

### Cadillac Offers New Body Styles

To Be Added to Present Line of Models; Expected Here Soon.

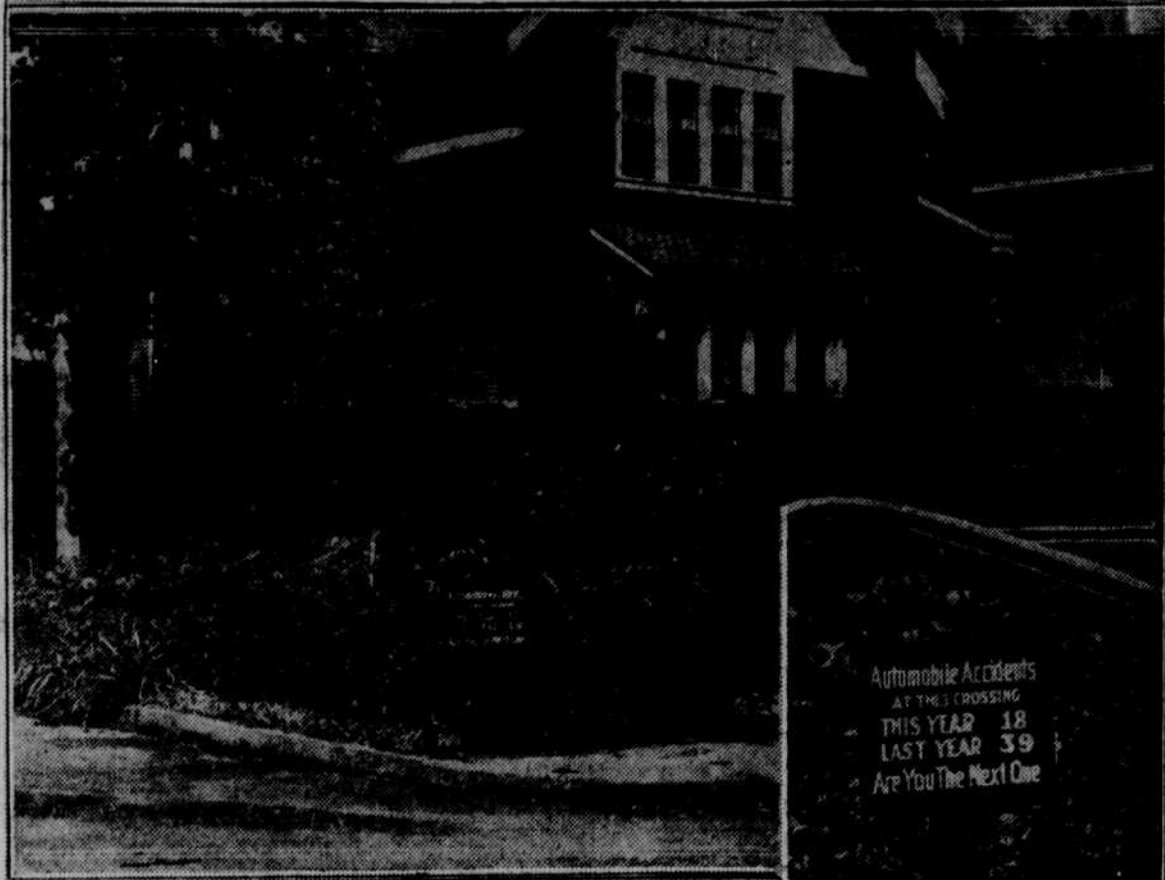
Within the near future new additions in body styles will be announced as being made to the present standard line of Cadillac. These bodies have been lauded by many leading citizens throughout the United States as the latest word in automotive design. The interior of these cars carries a most exquisite finish and the exterior although elaborately colored has conservative and beautiful lines.

