

Congress Will Take Up Plan of National Roads

Action Assured by Senate's Refusal to Approve \$100,000,000 Rider on Postoffice Appropriations Bill.

Washington, D. C., Feb. 26.—That the next congress will seriously consider the proposed plan of a national system of interstate highways is now assured. This action was predicted by the senate's refusal to approve as a "rider" on the postoffice appropriations bill the \$100,000,000 voted by the house without any restrictions other than now embraced in the federal aid road act, which has failed in various directions to satisfy many of its original adherents. While the federal money in some states aided materially in accelerating state systems of inter-county roads, in other states the rich counties "matched" the dollars from the national treasury, with the result that the poor counties were still left in the mud.

Though the organized motorists co-operated with the state highway officials in urging the federal aid road act, the two groups were not in entire accord in the recent legislative effort. Both were agreed that joint federal and state money should be expended upon roads of importance, but the highway officials refused to insist upon such a provision nor to support the Townsend idea of creating a commission to lay out a national scheme of main roads connecting the several states.

What caused some opposition, in and out of congress, to the \$100,000,000 appropriation, was the fear that its unrestricted adoption would fasten the federal aid method upon the country for an indefinite period.

Debated upon its merits, something not possible under "suspension of the rules," those who favor an interstate system and a commission believe that congress will adopt a comprehensive plan, for the undertaking has the approval of farm, commercial, automobile and various other organizations.

Information presented to the senate indicated on December 31, 1920, only \$117,000,000 of federal aid money remained unallotted, but that by July next this amount would be entirely covered by the states. Those opposing dwelt upon the fact that of the \$275,000,000 total, nearly \$220,000,000 still remained in the United States treasury November 30, 1920. The facts also disclosed that only \$17,000,000 had been paid out, although other contracts had been completed and not paid for.

Many senators took the stand that as long as the bulk of the money still remained in the treasury, that the road building program of the country would not be seriously interfered with by delaying consideration of good roads until the next congress convenes.

Commenting upon the situation, Chairman George C. Diehl of the A. A. A. good roads board, thus summarizes the matter: "Apparently instead of the states waiting to see what congress is going to do, congress now proposes to wait and see what the states are going to do, especially the 17 states, which are depending largely upon their counties to raise the money to enable them to co-operate with the federal government in building roads."

Mid-City Company Will Hold Pre-Auto Show Used Car Sale

The Mid-City Motor and Supply company has recently arranged for a pre-auto show used car sale and has agreed to accept Liberty bonds at face value, regardless of the series, in payment.

"Many good bargains are represented at this sale and the prices have been lowered to a figure which should move them," said Walter Short, who is in charge of the sale for the Mid-City Motor and Supply company.

Melting Ladle.

For the car owner who does a lot of his own work, a very useful melting ladle may be made from an old piston. One of the wrist pin bosses is plugged up, and in the other a metal bar is welded to form a handle.

Surface Grinder.

A handy tool for grinding shims, piston rings, bearing caps, etc., may be made by passing a carriage bolt through the center of the round board which holds the emery cloth. This is clamped to the breast drill in the chuck.

Omaha Man Appointed Manager of Tire Firm



J. M. Dine.

J. M. Dine, former Omaha tire man, has been made vice president and general manager of the Oldfield Tire company. Dine was manager of the Omaha branch of the Goodyear Tire company for six years. Later he joined the Firestone forces, with whom he remained until made an executive of the Oldfield company. Dine has been connected with the tire industry for 14 years.

J. H. Patton Becomes Scripps-Booth Dealer In Omaha Territory



J. H. Patton, Jr., a veteran in the automobile business, and at one time distributor for the Buick and Oldsmobile in Iowa, has just closed a distributor contract for the Scripps-Booth cars for the territory embracing western Iowa, Nebraska and a portion of South Dakota. H. A. Allen, one of the prominent factory men, has spent considerable time in the Omaha territory making a careful survey of the condition and is very much pleased with the arrangements. Mr. Allen states that Mr. Patton has a host of friends throughout the territory and he is ably financed and will have a strong, aggressive organization. The Scripps-Booth is a General Motors unit and has been represented in this field since manufacture. Time has caused many mechanical improvements and refinements in appearance. Mr. Patton has secured the quarters recently occupied by the Oldsmobile company at 2529 Farnam street.

