

100,000 Nebraskans Learn First Lessons In Thrift As Bond Coupons Arrive

Great Family of "Bloated Bond-Holders" is Created Through Investment in Uncle Sam's Interest-Drawing Liberty Loan Securities.

More than 100,000 Nebraskans, in many instances whole families, have joined that class, heretofore confined by popular imagination to Wall street, whose privilege it is to clip coupons and be designated by the title, "bloated bond holders."

BEST PAYMASTER.
Uncle Sam, the best uncle on earth and the best paymaster, has distributed to Nebraska holders of second Liberty loan bonds the semi-annual interest earnings on the bonds, \$2 for each \$100 bond.

Omaha investors hold \$5,319,400 of the issue and they received coupons calling for the payment of \$106,388 interest. The quota of the state was \$29,640,000 and the interest that has been paid out to Nebraska bond owners of this issue was \$592,800.

SAME AS CASH.
Men are now getting acquainted with the workings of compound interest who two years ago did not know there were such things as "simple, compound" or "accrued" interest. The coupons they received are the same as cash and will be accepted at any bank, postoffice or war savings stamp station at face value.

Payment of this interest has taught many persons their first lessons of the earning power of money, and their primary lesson in thrift. In days of old, the peasantry of France had the reputation of being the most thrifty on earth and it was the exception to the rule where a French peasant was not the possessor of "baby" bonds of the republic or other countries. It was the source of French thrift and the prosperity of the peasant class.

Thrift Lesson is Learned.
The United States, with its millions of investors in baby bonds, and Nebraska with an army of over 100,000 of these investors will soon put the French peasantry in the "also ran" class when it comes to a comparison of investment and thrift.

War has taught 1,000 men in Omaha and Nebraska to figure out interest where only 10 were concerned in the intricacies of the thing before. They all enjoy the experience of the rich boy down in New York, who could sit in his easy chair and clip bonds.

Many are putting their interest directly back into war savings stamps, thus compounding the interest.

How New Plan Works.
Here is the way it works out at maturity, taking the holder of a \$100 bond as an example.

Maximum life of bond 25 years.
Maturity, November 15, 1942.
Bond redeemed at par, when due, \$100.

Simple interest for 25 years, \$100.
Total return to holder in 25 years, \$200.

The holder of the bond can make the interest in return draw interest. War savings stamps now cost \$4.16, and will be worth \$5 in 1923. Invest the interest in the war savings stamps and it comes out like this:

Maximum life of bond 25 years.
Maturity, November 15, 1942.
Bond redeemed at par when due, \$100.

Compound interest, semi-annually, \$169.16.
Total return to holder in 25 years, \$269.16.

Gain, if interest is reinvested and compounded, \$69.16.
The receiver of interest on a bond who compounds his interest by buying war savings stamps, by 1923, when the war stamps, or "baby bonds" will be paid, will have gained a big stride toward prosperity and eventual independence, over the interest receiver who has not saved and compounded the interest.

PRACTICAL PARAGRAPHS

By S.P. LaDue

Axle Strain.
The most severe strain that can be placed on rear axle or driving gear is to try to get out of a mud hole by backing up a little and then plunging forward on low gear.

Carburetor Fire.
Should a carburetor catch fire by reason of a backfire, it can generally be extinguished by turning off the gasoline and racing the engine. The engine will soon suck it out and there is very little danger.

Sticking Bushings.
Binding of the bushings that surround the push rods, frequently causes trouble. This may be caused by the oil becoming gummy or by valve grinding grit that has gotten down into the interior. If the aperture is closed with a cloth before the valves are ground this latter trouble will be obviated.

Clutch Repair.
In cases where slippage has developed in a cone clutch, a temporary repair may be managed by forcing several thin wooden wedges under the facing. Even matches have been used in this connection. In similar case, a slipping brake band may be temporarily cured by driving nails between the lining and the band.

