

Co-Operation Is Use of Self-Help, Speaker Asserts

Co-operators Assume Own Risks, Bear Own Losses, L. S. Herron Tells Club.

"Co-operation, in the economic definition of the term, means the practice of self-help in the solving of economic problems," said L. S. Herron last night, in speaking to the Fellowship club of Miller Park Presbyterian church, at the home of C. A. Rhodes, 3044 Curtis avenue. "Co-operators do not ask for government aid or outside help. They invest their own money in their co-operative enterprises, assume their own risks and bear their own losses, if they have any. All they ask from the government is a free field."

As a background for the discussion of the philosophy of co-operation, Mr. Herron sketched the development of co-operative activities among Nebraska farmers. About 25 years ago farmers of this state began organizing elevator companies. There are now over 450 farmers' elevators in the state, over 200 co-operative stores, scores of livestock shipping associations and numerous mutual insurance companies. The Farmers' Union of Nebraska operates three co-operative livestock commission houses and has a large co-operative wholesale supply house in Omaha.

Up to this time, co-operation has been applied to different problems of marketing and distribution as they arose without the aid of a well planned system, Mr. Herron said. Now, however, there is a growing group of persons, including citizens of every nation in the world, who have a well defined philosophy of co-operation and a definite plan of action. Through co-operation applied to marketing, distribution and manufacturing, they believe that profiteering can be prevented and trusts and monopolies broken.

To show that the plans of the co-operators are not pure "dream stuff," Mr. Herron cited the fact that the English Co-operative Wholesale Society of Manchester is operating coal mines, has tea plantations in Ceylon, operates steamships and has factories for the manufacture of almost all the necessities of life.

Carbon-Proof Plug on Market

New AC Spark Plug Designed to Eliminate Cold Weather Annoyances.

If you own a four-cylinder car, for example, and are "hitting on three," just 24 per cent of your gasoline is being wasted, your oil is being thinned out rapidly and excessive wear caused in every bearing and every cylinder. Similarly, if you experience difficulty in starting your car, you are wasting your battery, your gasoline, and your oil.

The arrival of cold weather in years past has always introduced these troubles to every motorist. This winter finds experts of the AC Spark Plug company offering a complete line of carbon proof plugs specially designed for cold weather use and the elimination of these winter annoyances.

The expense incurred by the waste of gasoline through a missing, spluttering engine is sufficient to cause every motorist to consider the desirability of plugs that remain efficient in cold weather. It is easy to understand that the dead cylinder continues to "inhale" its regular mixture even though it may be exploded. When a rich mixture is used, as is practically necessary in winter, there is a considerable quantity of raw gasoline that remain at top of piston and trickles down around the rings. Gasoline is an efficient solvent of oil and the lubricant is soon cut away, the gasoline runs into the crank case and the irritating oil is thinned out, with resultant excessive wear on all parts.

To make an engine hit evenly and smoothly in winter from the first turn of the starting motor, the carbon proof plugs are offered as a reliable way to avoid the ordinary troubles of cold weather operation. These plugs have a series of sharp, saw-tooth, high-temperature fins, girdling the inner end of the porcelain. These fins attain sufficient heat to burn off the oil and soot that are bound to accumulate over an ordinary smooth surface porcelain when rich mixtures are used and the choker pulled on cold days.

Oldsmobile Takes Well at Auto Show in Chicago

Charles T. Tucker, president of the Nebraska Oldsmobile company, returned Friday from Chicago where he attended the automobile show. Mr. Tucker was impressed with the public's enthusiasm over the Oldsmobile lines which, in his opinion, should cause the Oldsmobile to enjoy in 1923 the biggest year in its history.

Draining Recommended.

Every motor car manufacturer strongly recommends the complete draining of the crank case at regular intervals. This is especially necessary during the early life of the car. All owners have been educated to recognize the necessity of this practice yet few carry out the proper drainage schedule because of the difficulty and messiness of the job. The usual means provided for draining the crank case is simply an ordinary pipe plug in the lowest part of the crank case. To drain out the oil it is necessary to get underneath the car, screw out the plug and then, if possible, withdraw one's hands quickly enough to avoid having the oil (sometimes uncomfortably hot) inundate one's arm and sleeve. All this is obviated in the new Chandler car, the Pike's Peak motor having a draining valve operated by turning a handle, readily accessible under the hood of the car. The operation thus is as simple and as clean as turning on the ignition switch.