In commenting on this new line of body styles, J. H. Hansen of the J. M. Hansen Cadillac company, who expects to receive one of these new cars within the next few days, says: "I have been afforded the opportunity of viewing the new body styles and find that they carry many improvements and are absolutely the latest in design both of the exterior and interior."

### PACKARD MAKES HAZARDOUS TRIP

Word has been received by the Packard Motor Car company that A. F. Bement, secretary and vice president of the Lincoln Highway association and E. S. Evans, one of the founders of the association, have succeeded in driving the association's official Packard Six car from Winnipeg to Vancouver, a trip which had been thought impossible for an automobile.

### 18 Crashes in One Spot Inspire This Sign



Having motorists pile themselves and machines in bloody heaps of wreckage in front of one's home every few days became irksome after several years, to G. L. E. Klingbell, attorney, 3222 Center street, now Klingbell is attempting to save the reckless drivers in spite of themselves.

A week ago the attorney had a sign painted, giving the number of accidents on the corner last year and the score to date for 1924. Since he posted the sign on the corner of his property at Thirty-third and Center streets, says Klingbell, there have been no crashes.

"I don't know whether the sign's warning inspires caution or whether the drivers merely slow up to read the sign," declared Klingbell. "I believe more accidents occur at Thirty-third and Center than at any other intersection in the city. Traffic is extremely heavy on both streets. I do not believe there has been a fatal accident to date but cars are wrecked, and sometimes persons badly injured, about once a week."

Klingbell's sign has a black square in which he can tally the accidents as they occur. The score is now 18, real accidents. He has not counted the minor crashes. "I hope my idea will prove successful, but if it does not, I'll be there with the chalk to keep the tally," said Klingbell.

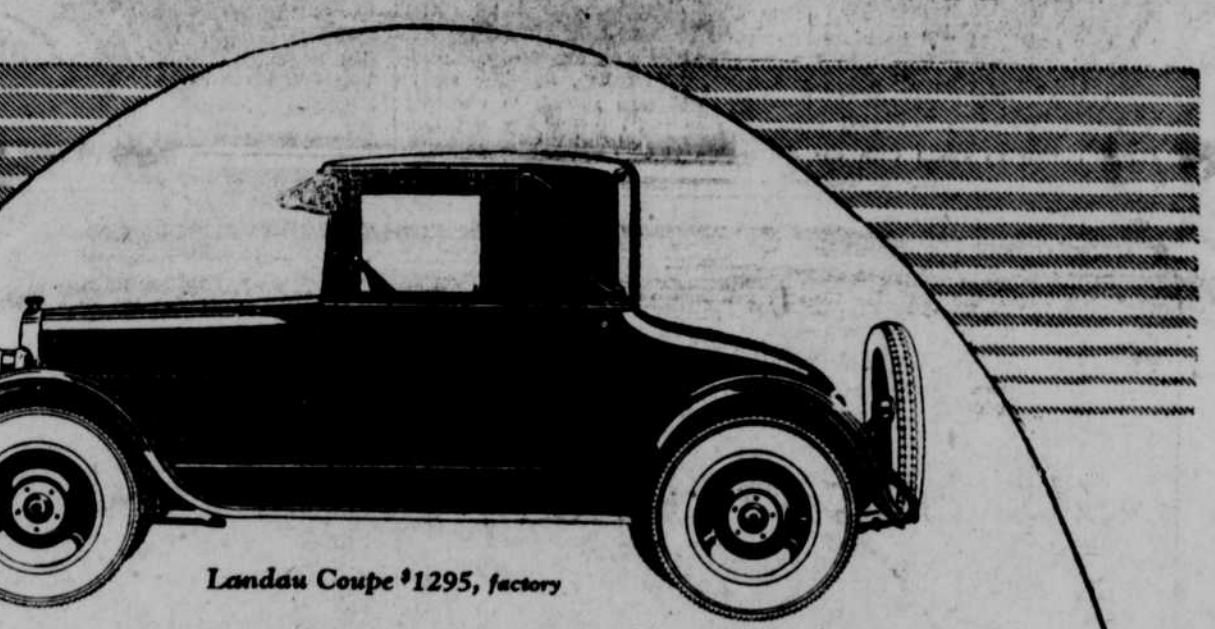
### "Who's Who in Economics" Told in U Publication