Use of Ammonia.
There used to be a common practice of trying to brighten up the finish of the hood by the use on it of a solution of ammonia. This is about the worst thing that could be done, as ammonia eventually destroys the finish. Unfortunately the ammonia gives a little temporary brilliance to the finish, but in the long run it ruins it. In fact car manufacturers recommend that no car be kept in a stable or barn, as the ammonia from the manure gradually destroys the enameled surface.

Headlight Glasses.
Many of the light diffusing devices now popular are designed to operate when in a certain fixed position. Vibration may loosen the glasses in their rims so that the whole lens creeps around and the diffusing properties are lost. Some of these glasses have a means of anchoring them firmly in place, but others have not, and it is up to the car owner to see that they are properly in place. Screws may be used for fastening them and a lock washer should be inserted under each of them.

Loosening Bolts.
It is a common failing of so-called stove bolts to become loosened after a comparatively brief period of service in holding together wooden and metal parts. The failure is apt to come through the loosening of the head in its seating, this permitting the nut to obtain enough slack to rattle loose on its thread. A simple way of

Flying Corps Mechanic Finds Time to Work in Army 'Y' Camp

Nils E. Bachlund, son of Mr. and Mrs. Alex. Bachlund, 924 South Twenty-fifth avenue, is stationed at Pensacola, Fla., as mechanic in the flying corps of the navy. Besides attending his regular duties, he does considerable work in the Young Men's Christian association there.



NILS E. BACKLUND.

preventing this difficulty is to enlarge the slot across the head of the bolt, cutting the ends pretty deep by the aid of a file and then bending over a short length of copper wire, of the size to fit in the slot. In this way a couple of ridges are formed on either side of the head, which effectively prevent its turning so long as a reasonable amount of pressure is brought to bear upon it.

Body Polish.
The car owner who would rather produce all his own "ingredients" at home, may be glad to know that an excellent body polish may be made from the following: One pint of turpentine, one pint of wood alcohol, one quart of distilled water and one quart of paraffine oil. The alcohol and turpentine should be mixed, after which the water and paraffine oil should be added. The best way of mixing the latter two is to place them in a bottle and shake them briskly. The solution should be applied with the soft side of a cotton flannel cloth and polished with a dry cloth.

Painting on Brass.
Unless care is taken to have the surface absolutely clean, considerable difficulty is encountered in attempting to paint over polished brass. To insure a satisfactory job, the brass should first be scoured with a mixture

of salt and vinegar to remove all grease, after which the surface should be washed with hot soapsuds and wiped dry with a clean rag. Thereafter the paint may be applied without risk of its running while wet or chipping off after it has dried.

Inserting Tubes.
Many cases of tire trouble are due simply to the fact that the tube has not been properly inserted. The first

thing to do when putting in a tube is to give the bridge nut at the base of the valve stem above the metal plate, a tightening twist with a pair of pliers. When the tube is inside the casing, jar the tire a few times to seat it firmly. After the tire is mounted and fully inflated, fasten securely the rim nut, which works around the valve stem above the rim. Care in fitting the tube will save many a pinch and flat later on.

When Draining.
When draining the water system of the car, it is well to make certain that no water remains in the pipes and jackets, by rocking the front of the car. This will throw the water out of bends and pockets. The majority of the thermosyphon cooling systems

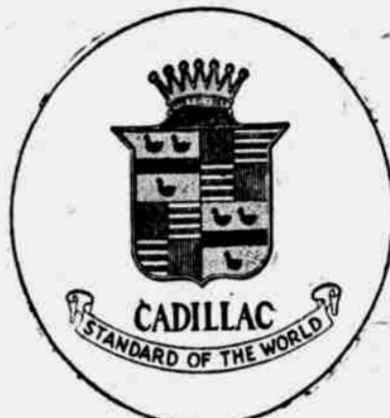
drain off easy enough, but in the pump system it is necessary to use care. It is a good plan in draining off the water to let it run into some receptacle, a large can or pail, so that it can be used again. The reason is that in all water there is a certain proportion of foreign matter that forms deposits on the cylinder jackets and radiator. In the water already used this deposit may be supposed already to have been made, whereas with fresh water a new deposit will be precipitated. By using the same water over and over again this furring up of the water spaces may be minimized.

