

HARD SURFACE ROADS IS NEED OF THE COUNTRY

Odell Shows That Highway System Would Supply 86 Per Cent of People.

It is possible to build a hard-surfaced highway system of 50,000 miles, so located as to serve directly 46 per cent of all the counties of the United States and indirectly 41 per cent of all the others. For an annual expenditure of \$100,000,000—hardly \$1 a person per year—this fundamental road system could be completed in 12-15 years, and it would serve 87 per cent of the total population of the United States. Such is the statement of the United States department of labor.

"The growing needs of the country demand that some such comprehensive highway system be constructed," says R. S. Odell, vice-president and general manager of the Odell-Hamilton company, representatives in this territory for Mack trucks.

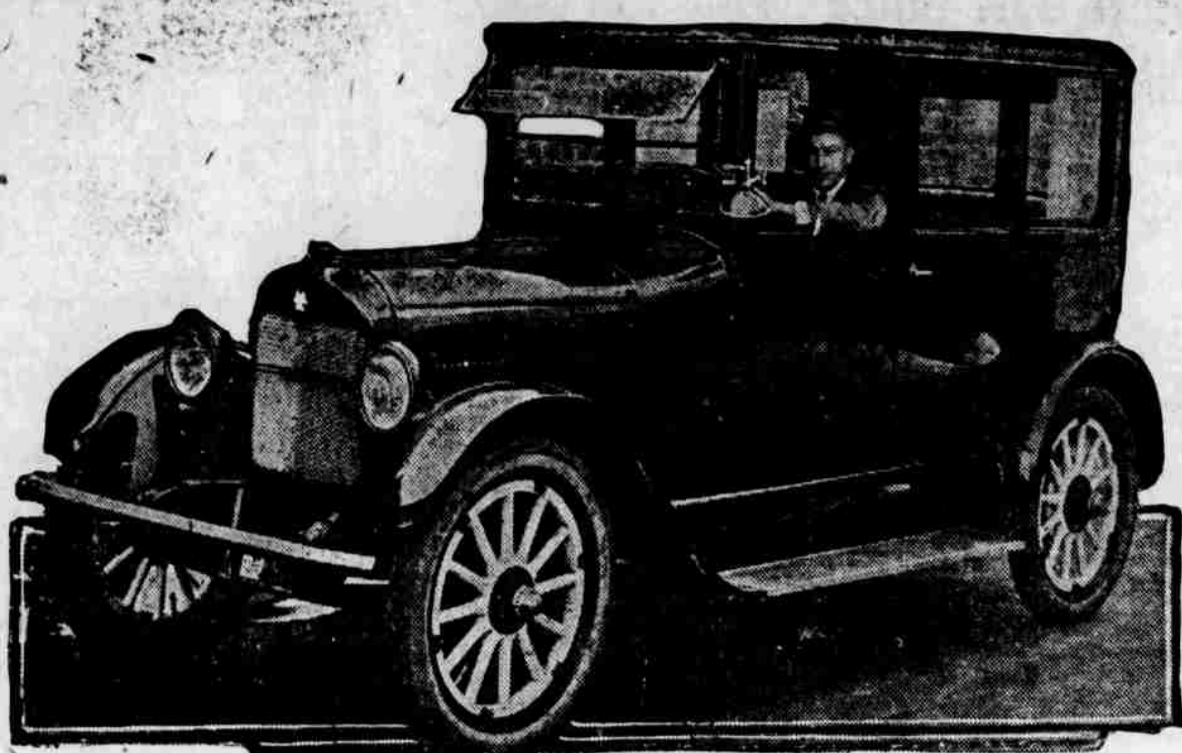
Must Have Foresight.
"In the past there has been too great a lack of foresight on the part of road builders. They have lacked vision to foresee the requirements of even five years ahead. A road built today must be built, not with the idea of present traffic, but that of 10 years in the future."
"The growing need of the day is for transportation. We have simply got to provide it. We cannot stop it, and the sentiment of the country will not tolerate any handicap of our transportation system."
"With each year the railroads are becoming more and more inadequate. Motor transportation is a growing economical necessity, a fact that is being recognized more and more each day as motor trucks are called upon to handle traffic that the railroads cannot accommodate."

