

# ONE SET OF CORD TIRES GO 11,000 MILES ON COAST

## Business Man Makes 4,000-Mile Trip on Tires Already Used for 7,000 Miles.

Four thousand miles—from Tacoma to Salt Lake City and Los Angeles, and return through San Francisco—on a set of tires that had already delivered 7,000 miles of service; this is the achievement that has just been completed by Ralph H. Shaffer, a prominent man of Tacoma, Wash., in a Franklin sedan, equipped with Goodyear cord tires.

The manner in which he set about on this tour through six western states, equal in distance to a tour across the continent, with only one spare tire, exhibits graphically the

confidence he had in his tires to withstand the trip. He was compelled to use this spare only when near the end of the tour, one of the wheels of his car was crushed by another car. At this time another tire was put into service, as it was already mounted on the wire wheel which replaced the crushed one.

This trip through six western states offered some of the worst road conditions possible. Many roads were being repaired and many tedious detours made over roads that existed by courtesy only. Mexico and California the heat was over the deserts of Utah. New intense and the sand deep, yet no trouble was experienced with tires or motor. Up and down the Sierras and the Cascades their performance was equally good.

At Los Angeles Mr. Shaffer, in company with several Goodyear officials looked over the site which has been selected for the new Goodyear factory in that city which will represent an investment of \$20,000,000.

### For a Clean Floor.

A labor saving way of keeping the rear compartment of the Ford car clean is to cut out pieces on either side of the car where the cross pieces are placed, each cut-out be-

ing just the width of one of the floor boards. Next bore a hole in the floor board, just big enough to get the finger in, so that it is a simple matter to lift the floor board out whenever necessary and to sweep out dirt, mud and general litter as need arises.

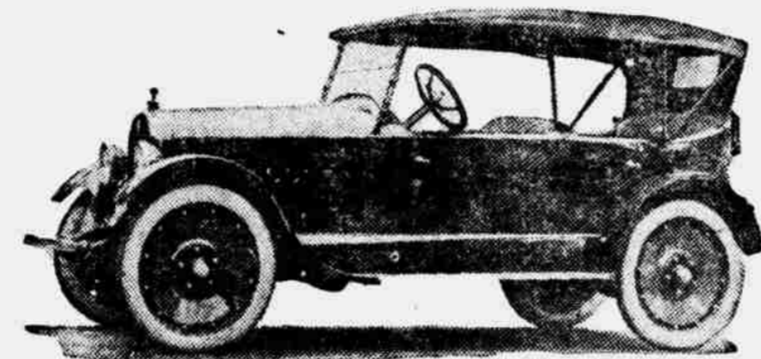
### Distilled Water.

Distilled water is, of course, absolutely essential for the storage battery. It is not always possible to procure this easily and any car owner can make his own distilled water by means of a very simple apparatus. Have a length of annealed copper tubing coiled, so that it will fit in a dishpan. Connect the end of the copper tubing with an ordinary tea kettle by means of a short piece of rubber tubing. The other end of the tube is curved so that the water passing down will drip into a bottle or other container. The dishpan in which the coil rests is filled with cold water, frequently renewed to keep it cold. The water in the tea kettle is boiled and the steam so produced passes out of the spout into the tube, through the coil, where it is cooled and condensed back into water again and is finally collected for use in the bottle at the end of the copper tube.

**LOVE AND INTRIGUE, HAPPINESS** and sadness, luck and misfortune—all these have marked the exceptional career of Major J. F. Loosbrock, recently returned from a year's absence overseas. Particularly joyful was the reunion between Major Loosbrock and his wife and two children, Helen and Jack. He had never seen the latter, born while the war in France. Major Loosbrock will celebrate his 30th birthday late this month, and is considerable of a hero in many respects. They have been living at the home of Mrs. Loosbrock, 2713 Fowler avenue.



## New Columbia Sport Model



The Columbia Motors company, manufacturers of the Columbia Six, are now showing a new special sport model which has snappy, straight lines and distinctive features and equipment which makes it really deserve the name sport model. It is equipped with disc wheels, special lined top, beautiful water-proof tapestry upholstery, cord tires all around and one extra tire on the spare wheel, Raydex spotlight and bumpers. Quite an unusual result has been achieved in the painting of this special model. It has a peculiar finish in which dull shades of reds, greens and browns are harmonized, giving it somewhat the appearance of a beautiful piece of polished granite. It has been remarked by motorists who have seen it that this finish is one that is distinctive and will attract attention on the street. And yet, unlike most unusual finishes, it is not one of which the owner will soon become tired.

