

Safety Valves Of Earth Sound Volcanic Alarm

Scientists Look for 'Blow Off' in 1929—Warning Comes From Hot Subsoil at La Bourboule.

By STERLING HEILIG.
La Bourboule, France, Aug. 20.—(Special)—The old "extinct" volcanoes of Auvergne, in France, are awakening.
The ground, here at La Bourboule, as at Royat and Mont-Dore, at the depth of an ordinary well, is three times as hot as any corresponding subsoil in France.
French scientists are scared of earthquakes and volcanoes breaking out of peaceful hot springs, breaking out in 1929 when the sun's activity will have its greatest power, to make the earth's crust "pulgate."
These "extinct" regions of Auvergne have been tranquil during long geological ages. When the Alps and Pyrenees rose from the plain the volcanic mountains of Auvergne were old and "dead" already. It was easier for the Alps and Pyrenees to rise than for these ancient safety-valves of Auvergne to loosen up again.
So, now, if Auvergne is awakening, the earth is threatening to blow off steam—worse, than when the Alps and Pyrenees arose!

B. J. Flannery Joins Dort Sales Company



B. J. Flannery, formerly with the Omaha Dodge agency, has joined the salesmen with the Dort Sales Company, 2211 Farnam street.

Mr. Flannery is known as one of the most conscientious automobile salesmen on the row.
There is something new upon the program.
So say these Frenchmen of science, as they measure the unprecedented and constantly increasing subsoil heat at La Bourboule!
Are the "extinct" volcanoes of Auvergne now opening up again—no necessarily to "blow their heads off" next year, but just uncoiling more and more under gathering pressure?
If so, the forces beneath them must be unprecedentedly terrific! Why, this old volcanic region of Auvergne was "extinct"—remained corked up and did not "blow"—2,000,000 years ago, when the Alps and Pyrenees were hurled into the sky!
And now the subsoil burns the hand, at La Bourboule

Months and Miles Of Battery Service

How many months will a battery last? Well, how many months will a pair of shoes last? Or a pound of sugar? Or anything else that "wears out" or is "used up"?
Elmer Rosenglen, Nebraska Storage Battery company, says:
"Obviously the life of any such object depends not alone upon its own quality, but also upon the kind of use it gets."
A car owner who drives 10,000 miles per year certainly takes more out of his battery than one who drives 5,000, just as a pedestrian who walks a great deal wears out his shoes faster than one who spends most of his day at a desk.
"The driver who starts and stops frequently, with short runs in between, or who uses his lights to excess, is not recharging his battery nearly so fast as he is discharging it. He is like the housewife who keeps dipping sugar out of the sugar jar faster than she replenishes the supply from the store room."
"It is just as ridiculous to ask how many months a battery will last as it is to ask how many months a pair of shoes or a pound of sugar will last, without inquiring how they are to be used."

Cadillac Ranks Close To Fords in Detroit

Recently the Detroit Automobile club checked its records to ascertain what cars the members drove. It was found that the Ford was first, with 2,577, but the remarkable fact about the figures is that Cadillac was third with 1,102, having more cars than all the so-called popular-priced lines with one exception.
When it is considered that the people of Detroit are "motor wiser" than almost any other city in the country and that they know motor cars intimately, this can be taken as a distinct tribute to the Cadillac.
This goes to disprove the old adage about a prophet and his own country, because the Cadillac certainly has the implicit confidence of the motor car owners of its own city.

Britain Buys Overland Coupes for Embassy

The representatives of Great Britain at the forthcoming conference on disarmament will to all intents have the archives of the British embassy at their very elbows at the conference table, although the embassy is more than a mile from the White House or from the other state halls where conferences may be held. The accessibility of the British records on all questions will be due to that fact that several of the staff of the British embassy have been equipped with Overland coupes.

Chinese Prince Fears to Ride In Automobile

Sends Out Card and Lets Chief Minister Make Trip to Tomb of Royal Ancestor.

An automobile party drove up in front of the royal palace in a Chinese province a few weeks ago and sent word to the ruling prince that they would like to take him out for a ride. But this particular prince, it seems, had never seen an automobile before and was so terrified at the prospect of riding in one that he did not even express his regrets in person. He did his inspecting from a safe distance and then sent out his card.
The appearance of the car, according to a Chung Mei News agency dispatched from Peking, caused great excitement through the prince's home town.
Commander Thomas Hutchins, American naval attaché, and E. C. McPherson, manager of E. W. Frazier & Co., says the dispatch, "have completed the round trip to Tungling, the Ming eastern tombs, by automobile and it is believed that this is one of the first times that this trip has been successfully made."
Took Three Days.
"In the old days, when it was the fashion to go out on horseback, the trip took some three days one way, at least two nights being spent on the road. By automobile, in spite of the sandy roads, the rivers that had to be crossed by ferry, and the many other difficulties encountered, the entire trip was done in eight hours, and without any mishaps of any kind."
The party left the Tsihiyamen, or East Gate at 6 on Thursday morning; 6:30 saw them at the Pei Ho, and 9:15 at San Ho Hsien. This was the place that was selected in the days of pony travel as the stopping place on the first night, and by automobile was reached in a scant three hours and a quarter. The second night's stopping place, Dichow, was reached at 11:45 and at 2:15 the party rolled into the eastern tombs and were met by the Manchu prince's bodyguard. The old-fashioned troops, still carrying broadswords, and some even bows and arrows, were half-terrified, half-fascinated by the appearance of the car.
"The old Manchu prince apparently could not screw up his courage to sufficient height to venture the trip in the machine, that was offered him. After preliminary courtesies, he withdrew and thereafter sent in his card, excusing himself. The priest and his "number two" went, however, and it was said that they were scared out of their wits throughout the entire trip.
"Little trouble was encountered on the way. The three rivers that were crossed gave some trouble, one because the bridge seemed ready to cave in at any minute, and the other because there were no bridges at all, and the crossing had to be made by means of three boats lashed together, with the car put on them laterally. At Dichow, the stone block in the center of the main gateway, against which the city gates are closed, was so high that the car could not pass over it, nor was there any other way around. So part of the city wall was appropriated and a runway built across the gateway, over which the car crawled as easily as you please.