To Clean Brass Castings.
Brass castings may be cleaned in an instant by dipping them into a so-

lution of three parts of sulphuric acid and three parts nitric acid, to which after they have been mixed, there has been added one quart of common salt, the whole being stirred until the salt has dissolved. If this mixture is placed in an earthenware vessel, the brass castings can be dipped in it, removed immediately and rinsed in clear water. The castings can be made as bright as new by this method and little labor is involved.

Save the Nut.
When bolting parts together, do not try to make the nut pull the bolt through if the latter sticks. Take a hammer and drive the bolt into place. Otherwise the threads are likely to be ruined.

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THIS NEW REO LIGHT FOUR is, in all mechanical essentials, the same as its famous predecessor—Reo the Fifth, "The Incomparable Four."

THAT IS TO SAY, those principles of design and of construction which made that great Reo famous the world over for dependability and low upkeep, have all been retained.

WHEN YOU CONSIDER that that Reo Four remained standard in practically the same form for eight seasons (longer than any other automobile ever built save one);

IT MUST HAVE BEEN wonderfully right at every point; must have been. For during those years an host of rivals and imitators came and went.

AND ALWAYS REO maintained its supremacy.

SO WE FEEL that the best possible recommendation for this latest Reo—this New Light Four—is to say that all those principles of design and that same quality have been retained.

REFINEMENTS have been made at many points however.

WE PREFER THE TERM "refinements" rather than improvements. For, truth to tell, no owner of a Reo Four could suggest an improvement in that great car.

REO ENGINEERS, at the same time the most experienced and the most progressive, are always seeking opportunities to refine details of Reos.

AND THEY FOUND WAYS to make parts of this chassis, always the most accessible ever built, still more accessible.

ALSO MORE POWER has been developed in the same motor by refinements of valve mechanism; better balance of reciprocating parts.

THE OILING SYSTEM has not been improved—no use trying to improve on what was already perfection.

ODDLY ENOUGH when we begin to talk about this New Reo Light Four, we feel an inclination to emphasize rather those features in which no changes have been made, than those where they have!

SUCH WAS THE QUALITY—such the dependability—such the low upkeep—such the satisfaction of 100,000 owners, that a better could be made only by refining details of the original model.

AND THIS ONE IS BETTER only because it is the latest, the most refined edition of that Reo Four.

WE WILL BE PLEASED to show and explain to you the points wherein these refinements have been effected—and tell you the reason for each.

IN A WORD, for your convenience—in every case. For still greater accessibility. For still longer life. And for still lower cost of upkeep.

ASK US about these things.

WHEN YOU SEE THIS REO you will say the body lines, the finish, the upholstery are the finest Reo has ever turned out.

A LUXURIOUS EQUIPAGE; as handsome in appearance as it is excellent mechanically; yet at a price less than you had planned to pay for such a car.

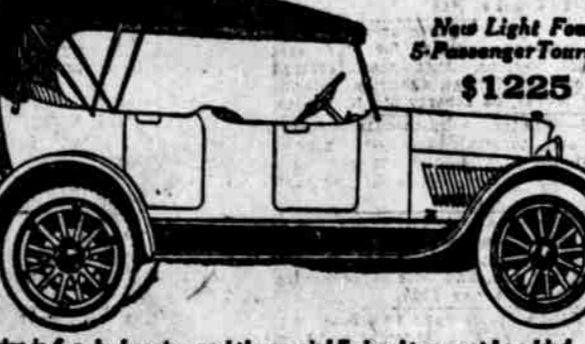
DEMAND SEEMS unlimited. At present, almost hopelessly in excess of factory output.

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TODAY won't be a minute too soon.

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A battery which delivers a higher rate of discharge for a greater length of time than any other ever produced.

A battery which is absolutely free from harmful sulphation.

A battery whose plates do not buckle, because the plates have a special bend-resisting construction which brace them and keep them straight against every strain.

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