

Omaha Man Goes To New York For Rubber Company

T. J. Needham, Manager for Local Firm, Put in Charge of Branch Store Sales.

T. J. Needham, for nearly two years manager of the Omaha branch of the United States Rubber company, has been appointed manager of branch store sales of the company, with headquarters in New York City.

In the promotion tendered Mr. Needham the company has recognized in him a man of extraordinary ability. His services with the company began when he was a lad in the Des Moines branch, at that time known as the Des Moines Rubber company. He started there as a stock boy, and by loyal and persistent effort gradually rose to manager of the branch.

He joined the Omaha organization in January, 1919, as manager and since that time this branch has increased its business to such an extent that it is the largest branch of the company today.

Mr. Needham's new duties will give him jurisdiction over the 47 branch stores of the company.

He will leave for New York to assume his new duties shortly after

New Omaha Manager Of U. S. Tire Company



October 1. His family will not accompany him at that time, but will follow a little later.

Mr. Needham will be succeeded in Omaha by John J. Meacham, former manager of the St. Louis branch of the company, and one of the big men in the branch store organization of the concern.

Red is the brightest color at night, and can be seen farther than any other color on night lights.



The state of Kansas is constructing more than \$9,000,000 worth of hard surface roads.

A special permit must be secured by motorists who contemplate a 30-day tour through Canada.

The state of Illinois has one motor vehicle for every 45 yards of its vast network of rail lines.

Motor vehicles in the United States represent a total valuation of approximately \$6,357,594,580.

It is estimated that there will be no less than 12,000,000 motor vehicles in the United States in 1921.

Detroit, Mich., is reputed to be the fastest traffic city in the United States and an elysium of reckless driving.

In Canada 25,000 motor tractors are owned by farmers in the provinces of Alberta, Manitoba and Saskatchewan.

The main street of Zion City, Ill., is covered with deep sand to prevent automobile speeders from annoying the town.

Passenger automobiles, it is estimated use on an average of 300 gal-

lons of gasoline each year, and motor trucks 1,500 gallons.

In Germany automobile tires cost 12,000 marks, and a litre of gasoline is now worth as much as a litre of champagne was before the war.

Forty thousand motor transport vehicles used on the western front during war-time have been absorbed by industries of Great Britain.

More than 3,000 motor cars are registered in San Paulo, Brazil. Of these 140 are used for commercial purposes, and the remainder for passenger traffic.

There are nine different types of motor apparatus in use by the Baltimore fire department in Maryland. Some of the machines cost as much as \$11,000 each.

Tested for endurance, a three-ton motor truck recently made the trip from Los Angeles to New York—3,451 miles—in 13½ days. The average mileage was 260 miles a day, or 11 miles an hour. The best previous record was 17 days and three hours.

To increase highway facilities, due to the huge growth of vehicular traffic between Akron, Cleveland and Youngstown, it has been proposed that the old Ohio canal be filled and converted into a highway for motor vehicles.

The world's greatest scenic automobile highway, which the United States government soon is to start, hewing across the big range in Glacier National park, will enable tourists to make a trip of 68 miles over the roof of the Rockies, rising to an altitude of 9,000 feet.

Permits to drive automobiles, along with the preliminary examination of applicants by police officials,

will be discarded in France. It is suggested by the council of state that those who consider themselves capable of driving cars should do so under their own responsibility.

Automobile guide maps are furnished free by the National Park service of the Department of the Interior. The maps are printed in colors and show all the roads and trails in the national parks, the hotels and camps, free public camp grounds and other information of interest to motorists.

James H. Lipp, an enterprising plumber in Chattanooga, Tenn., has served notice on the public that the standing joke about plumbers charging \$1 and more an hour "to go back after their tools" does not apply to him. He carries a complete plumbing shop to every job on a specially constructed business car.

A record city parking title for automobiles is claimed by Sydney Fuller of Philadelphia, Pa., who has allowed his four-cylinder touring car to stand in front of his house for eight months without turning a wheel. The only attention which Mr. Fuller paid to his champion car was to start the engine regularly every two weeks.

Since the war, horses have been so difficult to obtain and man power is so scarce in Spain that an order for immediate delivery is being placed for 200 tractors, 500 motor trucks, and farm machinery in proportion.

An armored motor truck is to operate between St. Paul and Minneapolis for the conveyance of valued securities between banks in the two cities. The danger of hold-ups of messengers in making the trip makes such a step necessary.

Road Condition

King of Trails—To Plattsmouth, Nebraska City and south. Rough to Fort Crook. Fair to Plattsmouth. Good from Plattsmouth south. From Plattsmouth to Lincoln good. Better through Murdock. Inquire route at the bridge.

O. L. D.—To Lincoln, good, but some rough places. To Denver fair. An excellent road to Lincoln is by a detour through Papillion. Go south on 24th, west on "O" to one mile of Ralston, and south through Papillion.

Lincoln Highway.—West. Good. Go west on Dodge to third cross road beyond pavement and straight north into Elkhorn. From Elkhorn west, excellent. Follow markings.

