

### Washing Car Spoils Finish. Dealer Says

Use of Brush and Cleaning Solution Detrimental to Surface of Fine Enamel.

The purchaser of a motor car, proud of its resplendent luster, is prone to make many commendable resolutions pertaining to its frequent washing and cleaning and then actually do more harm than good in the zeal with which these operations are carried out, according to the observations of Fred C. Hill of Fred C. Hill Motor company.

"If one could watch the minute care with which the final surface is built up at the factory, where coat after coat of expensive material is deftly applied and carefully rubbed, the car owner would be more specific when he gives instructions to have the car washed," states Mr. Hill.

"He would make sure that the wa-

ter is no warmer than 60 degrees. No matter how much mud or dirt is on the car, it should not be scrubbed off with a brush. Cleaning solutions should be avoided, especially if they contain ammonia or any kind of lye soap.

"When running water is used, the pressure should be just sufficient to keep the water moving six inches from the end of an open hose. Then the mud and dirt should be gently loosened with a soft clean cloth or sponge. If soap must be used, it should be pure castile. When the car is clean, it should be showered off with cool but not cold water, especially if warm water has been used at the beginning of the work or if the car is to be run out into cold weather. It is advisable to wash one section at a time, drying with a good chamois.

"Every time the car comes in after a muddy trip, it should be washed before the mud has a chance to set or harden. Frequent but proper washing when a car is new will lengthen the life of the finish, the action of the cool-water tending to harden the varnish.

There is no regular water supply in Quito, the capital of Ecuador. Carriers bring the water into the city in jars.

### Appian Way Still Retains Remnants of Glory That Was Rome When Paul Approached City

Military Road of the Early Romans Flanked by Ruins of Statues and Temples—Original Paving Blocks in Place.

By C. W. MCGASKILL, Pastor of the Methodist church at Hastings, Neb., and former pastor of the Hancock Park Methodist church in Omaha, who is touring Europe with his wife. This is one of a series of articles which Rev. Mr. McGaskill has written for The Omaha Bee.

The majesty and grandeur of ancient Rome were manifested in all her works. We see them in her language and literature, buildings, sculpture, aqueducts, and her unsurpassed military roads. No other city in the world had such magnificent and such vast water conduits, and even now she has the best and most abundant water supply of any city known. One immense fountain, originally called the "Virgin Fountain," supplied by a subterranean aqueduct from the Campagna, which aqueduct was built by Adrippa in 13 B. C., now discharges 17,500,000 gallons per day, while three other fountains are supplied from this

same source. Yet this is only one of the great aqueducts that supply water to the city.

The one road that stands out from all the rest, the "Queen of Roads," as the early Romans called it, is the Appian Way.

Named for builder, Appian, named for its builder, Appius Claudius, was built in 312 B. C., and now after 2,300 years is a magnificent monument to its builder. Most people, especially in our western

here and met Paul. There are three or four quaint little dwelling houses that look as if they might have been there for 2,000 years. The road from Antium to Tusculum crosses the Appian way here now just as it did then. There is a small tavern, a little store, a blacksmith and wheelwright shop, and the remains of a very ancient church. While I was waiting, looking about, a Franciscan monk, bearded, riding a donkey and with saddle bags dangling at either side, came by. With his bald head and flowing



Appian Way, showing original pavement over which Paul the Apostle walked. Almost perfect Roman faces on ruined temple beside Appian Way, after 2,000 years of exposure.

world, who know of this road at all simply know that it was the road over which the Apostle Paul came into Rome.

And of course to those interested in Bible history, this fact will always add tremendously to its interest. Yet aside from this it is today the most marvelous road in all the world. To lovers of the picturesque it exhibits some of the grandest scenery known. To lovers of history and to the searchers after monuments of a great past, no other road exhibits such a number of monuments or such a varied mass of ruins.

**Road in Ruins.**

Cold, unimaginative, intellectually and spiritually dead must be the person who can, without the deepest emotion, pass over the nine or 10 miles of this road from the Arch of Trajan to the little village of Three Taverns as Paul called it. Of course it is all in ruins now. You can hardly step at either side of the road without stumbling over an arm or a foot broken from some magnificent statue, or coming face to face with the base or crown of some Corinthian column, some headless statue whose flowing garments of Parian marble and whose graceful form might well make a Michael Angelo or a Raphael envious; ruined tombs that were once covered with glistening marble are all along the roadside silent evidences of a most glorious past; Columbaria, cinerary urns, catacombs may be seen that still hold the ashes of the decayed bones of Rome's greatest men and women, or of the early Christians, the associates of Paul and Peter, Luke and Timothy, many of them the early martyrs of the church.

**Holds Strange Beauty.**

I said that to lovers of the picturesque it exhibits some grand scenery. The road itself, especially from the town of Cecilia Metella on, had to me a strange beauty. Its very ruins, its solitude, were sublime. Then the long line of arched aqueducts that may be seen for miles as they stretch lace-like across the Campagna between the road and the distant snow-capped Alban hills, golden in the light of the setting sun, are indescribably beautiful. The green fields on either side of the road, broken and made picturesque by the stately ruins of tombs and ancient villas and by lonely marble pillars, the remnants of temples where people bowed in worship before the shepherds knelt before the Christ child in Bethlehem, give color to the scene.