Representatives of Auto Firms See Film Of Dare-Devil Racer

Six hundred and forty-one persons connected with the automobile industry of Omaha were guests of Manager Ballantyne of the Moon theater on Wednesday evening, February 25, to view a special screening of Tom Mix in "The Road Demon." "The Road Demon" is the attraction at the Moon theater during Automobile Show week, March 14 to 19. Two of the features in the photoplay are the Los Angeles-Phoenix road race and the race on the \$1,000,000 speedway in Los Angeles. Tom Mix's daring stunts on his horse have been the favorites of photoplay fans for years and in "The Road Demon" he gets away from his saddle and bridle and performs the same feats with an auto as he has with his horse in the past, driving down mountain sides and jumping bridges.

Many Factory Men Will Visit Auto Show Here

Omaha Exhibit to Be More Complete Than Those Held in East, Says Manager Powell.

Word from automobile factories and from Omaha distributors, who have gone to headquarters recently, indicates that Omaha is to have an unusual number of big factory men as its guests during the 16th annual show, March 14 to 19. "Come to Omaha" is the cry sent to every factory back east, and the reply, nine times out of 10, is "sure, we won't miss Omaha this year."

To back up their demand that the "big guns" be here, about all of the Omaha distributors who attended the recent Chicago show took the occasion to whisper in the ears of the factory executives who were at the Windy City.

The distributors, while in Chicago, also made sure that Omaha will get everything in the way of exhibits that have been shown so far this year.

"But Omaha will get more than was shown in Chicago or New York," ventured Manager Powell of the local show. "Many factories are perfecting new models which will be shown in Omaha the first time. Our show is to be held just late enough this season to permit every factory to give us everything that is newest and niftiest."

Omaha distributors returning from Chicago are bubbling with enthusiasm and promise to show exhibits that will make Nebraskans and Iowans at the Omaha exposition open their eyes.

Manager Powell also is particularly enthusiastic over the outlook for the accessory show, which is to be held in connection with the car show. Accessory manufacturers and manufacturers' agents are taking up the available space very rapidly and there is no doubt whatever but that every booth will be taken long before the opening of the show.

Battery Service Station Is Opened by John Stuben

Announcement was made last week that John Stuben, who has been in the garage business on Leavenworth street for some time, had opened a service station for the Chain battery system.

The location at 2816 Leavenworth street is being remodeled to accommodate this business.

Removing Bolt.

The one sure way of removing a bolt that has become rusted in place is to heat an open spanner that will fit the nut of the bolt and let it rest against the nut for several minutes. This will expand the nut without producing corresponding expansion of the bolt, and the former will come off easily.

Wrench Adapters.

Some speed wrenches have sockets so deep that a small screw sinks all the way into the socket. Place a couple of nuts of the right size in the socket and they act as shims to obviate the trouble.

American-Made Cars Sold in All Parts of Globe

Over 100 Countries Received U. S. Autos in 1920, Paying Average of \$1,000,000 a Day.

Over 100 countries, colonies and islands, received American-made automobiles in the year 1920.

One million dollars a day was the sum paid by foreign countries to American manufacturers for automobiles, tires and accessories.

This tremendous buying is prophetic of the great foreign market

which America is just beginning to develop. "It indicates," says Edward S. Jordan, president of the Jordan Motor Car company, "the standing and prestige that American automobiles enjoy abroad."

"People of all creeds, colors and races have learned of the high degree of dependability which may be secured by America's automotive products. In the last 20 years over \$1,250,000,000 worth of automobiles have left our shores for Persia, Iceland, England, Australia, Samoa and countless other far distant countries."

"So keen has been the demand for American automobiles that Europe, in the first nine months of 1920, bought over \$50,000,000 worth of cars, as against half that amount the preceding year."

"Great Britain alone paid American manufacturers over \$2,000,000 in 1920, as against \$5,000,000 in the same months of 1919."

Tire Mileage Determined by Many Factors

Weight of Car, Condition of Roads, Skill of Driver and Speed Figure in Length of Service.

Motorists reading tales of phenomenal mileage often wonder why they are not the fortunate owners. Freak mileage records are a continual source of amazement.

Much confusion has been thrown into the discussion by failing to take into account the different mileage

standards for cords and fabrics. The man who gets 7,500 miles from a fabric frequently forgets that he is obtaining splendid service considerably above guaranteed mileages. It is easier to recall the case of the friend who obtained 15,000 miles on cords.

There are many facts which go to determine the mileage secured, say Miller tire service men. The first and most important is the use of standard tires. Then there is the car, its weight, the conditions of the roads, the load, the skill of the driver, the speed—all these are important.