Lincoln, Sept. 20.—The home economics department of the University of Nebraska recently published a "Who's Who in Home Economics in Nebraska." Of the 381 graduates of the department since 1910, 143 are home-makers, 138 high school teachers, 35 college teachers, 14 are at home, 12 are dietitians in hospitals, 10 are cafeteria directors, 9 are in the extension service, 7 are in commercial work, 6 are students working for higher degrees, 6 are deceased, 5 are secretaries of the Y. W. C. A. or are in Red Cross work, 3 are

an election night in London, the Carpenter-Siki fight, Bernhardt and similar subjects are handled in a crisp, entertaining fashion. A certain amount of cynicism is softened by the humor of expression, and without assuming to dictate Mr. Bolitho leads in the direction of sanity of thought. "Leviathan" will entertain and probably instruct some.

Two men owned a 1923 model of the same car. One got 19 miles per gallon and the other got 10. In other words, with the gas selling at 20 cents—the first man was paying 20 cents and the second man was paying close to 40 cents per gallon. It pays to prevent carbon!

home demonstration leaders, 3 are nurses, 2 are missionaries, 1 is an interior decorator, 1 is a personnel worker in Chicago, 1 is in journalistic work, and the addresses of 4 are unknown.



## Get into an Oakland and ask it to show you

If you want a smooth, powerful engine, with an energetic, impetuous pick-up waiting for the throttle, you will enjoy the Oakland.  
If a sparing use of gasoline seems important, you will find the snap in Oakland performance is not secured from a big, gas-eating engine. Racing engine practice was followed—Swiss watch precision in building adopted. The result—the small-displacement True Blue engine gets more power and more miles out of a gallon.  
If it is riding comfort and a feeling of solid road-worthiness under you and over you, glance below at the roll-call of tried-and-true, year-proved points of Oakland superiority in these attributes.  
If you are particular about the finish on your car—Oakland's standard finish is Duco. It holds its lustre indefinitely—comes up smiling after unbelievable abuse.  
And Oakland's rigid precision standards of building make these qualities you desire in your motor car, permanent attributes!

- Advanced design L-head 6-cylinder engine
- Four-wheel brakes
- Duco body finish in Holland Blue
- Genuine Spanish leather upholstery
- Balloon tires and disc wheels
- Knobbers on front springs
- New Fisher one-piece ventilating windshield
- Automatic windshield wiper
- Permanent visor
- Rear-view mirror
- Dome light
- Driving controls on steering wheel
- Indirectly-lighted unit instrument panel
- Transmission lock
- Liberal servicing space
- Without moldings, invisible door checks
- And every worthwhile feature

OAKLAND MOTOR CAR CO. 20th and Harney Streets.