Omahan Sees Cars Made in Detroit



Wilson King.

Wilson King, mechanical foreman for the Richardson Motor Car company, returned recently from the Packard factory at Detroit, where he spent two weeks acquainting himself with the construction of Packard automobiles. Mr. King is a strong booster for Packard cars. The care given to each unit and the painstaking exactness with which those parts are assembled make the Packard such a splendid mechanical achievement, according to King.

Reo to Have Big Storage Building

Addition to Plant Will Have 640,000 Square Feet of Floor Space.

Work on a new storage and shipping building to cost in the neighborhood of \$200,000 and to have approximately 640,000 square feet of floor space, will be started by the Reo Motor Car company, Lansing, March 1. The new building is to be three stories, 577 feet long and 365 feet wide, and will include a train shed which will accommodate 72 freight cars at one time. The train shed covers two sidings each of the Michigan Central, New York Central and Grand Trunk railroads. It is to be constructed on the east side of Cedar street, south of the Grand Trunk tracks. It is the plan to use the building for both storage and shipping operations. It will also include the export department, where cars will be prepared and crated. At the present time, output for large shipments must be stored in the open and about the city and shop. The new building will provide storage space for 3,000 vehicles at one time. The storage stock is drawn upon in making shipments which are packed under cover on the company's own sidings. The building is to be of steel and brick construction.

Auto Shortage Caused by Good Advertising

"Advertising of automobiles in national magazines and newspapers has been so well done in the past year and during this winter that the supply has just barely kept up with the demand," says J. H. Hansen of the J. H. Hansen Cadillac company. He further states that now, when the enormous demand is felt in every part of the country, factories are unable to quickly increase production. A shortage already is felt in Omaha. Various concerns already are unable to deliver certain models of cars which have been sold and the customers are waiting until the shipments arrive. The opinion of several automobile dealers is that this shortage will become greater from now on until the first of July than ever before in the automobile history. All because many factories have permitted their parts stock and supplies to run low on account of the uncertainty in prices. "Better automobiles than we have had before to sell and remarkably effective newspaper advertising are not the least factors in this shortage. Heed the advertising and buy your car now. Spring is nearly here," concluded Mr. Hansen.

Durant Plans Building of 450,000 Autos This Year

The Cooper Motor company, retail distributors for Star and Durant cars, report excellent prospects for future delivery. Durant is now operating eight plants and recently has erected a new one at Flint, Mich. He is said to have a promotion program exceeding 450,000 cars for 1923. The Cooper Motor company is maintaining a sales force and service department adequate to the needs of the increased factory production.

Patriotic Name.

Steelton, Pa., Feb. 3.—"Patriotic—that's me all over, Mabel." Provided he had a girl with that name, Fourth July Shupp, of this place, could certainly write that famous line to her, for he seems to have all the other necessary qualifications. Born on the Fourth of July, which accounts for his name, Shupp served more than a year with the 28th division in France. Now, to cap it all, he has been elected commander of the local American Legion post. All of which accounts for his nickname among the other legion members—"Yankee Doodle."

Big New Ford Plant. Detroit, Feb. 3.—When the Ford Motor company of Canada's new \$8,000,000 plant is completed at Ford, Ont., the company will employ from 2,000 to 10,000 workers. Vice President W. R. Campbell announces

One by One, Illusions Burst With Bang!

By O. O. MINTYRE.

New York has always been to me the city with the golden halo. I used to be a clerk in a country hotel and when a baking powder drummer would inscribe the magic words "New York" on the register I gave him No. 6—that was the one with two chairs and the change of the basket of fruit on the wall.

I saw Broadway as a dazzling circle transmuting the obscure into greatness. When Lottie La Monte's Broadway Elite Repertoire company came to town I fell in love with Lottie and walked up and down past the opera house like a moon sick calf.

Not even the news that her husband was the trap drummer and stage carpenter and that Lottie bleached her hair could shake my admiration. For she came from New York—the wonder tale.

My uncle—the one who made the round trip to Niagara Falls—was somewhat of a traveler. He used to take a New York newspaper in combination with a farm weekly. I read each issue from cover to cover. I would go into the Depot Short Order House for a T-bone steak and imagine I was sitting at Rector's. No city meant anything to me save New York.

Then one day the whirligig of fate landed me on Broadway. The second day I was here a stranger came up and asked me for a direction. That was the proudest moment of my life. I figured that he took me for a regular New Yorker. I belonged!