### Peterson Motor Co. to Enlarge Its Auto Service Department

Announcement was made last week to the effect that the Peterson Motor company, located at 2427 Farnam street, had taken on the distribution of Auburn automobiles.

"We have been watching the Auburn for some time and have been impressed with both the appearance of the car and the manner in which it stands up under hard usage," asserted R. W. Peterson of the Peterson Motor company.

"The opportunity to represent the line presented itself and we were indeed glad to avail ourselves of the contract."

"That's about all we can say. We are planning now to enlarge our service facilities and go after a volume business on this sturdy car. Everything points to its going over 'strong' and we are already to get behind the car with our entire organization."

### Increased Car Fares Helps Sale of Bicycles

The 7-cent street car fare has resulted in a surprising demand for bicycles says James Van Avery, manager of the Nebraska Motorcycle and Bicycle Co. People have found that a bicycle will get them to work with far less expense and will save them the discomfort of the crowded street cars.

"Since the introduction of the 7-cent fares we have sold more Excelsior bicycles than ever before in the same length of time and we find that wage-earners are using the bicycle more than in previous times," says he. The increased use of the bicycle among factory workers has resulted in a large number of factories building wheel racks where the employees may leave their wheels during working hours. This method of fostering the use of the bicycle by their workers is simply good business for the employers as the bicycle brings the employe to work on time and the slight exercise involved in riding the bicycle keeps him fit for his daily work."

# War Veteran 76, Gives Life to New History of Indians

## Story of the Redskin During the Period From 1775 to 1824 Will Be Accurately Related by E. S. Ricker, Author and Historian.

That the history of the American Indian during the period from 1775 to 1824 might remain strictly according to fact, E. S. Ricker, 76 years old, author, historian and veteran of the civil war, is spending the remaining years of his life recasting a constructive history of the Indian race.



E. S. Ricker

Up to a few weeks ago, Mr. Ricker was assistant to the chief of the educational department of the Indian affairs bureau at Washington, assigned to tasks dealing with historical survey, classification of documents, and other matters relating to the chronology of the American Indian. He spent eight years in this capacity.

### Starts Investigation Here.

This week he came to Omaha to investigate files of The Omaha Bee in quest of data concerning the political affairs governing the appointment and record of Indian agents of '49 and the years that followed. Edward Rosewater, founder of The Bee, he says, was intensely interested in Indian affairs and published many articles of historical value. "I'm laying plans for the publication of a series of histories covering the life of the American Indian and the relation of the tribes with the government during the period from 1775 to 1824," he said. "I'm traveling through parts of the country where I can obtain best first-hand authentic information."

### Man of Letters.

Mr. Ricker is a man of letters. He came to Nebraska in the early 80s, settling at Chadron. He had studied law with John F. Scott, his "buddy" in the Civil war, at Pow-

shiek county, Iowa. In 1903 he founded the Chadron Times, introducing for the first time the editorial column in a country journal. He lived at Chadron 22 years. During the last great Indian war he resided 50 miles from the scene of the battle of Wounded Knee, which

he now terms the "Butchery of Wounded Knee." Later as historian for the United States senate he "mapped" the battlefield and also that in the Big Horn basin where Custer made his last stand against the Sioux Indians.

### Gets His Appointment.

At Washington he was appointed from among 50 applicants as the government's official historian in Indian affairs. He served eight years with Dr. Howard M. Hamlin of Oklahoma and Mrs. Bacon-Foster, a New York woman of talent, both experts in historical work. He was assigned to the task of classifying the tons of historical documents concerning negotiations between the United States and the Indians.

His work ended this year. During the civil war Ricker served with the 102d Illinois infantry. He took part in the march from Atlanta to the sea under General Sherman. He participated in marches and campaigns through seven states and was finally mustered out at Washington, June 6, 1865. He at once began studying law in Iowa.