### The-BEE BOOK RASHEL

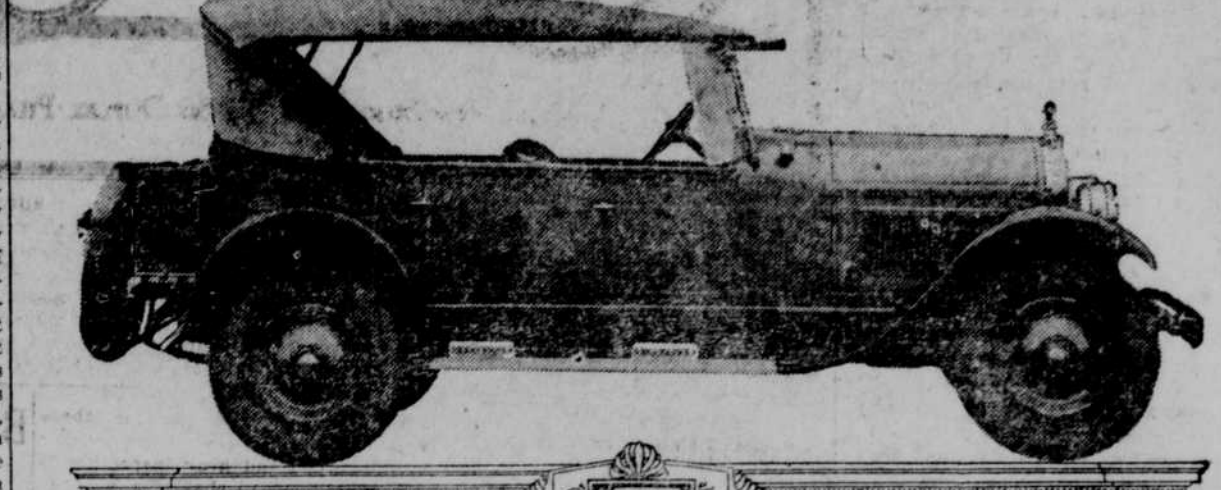
### Mean Man Makes His Way Up; Fate Shows Him Way Out

TRUMP OF GALLIO, by W. L. George, Harper & Bros., publishers, New York. Mr. W. L. George has added a very careful and, from a literary standpoint, very admirable psychological study to his list. In "The Triumph of Gallio" he has shown how the example of a Roman general was imitated by a Briton of the present day. Holyoke Tarrant tells his own story, how he rose from poverty and obscurity to wealth and power, and then slipped back again. Tarrant will easily stand as the ultimate in point of meanness. His creed is stated in the opening paragraph: "I, Holyoke Tarrant, have succeeded in slaying in myself faith in God, in woman and even in man. Life, love, success, progress, failure—these are relative terms which fill my consciousness with illusion. But they do not convince me. My thoughts, I know it well, are merely an exodization of my mental surfaces. Sometimes I believe that women are sweet and that the red lusts are dear; but I know well that if another stimulus were applied to those mental surfaces of mine, I could be an anchorite and, like Diogenes, spit as I met a woman in the street. I am not the creature of circumstances. As I am a human being, I am not even that. I am only a circumstance. I tell myself that I am alive, knowing that life is merely an arrested moment between two corruptions, that love is the decoration of that brief interval, success the drug that prevents that interval from growing too wearisome. What am I? Good man? Bad man? Who's to say, since between good and evil there is no boundary? . . . What is anything to me, except that the realization of my nothingness equals the nothingness of the world? That all nothingness are peers? There indeed is the victory, for in my nothingness lies freedom."