Main Street Through Glimmer. New York is still the mightiest of cities and there is romance in every block—but, after living here awhile, the illusions burst with a bang. You begin to see Main Street through the glimmer.

The greatest personalities are just every day folk—even as you and I. I have seen Otto H. Kahn, the big banker, dodging taxicabs on Fifth avenue with as much ridiculous agility as the veriest country bumpkin. I have seen Pierpont Morgan as confused over a French menu as a leading hick from Jay's Crossing, Ia. I have seen George M. Cohan try to enter the exit entrance of the subway.

I have seen John Drew caught in a revolving door. I have seen Robert Hilliard trip on a rug in the foyer of the classiest hotel.

And I even saw the great Bernhardt trying to push in a door that was labeled "Pull."

And after living here a great number of years I wouldn't ride on an escalator if they'd give me the city hall.

Clod From Hohokus. Try to find an original New Yorker. It can't be done. Tear off the mask of sophistication and you find a gilded clod from Hohokus.

The most fashionable man milliner in New York calls his shop a "salon." He has a name that sounds as if it might have been freshly plucked from the Rue de la Paix. His first name is Herman and back in Sidney, O., where he comes from, all the boys on the cracker barrels know him as "Herm."

One of the best dressed men in town—Town Topics calls him a fashion plate—was No. 14 on the planning mill pay roll 15 years ago down in Arkansas. When he came to New York he wouldn't have known a patie de fois if one jumped in his lap.

The greatest man-about-town New York has ever known—an ultra sophisticated person who was at home in Rome, Paris, London or New York—had to leave his home town because of his mortification over losing \$15 at a shell game on the county fair lot.

The designer in one of the most exclusive jewelry establishments in town can be seen only by appointment. One has to be a headliner in the Social Register to get in then. He fashions the head dress and other jeweled ornaments for creme de la creme.

The Tinner's Bluff. He wears a goatee, white spots and actually has a British drawl. Back in a little town in Indiana a few years ago he was a tinner by trade. He had never been inside of a jewelry store until he came to Manhattan. He, like thousands of others, found it easy to put over the big bluff.

My admiration for the writing clan has always been enthusiastic. For years I followed the silk-stuffed vic-jains and the black-frocked adventuresses, through the pages of E. Phillips Oppenheim's novels. Monte Carlo, Paris, London and where not. Then last year I met Mr. Oppenheim. I pictured him as a typical worldly cosmopolite. He looks exactly like a certain country squire I know in Ohio—just as bucolic appearing and no better dressed.

Ray Long is known, and deservedly so, as the greatest magazine editor in America. Authors stand in awe

of him. His acceptance of a story can make the most obscure writer famous over night. One expects to see a glowing hulk of a man with a deep sounding voice.

Instead one finds a very boyish looking fellow—with a merry, mischievous twinkle—who, if the mood strikes him, will enjoy a Charley Chap-

lin's home that has every luxury—but when a rare old friend comes to call they go to the kitchen and sit on kitchen chairs and smoke corn-cob pipes. He has a half dozen cars, yet always rides in the subway.

There is a man who runs a chair of supper clubs. He caters to the cognoscenti. His flair for decorative



The most fashionable man milliner in New York calls his shop a "Salon." His first name is Herman and back in Sidney, Ohio, where he came from, all the boys on the cracker barrels knew him as "Herm."

lin picture as much as grand opera. He is also fond of onion soup.

There is a famous writer who writes the inspirational editorials. He does not write of bosky dolls, babbling brooks or fragrant flowers, but attacks the follies, frailties and sins of the age in no uncertain language. He wields sledge-hammer blows.

He harps continuously on the inestimable loss of losing a precious moment. Yet he is the despair of his publishers. He is always three weeks late with his copy and I was in his office one day when, at the very last moment, he telephoned an article from San Francisco. The topic of the article was "Laziness—the Greatest Vice."

Cob Pipes in Kitchen. Henry L. Doherty, the oil and gas magnate, is one of America's richest men. He has a home on a skyscraper in the downtown money mart. It

establishments done in Babylonian splendor gives one the impression that he is a superstitious.

As a matter of fact he was once a "bouncer" in a Bowery beer hall and a cauliflower ear and a foggy eye and talk "dis" and "dat" talk out of the side of his mouth. His paddle hours in the back room of a Fifth avenue saloon and has never owned a suit of evening clothes.