Washington Highway.—To Blair and north. Rough for five miles out of Florence. From there on, good.

White Pole Trail.—Oakland, Ia., Atlantic and Des Moines. Fair to Oakland. Good from there east through Iowa.

Blue Grass Trail.—Red Oak, Ia. Very good. Some rough places. North and south from Red Oak, fair.

Custer Battlefield Highway.—Fair to Sioux City. Some rough places. Nothing serious.

Plans New Route

Charles P. Root of Chicago, recently passed through Omaha, en route to Los Angeles, Cal., engaged in the task of laying out a new Chicago to Los Angeles motor route for the Chicago Motor club. This route will be marked as soon as the entire route has been decided upon.

According to Root the probable route will be as follows: Chicago Motor club route No. 7 to Davenport, River to River Road to Des Moines, White Pole route to Omaha, O. L. D. to Denver. Then south to the Santa Fe trail and west along this trail.

Root is making this trip in a Lexington car, which he purchased recently.

Kerosene in Engines.

After flushing out the crank case with kerosene, which should be done when the oil is changed, it is a good plan to allow the engine to stand idle for a day with all drain cocks open, to permit the kerosene to dry out thoroughly.

In San Francisco, underground tubes are to be built in the main shopping district to keep people from crossing the busy thoroughfare on the surface of the streets. These tubes will cost \$17,000 each. Small rooms for bootblack stands, barber shops, etc., as well as public comfort stations are to be installed

Look Out for the Generator

The engine should never be run when the storage battery is out of the car or disconnected unless the generator has first been rendered inoperative. Whenever the generator is being run it is delivering current to the battery, but if the battery is not there to receive the current the generator simply piles up a voltage that shortly damages or burns out the windings, not to mention what it may do to the commutator and brushes. The engine can be run if the field winding of the generator is first disconnected. In some instances, where the generator has thermostatic control, the device may be short circuited across the terminals.

Straightening Wire

Stray pieces of copper wire have many uses, but it is often necessary to straighten out wire that has already been used before it can be employed again. See that there are no sharp bends or kinks in the wire and straighten out by hand any of these which are found. Fasten an end of the wire to some firm anchorage, grip it in the vise if necessary. Loop the other end of the wire around a hammer handle or similar instrument and then pull out the length of wire. Repeat this operation as often as necessary. If the wire is of soft copper it will stretch a little, which improves it.



"No car," says The Motor of London, "is perfect, and none ever will be; but the Model 59 Cadillac approaches that ideal as closely as any other car on the market regardless of price or size"

Extract from an editorial article published August 4, 1920, in The Motor, the National Motor Car Journal of Great Britain.

This remarkable tribute from a nation which never lightly bestows approval, but in a spirit of sportsmanship always admits and admires a superior achievement, releases us, we feel, from a reticence which has always governed our references to the Cadillac.

The truth of the matter is that we have never expressed to the American people our own deep and innermost convictions concerning the Cadillac.

We have refrained, from a sense of decent restraint, and because we have always felt that the Cadillac was its own most eloquent exponent.

But we feel, now, that we owe it to more than a hundred thousand American owners of the present type of Cadillac, to share this tribute with them, and at the same time, to set down, once and for all, an honest belief concerning it, which we are certain they share with us.

Heretofore, we may have seemed to consent, by our silence, at least, to the suggestion that a car equaling the Cadillac might possibly be bought at a considerably higher price.

Resting on the generous admission of our English friends, we want our

real feeling in the matter to go on record for all time:—

If it was never proven before, we firmly believe the last three years have demonstrated, beyond the possibility of doubt, that, regardless of price, the Cadillac is the best car in the world.

Day after day, throughout these three years—in fierce competition with the world's best in the world's war—traveling side by side with the very flower of French, English, Italian, and American manufacture—here at home, month after month—in tens of thousands of hands—the Cadillac has proven that money cannot build or buy a better car.

We who build the Cadillac have never wavered for a moment in this conviction.

We share it now, with our friends, because we are sure that they, too, will derive from this unparalleled European tribute, at least a little of the deep satisfaction which it brings to us.

It will be our pleasure to quote further from European comments on the Cadillac in subsequent announcements, and to give you some of the reasons for the faith that is in us.

The Thoroughbred
Oldsmobile

Six Touring
\$1450.⁰⁰
f.o.b. factory.

This model will not come down in price—neither will other Oldsmobile models because we have not been profiteering.

Many times recently we have urged you to compare Oldsmobile prices with those of competing lines. The Oldsmobile Motor Works has not taken advantage of the war to boost prices.

In 1918 the Oldsmobile Six for instance, sold for \$1395 f.o.b. factory. Today it sells for \$1450. f.o.b. factory. The price has advanced only \$55.00 less than 4% and this was due to improvements and advancing costs.

The Olds has not broken faith with the public. It is a safe car to buy.

Don't forget we sell beautiful DeLaws and Coups at \$2145 f.o.b. factory.

Nebraska Oldsmobile Company
Jyler 1770 *Jyler* 2559 Jarnam