

PNEUMATIC TIRE FOR TRUCKS CUTS DOWN UPKEEP

Permits Twice the Speed With Safety That Owners Get Out of the Solid Rubber Tire.

Pneumatic tires for motor trucks cut highway transportation cost in half by permitting twice the speed, with safety, that solid tires permit, is the assertion of pneumatic tire builders. It is also claimed they extend the life of the vehicle by protecting it from road shocks and vibration and save gasoline and oil by providing better traction at all times.

These are a few of the arguments made for the pneumatic tire in the "Ship by Truck" movement by the most prominent engineers in the tire-building industry.

With solid tires from 10 to 15 miles is the maximum speed attainable with safety and the average speed is little better than 10 miles per hour. The truck equipped with pneumatics may be driven at from 20 to 35 miles per hour, or at passenger car speed.

So skillfully are these tires made and so rigidly have they been tested by the producers that the truck owner gets the maximum service from pneumatics. An illustration of how carefully these tires are produced is to be found in the heavy-duty cord tire department of the Miller Rubber company at Akron. This company several years ago decided to produce truck pneumatics, built experimental heavy duty cords and placed them on trucks which were then heavily loaded and driven thousands of miles until worn out. Every type of road was traveled—every test and rough usage conceivable was tried, and every performance studied by experts. When the tires had been worn ragged the fabric, cord and rubber were carefully examined and when Miller went into production with the heavy-duty cord tire the makers profited by the experiences gained in these tests.

Dr. Shaw Memorial



MRS. H. C. SUMNEY

Probably no public figure in the country, or in the world, stands out before people so whole, so self-containing, as does Dr. Anna Howard Shaw. She was in her life a great many things besides a suffragist, she was a pioneer woman wage-earner; she had blazed her

own trail to college; she had won her degree as a doctor of medicine; she had been a famous temperance lecturer; she was an advocate of the reform of marriage into a higher and finer social institution; and when she stood before the vast audience that were wont to hang exultantly on her words, those audiences got her intact. Usually she was speaking for suffrage, but always there was reflected from her versatile capacity that made her so many in one. The winning of the franchise was never to her the end, it was but the means. Women had abilities. All avenues of expression must be opened to those abilities. There was a great world waiting to use them. Women must be freed from the crippling traditions that held them back from taking their rightful part in that waiting world—so ran her simple creed, the while she earned wages, won degrees, advocated reforms, held the multitude in thrall by her eloquence—herself the living proof of all she claimed for women.

It is no wonder that she was a great leader, or that in her death the thousands of women who loved her in life sought to provide a memorial to her. At the Chicago convention of suffragists, it was voted to establish a chair in preventive medicine at the Woman's Medical college of Pennsylvania, and a chair in political and social science at Bryn Mawr.

Nebraska's quota toward these memorials is \$5,000 and Mrs. H. C. Sumney, Fontenelle hotel, Omaha, is charged with the responsibility of collecting the amount, being state chairman for the fund. Voluntary contributions are already coming in from various parts of the state and the full amount is anticipated by fall.

Little Things Are Really Big Ones for Auto Owner

Improvements and refinements in motor cars, while they have come rapidly, at the same time have been more or less gradual so that persons who have driven cars for a few years scarce realize them.

Take for example some of the many things, small in themselves perhaps, but big when measured by the extent to which they relieve the driver of the necessity of constant attention. Among the number of these found in the Cadillac, may be mentioned the automatic leaning device on the carburetor, which insures a correct mixture under practically all conditions, doing away with the hand operated contrivance which demands personal attention.

Another is the liquid condenser in which water vaporized from the radiator is condensed and drawn back into the circulation system, making frequent replenishment unnecessary. This condenser is especially valuable and economizing when alcohol is used in the antifreeze mixture.

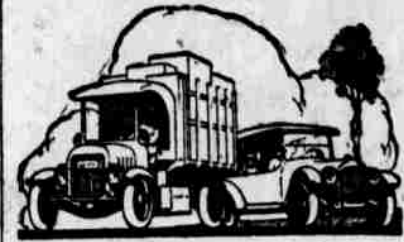
Cooper Motor Company Has Bought Lincoln-Snyder Co.