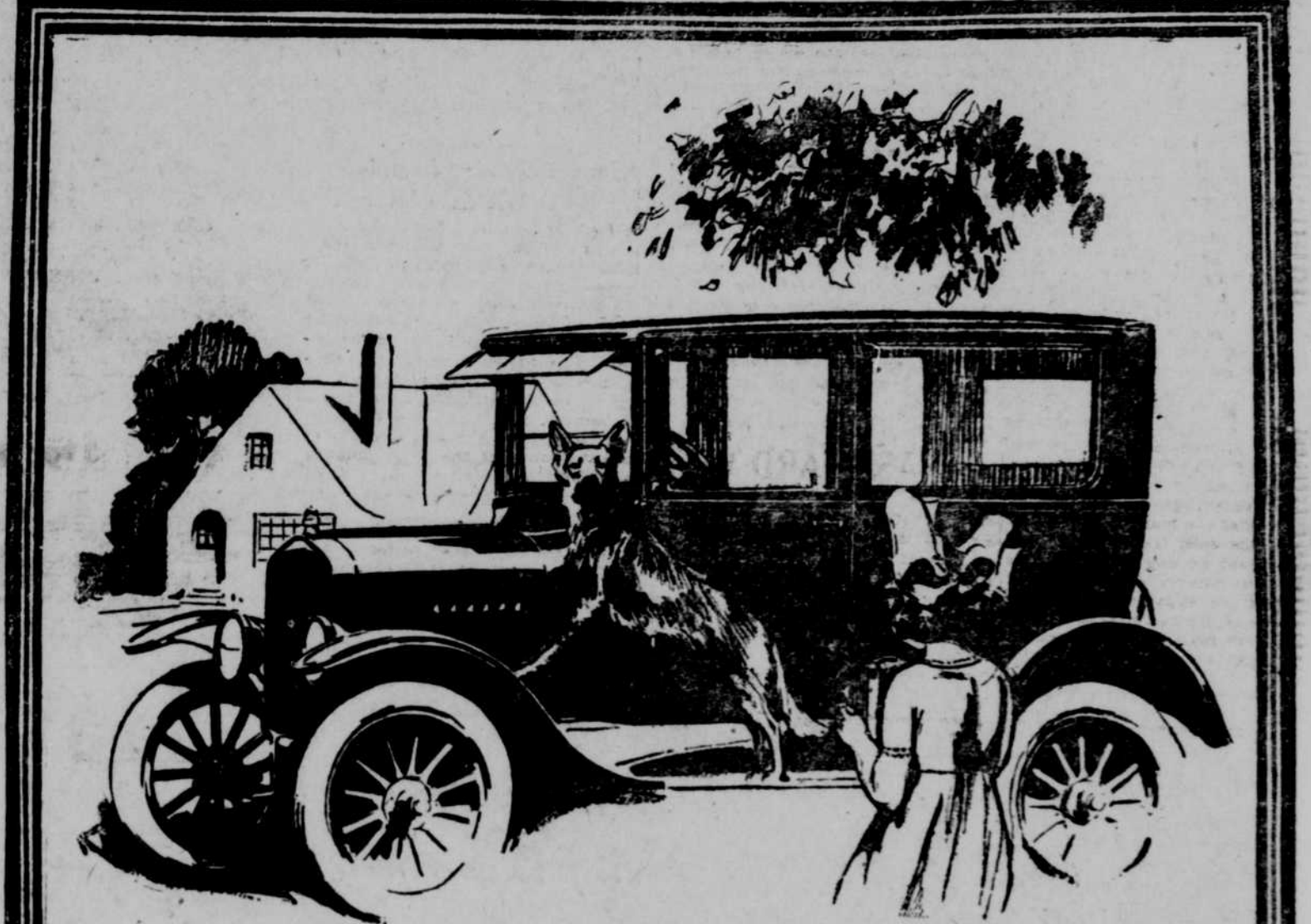
With this challenge, really an invitation, one curiously follows Tarrant through school and the university, sees him making love to factory girls as a boy, to co-eds as a university student, to the committee's secretary when he is toiling as a radical communist agitator. Then as a peddler, first awarded and then swindling; a fence for ship stevedores; then a ship owner, wedding an heiress and becoming a shipping magnate. His wife tires of his meanness and deserts him. Bankruptcy follows, and he pushes out in the world once more, a peddler, the trade he really is master of.

It is a curiously interesting discussion of a subject that has for the moment considerable vogue in the world, and Mr. George deals with it with authority and luminosity.

Odyssey of a Boy Who Finally Found Himself "THE DARK CLOUD," by Thomas Boyd, Charles Scribner's Sons, New York, publishers. One has to become thoroughly acquainted with the tale of Hugh Turner as told by Mr. Boyd before the application of the title is understood. Even then it seems as though it scarcely fits. Yet in these days when the headline writer strains for effects rather than propriety, and the public does not always expect an intimate relation between the headings and what follows, perhaps a novelist should not be held too strictly accountable. Mr. Boyd has revived some glimpses of life on the great rivers of America, and on the lakes as well in the antebellum days when steam-



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