The very road bed, stretching away into the distance like a white ribbon, intersected here and there by fragments of the ancient pavement, awakens one's imagination if he has any. Way in the distance are the Alban hills, green with pine and cypress trees, their sides dotted over with towns and villages. Farther back are the snow-capped mountains, the Praenestine hills making a silver frame for the picture within.

**Got First View of Road.**

It was at Three Taverns as he came over the crest of the Alban hills above Albano that Paul caught his first glimpse of this marvelous stretch of road. As I sat on the crest of the hill just above Fratocchie, the ancient Three Taverns, and for a long time looked out over the ruins of that former magnificence, the wonderful Campagna, the Eternal city in the distance, I tried to imagine what it must have been when Paul paused no doubt near this same spot and looked out over this same vista, only then it was in its glory.

The Three Taverns, which literally means three shops, is, I imagine, much the same today as it was when the Christians of Rome walked out

robes, he looked all the world as I imagine Paul looked when he came through this very village nearly 2,000 years before.

The patches of original pavement along the road give one a little idea of what the road bed must have been when Paul came over it. It is marvelous to me that even now, after nearly 2,300 years, there are stretches of this pavement still left. Some of it is grooved with deep ruts cut into the hard stone by the constant passage of vehicles. Ovid speaks of some of these grooves even in his day in one of his poetic allusions: "The plow is not more worn by constant use, nor the Appian Way ground by the curved wheels, than in my soul, darkened by misfortunes."

Going over this road of ruins as we have day after day, seeing these remnants of past glory still so magnificent in their ruin, and knowing that 2,000 years of time have done their worst with storm and earthquake, knowing that in the fifth century two invasions robbed these monuments of the precious metals and ornaments that adorned them, knowing that in 546 the Goths from the north sacked and stripped them once more, knowing that down through the centuries the very ones who should have protected the priceless gems of a great race stripped them of their marble to build churches and palaces, and that even tons of the finest marble were burned to make lime for mortar to be used in the construction of these buildings, knowing all this, and then looking upon this road as it is today strewn with fragments of the most wonderful statues and columns, friezes and ornamental tablets, inscriptions inlaid in polished marble as exquisitely done as any jeweler could do in setting a diamond, faces in marble which after more than 2,000 years of neglect and exposure are as perfect in feature and human likeness as anything that ever came from the hand of a Michael Angelo or a Raphael, though protected by every care, I am simply overwhelmed by it all, and my imagination is not capable of picturing what this road must have been in its palmy days, in the days when Virgil and Livy and Cicero and Julius Caesar and Nero and the Apostle Paul walked its glittering way.

### Possession of West Indies Is Urged by Navy Strategists Recommend U. S. Control in Islands as Defense Move in Event of War.

Washington, Feb. 10.—American possession of the West Indian Islands now owned by European nations, is regarded by the foremost strategists of the navy as of the utmost importance to our national security.

America, they told, ought to control this natural outer barrier of defense in order to establish powerful naval bases in that region as a protection of the Panama canal and of continental United States, and in or-

der to prevent the islands from being employed as bases by an enemy. The attitude of the navy gives point to the movement to purchase these valuable outposts from Great Britain and France. So long as they remain in foreign hands the United States cannot establish thereon capital ship, submarine and aircraft bases.

**Looking for Base.**

So vital is the matter deemed by the general board of the navy that the government is now seeking to acquire the best site obtainable for a naval base in the eastern West Indies. Proposed sites on islands not owned by Great Britain or France, are to be inspected by Secretary of the Navy Denby and the naval strategists next spring.

The strategic importance of the West Indies to the United States was set forth by Capt. Sinclair Gannon, head of the plans division of the Navy department, and of the joint army and navy planning committee.

"The many trade routes, which traverse the waters of the West Indies, give to those islands strategic importance of vast proportions. And

these trade routes are of paramount importance to the country having the most vital sea interests involved. A cursory study of a large scale map of the West Indies region shows the United States to be the country possessing the preponderance of interest in those waters."

**Jap Flapper Appears.**

Honolulu, T. H., Feb. 10.—"There is no such thing as flapperism in Japan as yet, although the young girls of the island empire are perfunctory near to it," says Dr. A. L. Dean, president of the University of Hawaii, who recently returned from an extended trip to Japan.

"Flappers of the American variety are not seen in Japan," he declared. "But nevertheless the younger set of Japan is shocking its elders as much as the youngsters of America are shocking theirs; for the girls are commencing to dine out with men friends and go to dances with them. They usually dance the fox-trot or one-step, and they wear their Japanese sandals while doing so."

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## Council of Young Men Will Meet

Delegates to Be Guests of Vocational School at Bellevue.

Members of the Young Men's council will hold a conference at Bellevue, Neb., February 18, under auspices of the Young Men's council of Omaha. Delegates will be guests of the United States Vocational school.

R. B. Wallace, Council Bluffs real estate man, will speak on "The Message of the Torch." N. J. Weston, director of physical education at the Omaha Y. M. C. A., will talk on "Lighting the Torch," and Rev. Paul Calhoun, pastor of the Central United Presbyterian church of Omaha, will speak on "Passing of the Torch."

Groups will be organized for the discussion of church athletics, organized classes and church group conferences.

George W. Campbell, social and religious secretary of the Omaha Y. M. C. A., will be in attendance, and David C. Robel has been chosen as conference pianist. The University of Omaha quartet will sing