Need of Good Roads.
"Estimates prepared by engineering authorities show that the United States could afford to spend \$1,250,000,000 on a hard surfaced road system of 50,000 miles which would serve directly and indirectly 87 per cent of the population of the entire country. Not only would such a system be an economic asset that would pay for itself many times over, but its construction would provide work for many thousands of people for a number of years, and in that respect alone would have a great business value to the country in general."

"War increases business to replace the great losses of destruction; but the development of a nation in times of peace provides a more normal and healthy market for labor and material that can be made a stabilizer of business and industrial conditions."
"A well planned national highway system is a necessity, and as soon as the nation can complete the plan conditions will force putting it into operation."

Harley-Davidson Closes Racing Season With Victory
At Sheephead Bay, N. Y., last Saturday, the Harley-Davidson carried off the honors by lowering the 50 and 100 mile track records; also winning the two 10 and 25 mile events. This victory is a fitting climax for the season's racing for the Harley-Davidson team who carried off the honors at every important race of the year, winning at Ascot Park, Los Angeles; Denver, Colo.; Marion, Ind.; Grand Island, Neb.; Baltimore, Md., and the Canada to Mexico run.

Spokane Man Drives to Omaha In Auto



W. J. Metcalf of Spokane, Wash., arrived in Omaha last week after a rather remarkable trip with his Elgin Six sedan. Mr. Metcalf, accompanied by his wife, made the trip from Spokane to Omaha in exactly nine days, a distance of nearly 2,000 miles, without a mechanical adjustment of any kind and no trouble whatsoever excepting two punctures.

Road conditions were not good by any means, considerable mud being encountered and other places being very rough. Mr. Metcalf has worked out a rather unique idea of his own with a view to avoiding the crowded hotel conditions now existing all over the country. Before leaving Spokane he had a special spring mattress made to exactly fit the car. By putting this on top of the front and rear seats he made a very comfortable bed, thereby having a comfortable place to sleep enroute.

Mr. and Mrs. Metcalf left this week for Los Angeles via their Elgin Six sedan.

Sixteen Years Old And Even Horn Toots On This Aged Ford Car

A rear tonneau door, two-cylinder touring car, manufactured by the Ford Motor company in 1903—the year of the company's organization—and in use since that time, is still "on the job." It is an eight-horsepower car, has a 78-inch wheel base, a five-gallon gas tank, and is owned by A. C. McCarthy of Portland, Ore.

Cadillac Distributors Hold Big Convention

The Cadillac factory at Detroit was last week the scene of a large convention, attended by Cadillac distributors from every part of the United States. The intention of this meeting was to stimulate sales and service. Talks were given by the leading distributors on their sales methods and policies of service to Cadillac owners. On Wednesday evening a banquet was given by the factory at the Pontchartrain hotel.

According to a wire received by the local Cadillac agency from J. H. Hansen, president of the firm, shipments of Cadillac cars are again becoming normal; in fact, one day last week 125 cars were shipped to distributors. Naturally it will be a considerable time before all the cars which have been sold are delivered, but, quoting from Mr. Hansen's wire, "Existing conditions with regard to production look very favorable." The Omaha Cadillac agency is hoping that by December 1 all orders which have been placed by customers to date will be filled. It will be some time, however, before orders from Cadillac cars can be taken for "immediate delivery."

Using Hand Pump.

In the use of the hand tire pump the average motorist makes the mistake of pumping in short, quick strokes. The proper method is to pull the handle up all the way and then force it clear down to the bottom of the pump. This gives the benefit of the full volume of air and the longer strokes are much less tiring than the short, jerky ones.

