

1,000 MARK IN PRODUCTION OF THE LIBERTY AEROPLANE MOTOR REACHED BY PACKARD

Production of First Thousand Motors Accomplished Just
One Year to a Day from Date First Blue
Prints Were Sent to Washington.

The 1,000th Liberty airplane engine produced by the Packard company was shipped from the factory this week, just a year to a day from the sending to Washington of blue prints and parts which formed the start of the Liberty motor design.

The dispatching of the 1,000th engine was celebrated quietly, but nonetheless exultantly, by the men who within a year have had the successive responsibilities of producing the first Liberty engine by hand, the first Liberty engine to fly, the first Liberty engine made from tools designed for quantity output, and now their first thousand perfected engines.

Among those who witnessed the crating of the motor for shipment was the young engineer who, on May 29, 1917, took down to Washington a trunk, checked as personal baggage, which contained complete blue prints and an all-steel cylinder that time more than two years of development work, from which J. G. Vincent, the Packard chief engineer, and E. J. Hall evolved the design of the Liberty motor.

When Liberty engine No. 1,000 was completed a telegram was sent by the two Liberty engine builders, who are now in production, to President Wilson and Secretary Baker, announcing with "solemn thankfulness" the completion of the first thousand. In reply Secretary Baker wrote his congratulations, praising the "most commendable zeal and spirit with which this task has been accomplished."

Production of the Liberty engine is going forward with accelerating speed. The Packard company, first to get into production, is turning out 25 a day. The Lincoln Motors is completing 10 a day with much larger output immediately in sight. The Ford Motor company, which in the meantime has made thousands of the cylinders for both Packard and Lincoln, is on the eve of producing motors in quantity. The Marmon company also is about to enter production.

Turn about.

Buick dealer demonstrated the power this I'll jail you. I've had enough of public building.

"Take it as a warning," said the judge, as he signed a receipt of \$50. "The next time you try any stunt like this I'll jail you. I've had enough of this nonsense."

The next morning an advertisement in a local newspaper contained a photograph of "the most powerful car in America" climbing the steps of a public building. It showed the police trying to halt the driver in his mad dash. The police were pleased. In the advertisement the dealer modestly stated that the feat could not be duplicated by any other car.

Three days later his competitor down the street got 30 days in jail—Motor Life for April.

WHAT'S DOING Organization After Car Thieves in Omaha AT AUTO CLUB

The Omaha Auto club's efforts in auto theft cases has resulted in a penitentiary sentence for Frank Sellars. Sellars was accused of stealing H. S. Manville's car. Through the efforts of the club's theft department he was given a penitentiary sentence. He appealed the case for a new trial, and while out on bond attempted, it is alleged, to take another car. The club attorneys have followed the case with their usual vigilance with the result that Sellars now goes to the penitentiary on the original Manville charge.

The club will hold a big picnic for the members in the club's picnic park No. 2, Forty-fourth and Grover streets. Park No. 2 is composed of six acres of beautiful shade trees in Dietz Grove. Gould Dietz, director of the club, has given the club exclusive use of the grove for picnic grounds.

W. J. Petersen, one of the club members who has fished in the sand pits near Meadow regularly every year, showed the secretary a string of 70 crappie, sunfish and bass he and a party of two others caught there last week.

W. C. Bowman was awarded the club \$25 award for arrest and conviction of persons stealing a member's automobile. Mr. Bowman and Edwin T. Swobe, after an exciting chase, recently caught the two boys who took Swobe's car for a joy ride. The boys were fined \$50 and costs.

C. L. Gould, who gave the club exclusive use of his beautiful tract of woods on Bellevue boulevard for picnic grounds, has placed a flock of sheep in the park to "mow" down the long grass. Picnics are held every day in either park No. 1 or No. 2.

A federal uniform traffic law will likely be passed at next session of congress, the American Automobile association having drafted a bill which will harmonize regulations of the several states, particularly in reference to weight of loads, registration of vehicles and operators, and miles per hour limitations. The enormous increase in truck traffic makes this move imperative.