It sounds like a fairy story that only a few years ago mileage was much less than half of its lowest average today. Tire trouble was a bugaboo that constantly ruined the pleasure of motorists. The motorist started out with fear and trembling lest his tires should blow out before he returned.

Today, however, the dependability and easy riding qualities of pneumatics permit starting out on a trip without a single thought for the tires.

To Prevent Scratching.

If strips of brake lining are tied around the jaws of bars used to bend plated or enameled levers, pedals, headlight rods, etc., scratching will be prevented.

HUDSON SUPER-SIX

Have You Noted Its New Price Advantage?

Regardless of your ability to buy any car you choose, consider if you can find the justification of finer quality, in a costlier car than Hudson.

To appreciate its value you need not be a Hudson enthusiast in the sense of those thousands who hold it essentially the greatest of all cars. But you must recognize its long-held position among the leaders in performance, reliability and distinction.

And consider what an endorsement is represented in its more than five years' leadership of fine car sales.

Now that its price advantage is even more intensified, will not its sixth year of sales leadership show even a greater margin of popular preference?



GUY L. SMITH

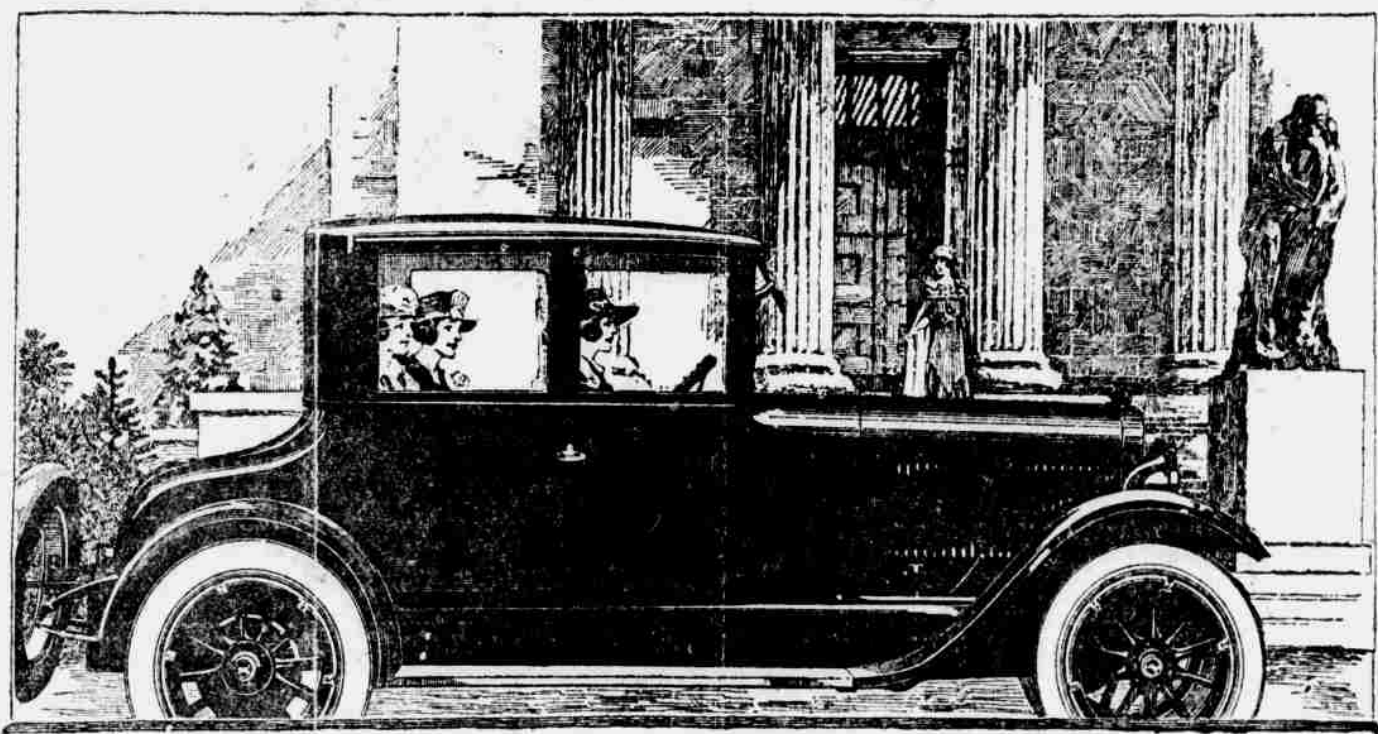
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Seven-Passenger Sedan, \$3030 Four-Passenger Coupe, \$2930 Limousine, \$3530
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