Most Important Stroke In Golf Is Next One to Be Played

Quimet Refutes World Old Argument That Second Stroke Overshadows All Others of Game—Cites Personal Experiences in Big Matches as Proof—It All Depends on Circumstances of Match.

By FRANCIS QUIMET.
Nearly every golfer is constantly claiming that one stroke or another is the most important in competition. This argument generally settles down to the relative merits of the mashie and the putter. For many years the putter was believed to be the club which won matches and there was proof abundant to substantiate this. Of late years the mashie has had its followers. Their claim was that its mastery decided the issue.

Several years ago we had a discussion with a friend on this very subject—which golf stroke is the all-important one. He was of the view that the second shot, the one played to the green, was the most vital of all. Certain matches every golfer has to play offer sufficient proof of this, but just the same I cannot quite agree with him. To be sure, when two golfers meet who are equally good drivers the one who plays his approach shots closest to the pin has a decided advantage, but that is not always the case in competition.

All Strokes Important.
Our own experience has been that no one stroke is more important than another, and we will briefly state the reasons for this belief. We feel that a fine drive is equally as important, for example, as a fine second or a good putt. At Pittsburgh during the amateur, the writer lost to Woody Platt because he hooked his tee shot into such a lie that he never had a chance to play his second.

count of a poor drive. But let us assume Platt had bungled his second (which he did not do). Immediately the argument that the second is the all important shot would have splendid backing and proof.

Advance Figuring Difficult.
The other day I played with a friend of mine. We were at the twelfth hole, which called for a drive and pitch. His second found a trap, while mine was on the green about 20 feet from the hole. Under such conditions any golfer would instantly say that the second shot on that hole was the all-important one. But wait a minute. Here is what actually happened:

Playing out of the trap, my opponent's ball landed on the green and rolled into the cup for a three. Quite as easily, my third failed to hole and I was defeated on a hole which looked for all the world like mine. Figuring in advance on the all-important shot is most difficult. One is able to do so far better after each hole and match is played.

Little Room for Doubt.
Against Chick Evans at the amateur we were all even going to the thirty-sixth hole of our match. Playing that, my second was sliced into a trap to the right of the green. Chick hooked his second and tried to rest just off of and to the left of the green. Playing my third from the trap, I laid it seven or eight feet from the hole. Chick's approach shot ran 15 feet past the cup. That third shot of his was the all-important one for him, while mine proved to be my putt. As I managed to run down that putt, it simply gave more ammunition to support those golfers who claim putting is the all-important part of the game.

Cleaning Spots.
Grease or oil spots on clothing may be cleaned, if they have not been allowed to stay too long, by sprinkling the spot with talcum powder, which should be well rubbed in. After the first layer is rubbed into the cloth sprinkle more powder over the spot and let the garment stay for two or three hours. This gives the talcum a chance to soak up the grease. Then brush the spot briskly with a stiff brush and usually the offending stain will depart. It is important to apply this treatment while the spot is fresh.

Removing Dents.
The amateur mechanic is often puzzled as to how to remove a dent from a tank. Solder a tire valve to the filler cap and then pump air into the tank, meanwhile tapping lightly around the edges of the dent with a leather mallet. The pressure of the air in the tank will push the dent out even with the rest of the surface with the help of the mallet taps.

Spring Compression.
A convenient dodge for holding a valve spring in compressed position is to compress the part in a vise and then catch it with a fine wire. It is easy now to put the spring into position, after which the wire may be clipped and pulled out.

This Battery Pointer May Save You Trouble

"Don't be too generous with the distilled water when you're putting it in batteries," says Elmer Rosengren of the Nebraska Storage Battery company. "If you are, you're likely to do just as much harm as if you neglected to put any water at all."
"Of course, water is necessary, but the idea is to put in just enough to replace the amount that has evaporated. If you put in more, you're getting into trouble in two ways: you're weakening the battery and, worse than that, you're taking the first step toward ruining your battery box."
"If the water remained in the battery as water, there would be no chance of damage, but it doesn't. It mixes right in with the acid."
"Consequently, if your battery is too full, the acid begins to slop out at the top with the first hard jolt and keeps spilling little by little until the damage is done. This acid is strong enough to eat through wood or iron, and will take the wooden bottom right out of the battery box."
"You'll sidestep a lot of trouble if you remember, when you add distilled water, to stop as soon as the solution rises to half an inch over the tops of the battery plates."