The Cooper Motor Company of Kansas City has taken over the business of the Lincoln-Snyder Motor Company. The business will be operated at the same quarters, 2406 Leavenworth street. C. C. Norris formerly of Kansas City will be general manager. E. Woodruff formerly of the city sales with the Lincoln-Snyder Motor Company will be in the same position with the Cooper Motor Company. C. O. Ferry manager of the service department with the old firm will still retain the same position with the new firm.

T. H. Cooper, president of the Cooper Motor Company is also secretary and controlling director of the Gary Motor Truck Company of Gary Indiana. The Cooper Motor Company is a branch of the Gary Motor Truck Company and handles eight states for the factory. The Omaha house will be a direct branch of the factory the same as Kansas City, and will control the entire state of Nebraska and part of Iowa. This will give all Gary truck users direct factory service.

The Gary truck is not new in this territory, but a very active campaign will be instituted immediately by this branch to fully organize all the territory under its control.

Wagons must carry lights at night in New York state.



Travel & Transport Topics

Conducted by Goodrich

In spite of the combined efforts of an unaccommodating weather man and a backward spring, the roads leading from Omaha are gradually becoming more passable. Our latest reports are as follows:

King of Trails.

To Sioux City—Muddy, but passable.

Lincoln Highway.

Omaha to Fremont—Military road west to Elk City. Go north to Arlington and take bee line to Fremont.

To North Platte—Wet, but fair.

To Grand Island—Good.

From Grand Island to North Platte grading two miles east of Cozad and two miles east of Overton, detour south to avoid grading.

Detours good.

Divide from Big Springs to Chapel good.

Road to Red Oak, Ia.—Muddy, but passable. Upper Blue Grass Trail best.

Road to Oakland—Muddy.

Road to Plattsmouth and Nebraska City—From paving to La Platte, grading is being renewed.

O. L. D. Trail.

To Lincoln—Fair, but slippery. A little soft just north of the Platte river.

Among the steps taken for the further improvement of the Lincoln highway was an authorization for expending \$15,000 for permanently marking the route from Omaha to New York. The directors estimated that spent during this season on improvements to the Lincoln highway.

Sheridan Auto New Member Of General Motors Group

The Sheridan is the name of the new car manufactured at Muncie, Ind., by the Sheridan Motor Car Co., of which D. A. Burke is president and general manager. This is a new division of the General Motors corporation.

This announcement clears a degree of mystery which surrounded several statements made months ago when it was known that Mr. Burke had resigned from the organization of the Buick Motor Co. to take on a new line of work with General Motors.

Mr. Burke was then in charge of the Buick business in the Chicago territory, including portions of five middle-western states. Before that time he had held several other official positions with the Buick organization.

Demand for Lightweight Motorcycles Increasing

Lightweight motorcycles are becoming increasingly popular. Formerly it was the tendency of motorcycle manufacturers to keep adding weight and power to the machines. However, with the introduction of the two cycle motor and the worm drive, the lightweight motorcycle has grown rapidly in popularity.

The leading exponent of the lightweight motorcycle is the Cleveland, according to James Van Avery, manager of the Nebraska Motorcycle and Bicycle Co. of 624 South Sixteenth street. So sturdy and reliable is the Cleveland lightweight motorcycle that the United States government adopted it for dispatch service with the American expeditionary forces and thousands of Cleveland were used on the western front during the war.

The demand for Cleavelands in Omaha has been very large, this spring and the Nebraska Motorcycle and Bicycle Co. report greater Cleveland sales than ever before, myself.

Began as Foreman and Is Now High Executive

George H. Layne, manager of manufacturing of the Cadillac Motor Car company, has been appointed vice president and director of the company. He will continue in charge of the manufacturing departments.

Mr. Layne's connection with the building of Cadillac motor cars began fifteen years ago in the single cylinder days, when he entered as foreman of the chassis department. Marked mechanical and executive ability resulted in successive promotions to the post he now holds. During the period of production diffi-



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A nail 90 to 10 it would have punctured the inner tube had it not been for the INRGARD. INRGARD prevents 90% of all punctures and absolutely eliminates blowouts.
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By S.P. LaDue

Locked Out.

