shown Germany by the United States said Asahi. If President Wilson did not take a decisive step and declare war on Germany and force her to abandon her aggressive ambitions, he would not be able to realize his coveted lasting peace of the world.

Admiral Kato, minister of the navy in an interview said that if the American navy took the offensive against the Germans it would surely be effective in sweeping the German navy from the international sea routes and stop the menace to the world's shipping interests.

Marquis Okuma in a brief interview declared that the determination of the United States was a natural course of the events of the past and now that America has openly pledged her hostile attitude it was needless to say that Germany would eventually be compelled to yield, abandoning her ambition and aggressive designs. This was the cause of great congratulation for the sake of the world and the peace and happiness of humanity.

Fears that the situation would affect America's great importation of Japanese silk caused a panic in the Yokohama silk market. Prices fell abruptly, causing losses estimated at \$500,000. The directors closed the market. Merchants think the panic not justified by conditions and believe that Japan eventually will benefit by complications between the United States and Germany.

A Great Dairy Invention

It's a wonder—a separator which will clean at low speeds that would cause heavy loss of cream with any other separator. Besides it gives cream that does not change when you change the speed of the crank.

We want you to see and try for yourself this latest improved model introduced by the oldest manufacturers of separators in America.



THE NEW SHARPLES SUCTION-FEED

Separator gets a new profit for dairymen, a big one, which no other existing separator gets. Another fine feature, you can turn faster and clean the job quicker. It's the only separator that can be hurried.

Think how much work the Sharples will save the women folks. No funny discs to wash, or to get mixed up. The bowl has just one simple piece in it. The supply can be large and very low. Your boy can easily empty heavy pails of milk into it.

Test it in your own dairy. Every member of the family will want to see and try it. They'll all be delighted. Phone for free trial or call when in town.

Bestor & Swatek

Standard Sharples repairs and oils carried in stock

HAPPINESS WITHIN THE FAMILY TO SEIZE SHIP YARDS IF WORK NOT RUSHED

The happiness within the family has the worst foe in the disease. This trouble lurks about constantly, but the chronic slogan of these days, the prevention, checks the rage of disease on a large scale. Triner's American Elixir of Bitter Wine is a big help in the prevention of disease. It cleans out the bowels, removes the accumulating waste matter, restores the normal function of the digestive organs and strengthens the entire body. It does not contain anything which would hurt the most sensitive stomach. It is a family remedy in the noblest sense of the word. In constipation, headache, nervousness, loss of appetite and energy, stomach troubles, in change of life, in mining districts, etc., Triner's American Elixir of Bitter Wine is hailed as the most reliable remedy. Price \$1.00, at drug stores. Triner's Lintment helps in grave as well as in light cases. It helps in rheumatism, neuralgia, accidents, sprains or swellings, but try also its refreshing effects after a foot bath, you will be agreeably surprised. Price 25c and 50c at drug stores; by mail, 35c and 60c. Joseph Triner, Mfg. chemist, 1333-1339 S. Ashland Ave., Chicago, Ill.

Washington, D. C., March 7.—Secretary Daniels announced today that he would use the powers granted him under the new naval bill, if it becomes necessary, and seize private ship yards if a survey of shipbuilding facilities does not show that the building of warships can be speeded up under present conditions.

The secretary conferred with representatives of shipbuilding companies yesterday. The conference continued today.

The power to commandeer yards can be exercised by proclamation of the president in time of war or national emergency.

Not Bothered Any More.

So-called rheumatic pains, gripe aches, lame back, sore muscles or stiff joints are the result of over-worked weak or disordered kidneys. E. L. Turner, Homer, Ky., writes: "Since taking Foley Kidney Pills I have not been bothered any more." Strengthen weak kidneys and help rid the blood of acids and poisons. Sold everywhere.

Office supplies at the Journal office

Special Display of Spring Merchandise Now Ready!

New Dress Materials for Spring are very lively, both in colors designs. Snappy effects in the bright colors are in demand.

36 inch Pongee Silks in Sport Stripes, Dot and Figure effects per yard. . . . .95c to \$2.25

36 inch Colored Taffetas, all new shades, per yard. . . . . \$1.75

36 inch black Taffeta per yard \$1.35, \$1.50 and \$1.75

36 inch Satin Coquettes, all colors, and black, per yard. . . . . \$1.85

40 inch Crepe de Chine, per yard. . . . . \$1.50

40 inch Georgette Crepe—all new shades, including forest green, burgundy, wisteria, brown, rose, navy, black and all light shades, per yard. . . . . \$1.85

High class Satin stripe and plaid effect Voils in dress patterns, per yard. . . . . \$1.00 and \$1.25

54 inch all wool Suiting in novelty stripes and plaids, per yard. . . . . \$1.35 and \$1.95

E. G. Dovey & Son

VALUE! QUALITY! SERVICE!