Removing Wheel Hub Washer

The job of removing the wheel hub washer of the front wheel is often an almost impossible job, but it can be made easy by the use of a simple tool that can be made by any car owner. Take a pair of round jawed pliers five or six inches long. File a notch on the inside of each jaw near the end and then reduce the diameter of the jaws until they will just slip into the holes in the ends of the split washer. With this weapon it is easy to remove the washer. Simply hook the ends of the pliers into the holes, close the pliers to contract the washer so that it may be drawn out of the groove, when it is easy to slip it out by running a screw driver point around the edge.

Mud Scraper

A convenient home-made mud scraper may be made by cutting a shallow oval in the running board before the door. Across the outer edge of this oval a piece of bar steel is screwed corresponding to the thickness of the running board. It is very simple to scrape mud from the shoes and the dirt so removed falls through the oval cut-out in the board.

Commutator Lubrication

Grease should never be used for commutator or timer lubrication. Cylinder oil is the proper lubricant for this part, and it should be used only sparingly. This applies to all commutators or ignition distributors. When grease is used here it frequently serves to prevent the commutator arm from making contact.

Practical Paragraphs

Spares

The question of what spares to take on reasonably extended tours is one that bothers most motorists. Here are a few useful spares that are frequently forgotten. For instance, extra bulbs for the headlights ought always to be carried. A few dry cells may be invaluable in emergency. Two or three pairs of pliers instead of the customary one should certainly be carried. Spare tire valves and a hand tire pump for emergencies will be friends in need on occasion.

Clutch Grabbing

This trouble is the opposite of slipping. The clutch takes hold too suddenly so that the car is jerked in starting and needless strain is involved for the entire power transmitting mechanism. Grabbing is caused by too heavy spring pressure, by facings that have become rough and dry, by end play in the clutch shaft, by too tight an adjustment. The driver who jams in his clutch is quite likely to produce a grabbing clutch.

Internal Short

When one of the cells shows a loss of specific gravity in its electrolyte of 50 or 75 points and no leaks can be discovered an internal short circuit is indicated and should be remedied at once. Whenever the specific gravity of one cell falls more than 20 points below that of the other cells there is trouble somewhere and it should be run down without delay, even if it is necessary to call in the service station.

Grinding in Transmission

When a grinding noise is heard in the transmission case it will be found to be caused by one of the following conditions: Lubrication failure, either the oil has leaked out or is too thin in body to do its appointed task, the shafts may be out of alignment, bearings may be badly worn or broken, or there may be chips from injured teeth in the case. Whatever the cause it should be run down and eliminated immediately.

Axle Noises

When noises issue from the axle housing they may be ascribed to one of the following causes: Maladjustment of the driving gears, gears that have worn out of round or become warped, differential bearings that are worn or broken, a broken tooth or teeth in the gear, or metal chips in the mechanism.

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Women's Feet Are Inspected By Londoners

American Women Have Most Beautiful Feet, German And Dutch Largest, Says Chiropodist.

London, Aug. 20.—Which country possesses women with the largest feet?
This question arose from an inspection of women's feet in Bond street during the busiest hour of the morning. Women of many nationalities passed, displaying "understandings" that varied considerably in shape and size.
Japanese Have Smallest Feet.
"Dutch and German women have the biggest feet in the world," said Mr. Robert Wortley, court chiropodist. "Their feet are flat, and they wear shoes which emphasize their flatness. British women have the longest feet, but they are narrow; Japanese women have the smallest feet of all, and Americans the most beautiful, because they are well cared for from youth."
"After the American feet I award the beauty honor to the Frenchwoman, whose foot is a triumph of grace, while dancing has given a special attraction to the Spanish feminine foot."
Mr. Wortley has attended some of the most distinguished feet in the country. One day, when he was walking with the late King Edward in a park near Cromer, the king said he wished him to attend his feet.
"But before you do my feet," said King Edward, "you must let me see how you care for your own." And then and there in the middle of the park, the chiropodist was obliged to take off his shoes and socks and show his feet to his sovereign.
"No woman has beautiful feet," said another chiropodist. "Why should they, since men are descended from monkeys? I saw the foot possessed by the original of Trilby and it was not beautiful."
Road construction throughout the country last year cost about twice as much as it did in 1919. As a consequence, the cost of gravel roads increased from \$335 to \$7,250 a mile; concrete from \$31,165 to \$40,000, and brick from \$33,000 to \$55,000 a mile.

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