Sprague Starts Strong Distribution Campaign

The Sprague Tire and Rubber company this week began a strong distribution campaign in Colorado, Wyoming, Montana, Idaho, Utah, Washington and Oregon.
J. W. Francis, formerly field representative for Goodyear, is western manager, with headquarters in Denver, and Max C. Brodsky is northern manager, with headquarters in Seattle.
Branch houses will be opened in Seattle and Denver within a few weeks.
A. R. Clark, formerly with Fisk, becomes Sprague district manager in Missouri, starting Monday.
F. J. Grier of Dallas, Tex., will become southern district manager.
The company has developed a comprehensive sales co-operation and advertising campaign, which will be inaugurated in newspapers and magazines in the early spring.

Gauge Glass Cutting.

The car owner is often puzzled to make a clean break of a glass cylinder, such as is used on gauges of various sorts. A simple method of doing this is to twist a section of light resistance wire around the glass at the point where it is desired to be cut. The ends of the wire must be connected to two binding posts and these are then connected with the line circuit. When the current is turned on the wire becomes hot and heats the glass, which is then plunged into cold water. The result is an even fracture at the desired point.

Garage Cart.

The car owner who does considerable work in his own garage will find very helpful one of the little two-wheeled carts that he used to make perhaps when he was a youngster. These vehicles consist simply of a bottom piece, and the ends of which are two casters, a board with an upright at the bottom to hold on whatever is being carried and the handle, which may be as long as desired. For carrying around a battery or a heavy part these little trucks are invaluable.



STEPHENS Salient Six



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THE beautiful, fashionably long, low lines actually precede the latest ideas in fine automobile design and place the Stephens Salient Six among the leaders of fashion.

Possession of a Stephens Salient Six completely satisfies the increased desires and demands of present day purchasers. It gives the individuality, the excellence and all the finer motoring qualities that are in accord with the highest standards of dignity and good taste.

The deep, rich, mirror-lustre, non-fading color finish of the Stephens Salient Six retains its initial beauty and splendor through several seasons of use.

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Reserve your judgment until you have seen the new "80 Series" of the Stephens Salient Six. Inspection and demonstration are invited.

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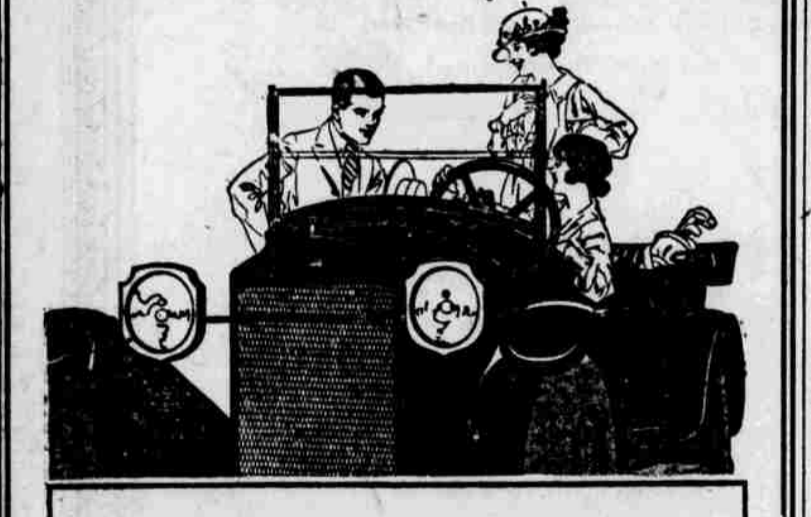
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