Perhaps the best known movie producer, who prattles of idealism in art, never went to school a day in his life and can scarcely read or write. And more power to him. The man who, until a few years ago, built and managed the finest hotel in Manhattan was for 20 years the bartender in one of the toughest rum joints in town.

And so it goes. Don't let New York "high-hat" you.

Tag Day Chiefs Are Announced

American War Mothers Seek to Raise \$10,000 for Memorial February 10.

Mrs. A. H. Burr, chairman of tag day for the American War Mothers today named the list of captains who are to assist her February 10 when the War Mothers will try to raise \$10,000 toward their memorial for American soldiers.

The captains are Mesdames A. Harris, G. W. Ahlquist, M. L. Lewis, Daisy Van Scoy, George Browning, J. E. Talmadge, Otis Reeves, E. O. Sisk, Sisak Woolf, Carrie Sundahl, George Nieman, Fred Watsbaugh, Mary Anderson, J. E. Miles, M. Jordan Drake and Charles Showalter. The last two will have charge of the hotels of the city.

Mrs. Burr announced that each captain would ask women to help her, but that any women who are not members of the War Mothers, but who would be interested in the cause will be welcome and their assistance gladly used. The moving picture houses of the city are exhibiting slides announcing the tag day at all their shows.

Michigan Has 2 Autos for Every 12 Residents

Lansing, Mich., Feb. 3.—Michigan has one automobile to every 6.3 persons, according to figures made public by the secretary of state. A total of 578,930 pleasure cars was licensed in the state during 1922, an increase of 35 per cent over 1921. Wayne county (Detroit) heads the automobile census by counties with 148,424.

Former Justice of Peace Pleads to Go to Prison

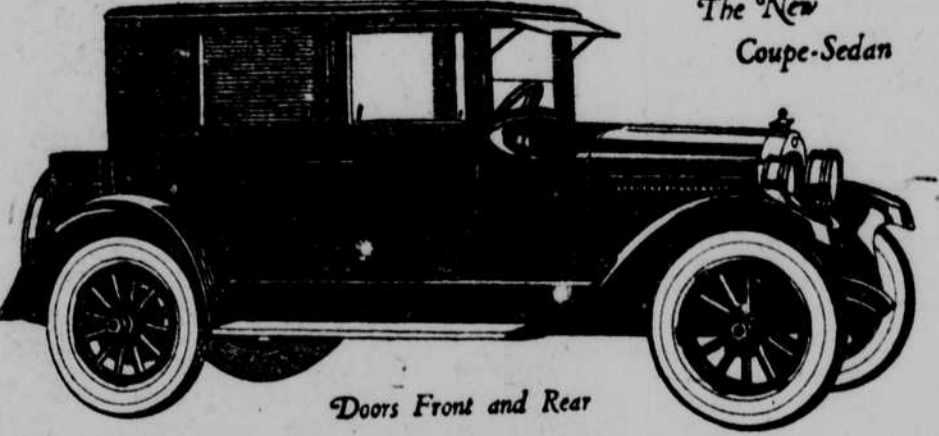
Dalton, Ga., Feb. 3.—Judge M. C. Tarver received a letter recently from J. M. Nix, formerly a justice of the peace of Murray county, who states that he is guilty of forgery and larceny after trust, and he requests

that he be brought back from New Orleans, where he is living, and lodged in the federal penitentiary.

The local bank, in which Nix declares he cashed a forged check, also received a letter from him stating that unless the bank officials sent for him he was going to pick out a nice shiny mailbox and break into it, so the federal authorities would take

charge of him. He added he had tried to get into hospitals in four states and couldn't, and he was urgently in need of medical attention.

In writing to Judge Tarver, Nix declared he had to be either a beggar or a crook and go to jail, because his crippled condition. "I have tried them all," he stated, "and I'd rather be a prisoner."



The New Coupe-Sedan Wins Instant Acceptance

EVIDENTLY, a great many people wanted just such a car as the new Willys-Knight Coupe-Sedan. Acceptance has been immediate—eager.

It is a beautiful body creation of steel, with intimately comfortable seating for five, and with doors both front and rear, providing easy entrance and exit for all. The quiet, powerful Willys-Knight sleeve-valve motor actually improves with use.