When the drive wheels of a car are locked through breakage in the differential or in the universal joint, the car can be placed in position to be towed home by removing the keys that hold the rear wheels to the axles, allowing the wheels to turn freely.

Burning Out Coil.

When the spark gap of a plug is too great, so that the current cannot jump the gap, there is danger of burning out the secondary wire of the coil through heat caused by the great resistance.

Leaking Valves.

Loss of power is not the only trouble that is caused by leaking valves. The hot flame which escapes past the valves distempers the valve stem, softens the valve spring, corrodes the stem bearing and forms a sediment that prevents free action.

False Economy.

Imperfect cores and caps in tire valves frequently lead to extensive and expensive injuries to casings and inner tubes. It is unwise to try and fix these small parts; the better way is to carry a supply of spares and replace doubtful ones with new parts.

Overheating.

Most drivers realize now that overheating is a long step on the way to an expensive replacement. If the ground for ignition current is made by soldering a copper wire on top of the rear cylinder, just as soon as heat enough develops to melt the solder the engine will stop without any attention on the part of the driver.

Motor Speed Per Mile.

The crankshaft of a Ford car makes 2,400 revolutions in a mile, and when running at the rate of 22 miles per hour it turns over 897 times per minute.

Aid Valve Leaks.

When a tire gradually softens it is reasonable to suspect an air valve leak. In this case turn the wheel so that the stem points downward, remove the cover, but allow the cap to remain on. Hold a tumbler of water against the rim so that the valve stem is immersed in the water. If there is a slow leak at the valve bubbles will show. Next remove the cap and try the same experiment.

Ford Gaskets.

Carelessness in replacing manifolds of the Ford car so that the small gasket collars do not make airtight joints, is a cause of trouble often overlooked. It is well to fasten these gaskets in the holes in the manifold by using small pieces of paper to wedge them in and then adjusting the manifold to the holes in the cylinders. This plan obviates dropping them or getting them out of true.

culties following the armistice, his practical knowledge was largely responsible for the rapid restoration of the Cadillac factory to a peace-time basis.

Originally a New Englander, from a family steeped for generations in the fine traditions of New England craftsmanship, he started to learn his trade at the age of 13, as an apprentice in a machine shop.

Krug Park Draws Big Crowd at Opening of Season Despite Cold

Under none too favorable weather conditions Krug park opened the 1920 season Saturday evening and it is estimated that upwards of 15,000 people passed through the turnstiles to make merry on the dance floor of the pavilion and to enjoy the rides encircling the main walks within the gates.

Promptly at 8:30 some hundreds

of couples gathered on the dance floor for the grand march, which formally opened the park for the season. The pavilion in its fresh coat of paint and decorations of fruit and foliage drew much favorable comment from those accustomed to enjoy the summer evenings at this most popular resort.

While the weather was extremely cool for the outdoor rides, nevertheless large numbers were continually entering them and defying "old man" weather. The management reports some 20 odd societies and organizations have arranged to hold their annual outings at the park this summer, while a number of

others are trying to secure dates that will not conflict with those already booked.

Welding Costs.
Before sending in a broken part to be welded, the car owner ought always to get an estimate, otherwise the repair is, not unlikely to cost more than a new part. The welders always have an explanation of the excessive charge, but that doesn't help the payer much.

New Hampshire has 33 projects in road building for the coming season, ranging in cost from \$10,000 to \$80,000.



Built According to the Farmers' Specifications

Reo folks were just a step ahead of the rest. They went out among the farmers and took their measure for a truck.

Then, just like the tailor, they went back to the shop and built a truck to fit the farmer.

Ask any good dealer to fit you out with a truck, Mr. Farmer, and see if he don't give you a Reo

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Both men and women who have found natural appreciation for comfort, poise and atmosphere, have found this Jordan Silhouette irresistible in its symmetry of line and beauty of color.

The chassis, of finished mechanical excellence, is the lightest on the road for its wheelbase. This Silhouette weighs only 2,800 pounds. Its entire movement is forward. No racking sideway or continuous bouncing so conspicuous in the cars of yesterday.

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