### Traces Ancestry Far.

Mr. Ricker can trace his ancestry to the first crusade into the Holy Land in 1096. Later as historian in Indian affairs he traced his ancestry among his ancestors, Melchior and George von Ryken, which is the original family name, migrated from England in 1651. Relatives on his mother's side landed on Plymouth Rock from the Mayflower in 1621. His ancestry have inhabited America upwards of 300 years. His father was a native of Maine. "I'm going on until I have thoroughly covered the field," he said. "My next stop will be at Denver, where there are historical documents of value on file." Mr. Ricker has a personal library of more than 2,500 books relating to Indian affairs. This coupled with his nine years of intensive research work at Washington will form the basis of his History of the American Indian.

**Conservation.** Nothing is ever lost—the kirk that was taken out of the beer is now in the public.—Boston Transcript.



## It Makes the Most Miles in a Day

**L**IGHTER than any other car of equal size, the Holmes Improved Air-Cooled Car holds to the road better at high speeds.

Flexible construction, the absence of rigid cross members in the frame, full-elliptic springs and perfect balance of weight keep the wheels to the road.

The Holmes swings along in boulevard comfort at from 35 to 40 miles an hour over roads that are ordinarily considered rough, and driven by most cars at speeds not to exceed 15 to 20 miles an hour.

The flexible front end construction, made possible by the elimination of the rigid construction necessary when a radiator is carried, accommodates the wheels to the road. The car is not bounced into the air by road shocks.

The full elliptic springs with a wide easy throw assimilate the blows from the road—they are absorbed in the spring action and not transmitted to the body and the occupants.

In swinging corners there is no tendency for the rear end of the car to throw around. The wheels stay on the ground with a firm tractive grip.

And yet with all this flexibility, the Holmes is unusually steady to drive. Without the slightest feeling of fatigue, greater mileage can be covered in a day than with any other touring car.

Added to this superior ability in holding the road is the fuel economy and high tire mileage which has established the Holmes as the most economical of quality cars.

A gasoline consumption of 18-20 miles to the gallon, in the air-cooled motor with aeroplane type valves, eighteen valves all in the head, a tire service of 10,000 miles to the set, are proof that high operating cost is no longer necessary in a large, luxurious touring car and that the price of economy is no longer restricted carrying capacity and cramped discomfort.

**Tate-Morton Company**  
Distributors for Nebraska and Iowa.  
2417 Farnam St. OMAHA, NEB.

# HOLMES

Improved Air Cooled

# GRANT TRUCKS



## Why Shouldn't a Truck be Completely Equipped Electrically?

Automobile Topics remarks on the large numbers of hand lanterns that decorate the front end of motor trucks, shedding a dim but far from religious light—and comments intelligently on the absolute danger of such faulty equipment. And then it sagely remarks "Why shouldn't motor trucks be equipped with electric lights? They would more than save their cost by helping the driver avoid the bad places in the road. And this aside from getting better service from the trucks."

### Safety Demands Complete Electrical Equipment

This is what we have said right along. Almost four years ago we took the platform for complete electric starting and lighting equipment in a very certain way by equipping every Grant truck with a first class electric lighting and starting system.

shield of the rain-vision ventilating type, Pierce governor, Boyce motometer, instrument board assembly including speedometer, oil gauge, ammeter, choker, front fenders, bumper, complete tool equipment, etc.

We have gone the limit in this direction. We believe a truck should be as completely equipped as a passenger car. Other makers will see it later.

The accessory man has no use for Grant trucks.

But the man who drives and the man who pays for the truck knows that we are giving the biggest truck value in the world more for the money in real truck value than anyone else.

Grant equipment includes, in addition, the necessary storage battery carried in a cushioned cradle, spot light in addition to head lights, driver's seat, wind-

Is this what you want? Is this what you believe in? Then come and see us.

1800 pounds including body 1 1/2 tons 2 tons  
\$1170 \$1885 \$2150  
f. o. b. Cleveland

**Omaha Auto Sales Company**  
2060-62 Farnam St. OMAHA, NEB.  
GRANT MOTOR CAR CORPORATION - - CLEVELAND



# Inland Tires Do Wear

In fact, they wear so well that thousands of other makes are being replaced by Inlands in Chicago alone. Based on actual performance they have taken the "windy city" by storm.

Superior Construction Make Them The "Most-Mileage" Tires On The Market.

Guarantee  
Cords, 10,000  
Fabrics, 6,000  
Pure Gum Tubes.

## Inland Tire & Supply Co.

For Sale at Townsend Gun Co.  
Phone Douglas 870. 1514 Farnam St.

We Are  
Also Distributors For  
Sno-Flake Polish