See Willys-Knight advertisement in February 3rd Saturday Evening Post

TOURING 5-pass. . . . \$1235	COUPE-SEDAN 5-pass. . . \$1595
TOURING 7-pass. . . . \$1435	SEDAN 7-pass. . . . \$1995
ROADSTER 3-pass. . . \$1235	COUPE 3-pass. . . . \$1695
SEDAN 5-pass. . . . \$1795	All prices f. o. b. Toledo

WILLYS-KNIGHT

WILLYS-OVERLAND, Inc.

(FACTORY BRANCH)
2562-4 Farnam St. OPEN EVENINGS Phone HA 0353

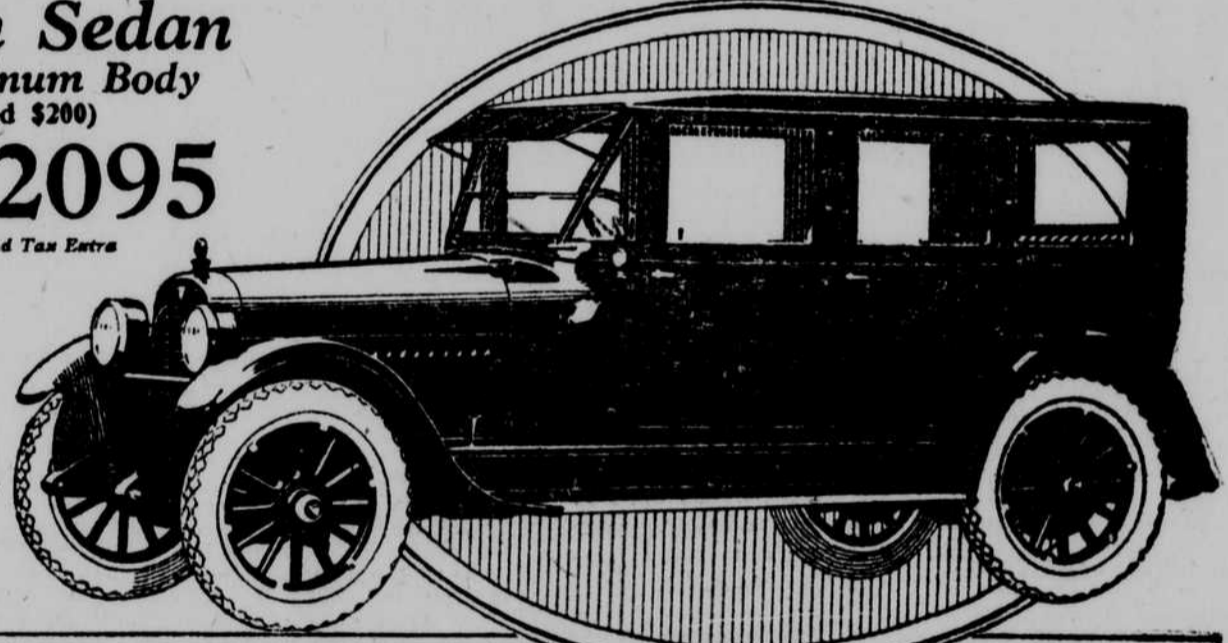
Hack Covers 46,080 Miles.

Goshen, Ind., Feb. 3.—Guy Barde, employed in Washington township as a school hack driver for 17 years, figured recently that in that time he has covered 46,080 miles.

Hudson Sedan All Aluminum Body (Reduced \$200)

Now \$2095

Freight and Tax Extra



THE FINEST HUDSON EVER BUILT

Never Was Such a Car So Favorably Priced

All Aluminum Body by a Famous Builder, Custombuilt Quality at a Quantity Price and the New Improved Super-Six at a \$200 Price Reduction

Old and famous body builders—Biddle & Smart, Amesbury, Mass.—devote all their factories to the production of the Hudson Sedan body. For almost three generations they have turned out the finest custom carriage and automobile bodies. They are masters in design, and careful workmanship.

Now these workmen devote their efforts exclusively to the Hudson Sedan. It gives fine car buyers custombuilt quality at a quantity price.

(All Models Recently Reduced \$100 to \$200)

Speedster - \$1425 7-Pass. Phaeton - \$1475 Coach - \$1525 Sedan - \$2095
Freight and Tax Extra

GUY L. SMITH

"SERVICE FIRST"

2561 Farnam St. OMAHA, U.S.A. AT lantic 1944 OPEN EVENINGS

H U D S O N

Oldsmobile
FOUR
The Most Talked of Car at the Chicago Show
New \$975
Price Factory

NEBRASKA Oldsmobile COMPANY