Car owners are advised to make their own car repairs as far as possible because of the urgent need of the government for skilled mechanics.

The A. A. A., at their annual meeting at Atlantic City, recommended employing alien prisoners for road work.

Some Figures.

We progress. The result of all the recent talk about the need of highway development is this, to date:

In 1918 the combined forces of the government, states and counties will spend for highway improvement \$263,096,610.

The amount spent in 1917 was \$118,797,750.

And this is only the beginning—Motor Life.

NEW MEXICO TOWN OLDER THAN MANY EUROPEAN CITIES

Few Americans realize that there is in our comparatively youthful country a city which is older in point of continuous habitation than most of the historic towns of Europe. Fancy in this new land a city where municipal life went on for centuries before Columbus ever began dreaming his romantic dreams of a new world beyond the sea, a city where primal Americans lived when Latin was still being spoken on the streets of Rome and France was a wilderness given up to barbarians and Britons still painted themselves blue and dressed in skins.

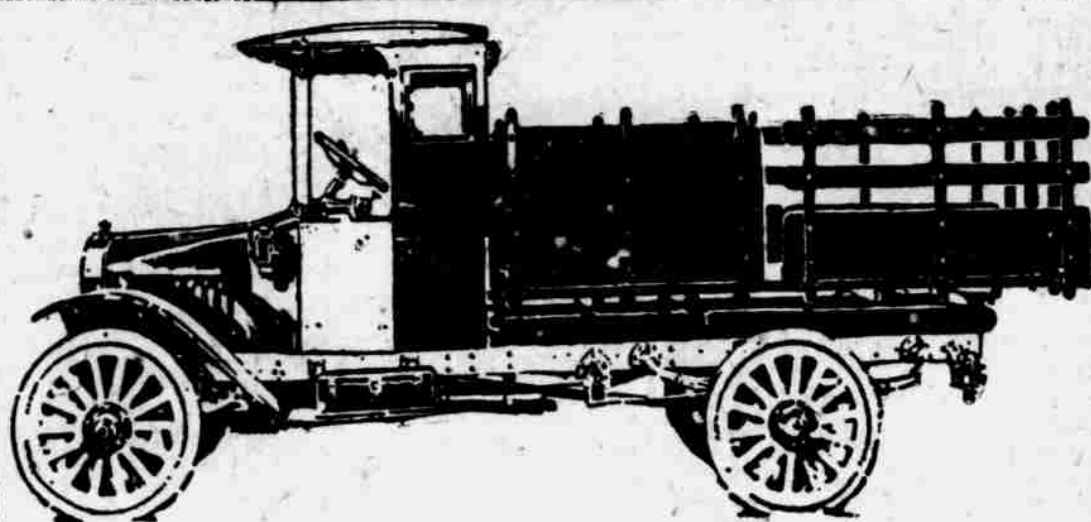
This venerable municipal relic of a by-gone age is Acoma, the Indian pueblo in New Mexico, so near the National Old Trails transcontinental road that no motorist is justified in passing through the district without visiting it.

A. L. Westgard in the June issue of Motor, the national magazine of motoring, tells of one of his visits to Acoma, the city perched on the summit of a sandstone butte in the almost forgotten hinterland of the southwest.

"From a distance," says Mr. Westgard, "the beholder sees Acoma perched like a feudal castle on the top of the cliff, the sides of which are deeply carved into battlements and columns. The pueblo itself is formed by three rows of houses, separated by wide paths. These houses rise up in terraces three or four stories high, the upper being reached by means of wooden ladders. Stop to consider that the material of which these houses was built was brought up to the summit of this cliff on the backs or heads of human beings and you will realize that the Pharaohs of Egypt, who built the pyramids, were not the only men of endurance and patience in the days of history's dawn."

We have so few, comparatively speaking, real antiquities in this country that those of us to whom romance appeals, should certainly not neglect those that we have. Acoma is an archaeological relic of which any country could be proud. It is easily accessible for motorists on the transcontinental trip and it ought not to be neglected.

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