

SHOULD MAINTAIN THE ROADS

Foolish to Build Them Unless They Be Kept Up, Says Page.

MILLIONS ARE NEEDED YEARLY

Director of the United States Office of Highways Points Out Tremendous Expense of Keeping Them Fixed.

"Overtopping all other road problems in its importance is that of maintenance," says Logan Waller Page, director of the United States Office of Public Roads and president of the American Highway Association. "The destructive agencies of traffic and elements are increasing in their activities and it is idle to talk of permanent roads any more than to speak of a house, a fence, or a railroad tie as permanent," says Mr. Page. "The public roads today, by reason of the exceptionally destructive traffic conditions, are more costly in construction and this is continually increasing with the advance in the prices of labor and material. It is criminally wasteful, therefore, to invest large sums of public money in building the highways demanded by traffic, unless the investment is counterbalanced by adequate maintenance. Without such adequate maintenance a road costing anywhere from \$5,000 to \$15,000 per mile may go to ruin in a year or two, thus involving a permanent loss of considerable magnitude.

"When it is considered that the aggregate expenditure on roads in the United States is well over \$200,000,000 annually, the seriousness of the question is apparent. I look to the conference of highway officials which will be held during the Fourth American Road Congress, which meets in Atlanta, Ga., on November 8, to devote much attention to road maintenance, and that the accumulative moral effect of their findings will go far towards bringing legislatures and county boards to a realization of the necessity for prompt and efficient action. The roads should be classified and suitable maintenance, in organization and money, provided according to the importance of the representative classes of roads."

One of the questions which the congress will discuss is that relating to the revision of road laws. A complete compilation of the road laws of all the states will be available for the session devoted to legislation and it is expected that in outlining bases for revision, maintenance will be given particular attention.

Aluminum Now Used in Auto Building

"Automobile manufacturing is no longer a question of making a dependable motor car," says Elmer Apperson, president of Apperson Brothers Automobile Company. "From now on, makers are utilizing every effort, and doing everything in their power, to make a car that will be economical in operating expense. In these days, the prospective purchaser invariably asks, 'How many miles on a gallon of gasoline' and 'is the car going to be expensive in the matter of tires.'"

Proper weight is responsible for this marked change. However, it must not be understood that this is brought about by sacrificing strength. To secure medium weight it is necessary to use the finest steel and a generous distribution of aluminum. For an example, in the new Apperson four the lower and upper half of the crank case, the transmission case and bearing caps are made of aluminum. It will be seen from this that the buyer is now in a position to secure these expensive materials in a medium priced car."

Dale for Cincinnati.
The Cincinnati club has purchased from the Montreal club the release of Gene Dale, a right-hand pitcher.

Mitchell Car Makes Good on Severe Test



The 7,500-mile Mitchell reached Omaha at 3 a. m. on Thursday, October 15, bearing with it about a quarter section of Missouri's choicest farm land. The upper picture shows the car and drivers just before it left Omaha for Sioux City, and the lower picture, taken at midnight just outside of Sioux City, shows the car just after it had given the drivers the scare of their lives. Owing to the mud which had collected on the headlight glasses and the consequent bad light, Zirber, who was driving, failed to make perfect connections with a bridge. The result was that the two left wheels missed the bridge entirely and the 7,500-mile reliability car almost ended its trip at the bottom of a fifteen-foot stream. Two hours' work put the car back on the bridge and the trip to Pittsburgh was resumed. While the car is about a day behind schedule, its crew are very confident that with any kind of roads at all they can make up the lost time and reach Pittsburgh on time, October 23, having completed the most tremendous test that a car was ever put to. Two hundred and fifty miles a day for thirty days with the hornet sealed.

Paint Applied in Thin Coats Better Than Heavy Layers

"The finish of a car is a point that should receive much attention. The automobile, unlike the piano in the home or the highly polished furniture in the office must withstand exceedingly severe conditions. Dust, rain, oil and temperatures ranging from below zero up to and above the 100 degree mark, must all be resisted by the enamels and varnishes on the motor car. Some automobile manufacturers finish their own cars while others have this work done for them on a contract.

"The disadvantage of this latter method," explained C. J. Corhill of the Nebraska Haynes Auto Sales company, distributors in this territory for the Haynes, "is that the manufacturer is never sure of what he is getting, for while a car may have the appearance of having been expertly finished, unless the best pigments and varnishes have been used, and unless the work has been correctly and painstakingly executed, durability need not be expected.

"Haynes cars are finished entirely in the Haynes factory, only the very highest grade products being used. The bodies are all 'rub-finished,' that is to say, the paint is actually rubbed into the surface of the metal. It is considerably more expensive than other methods as it requires eighteen operations to produce a finished job. The object is to get a very thin uniform coat over the entire surface. Any vibration of the car tends to bend and crack the varnish. A thick coat will crack and peel off, while a thin, even, carefully applied series of coats will resist this tendency to crack. This may be illustrated by bending a piece of heavy cardboard and a piece of tissue paper. The cardboard breaks with the slightest bend, while the tissue paper may be crumpled again and again without fracture."

Car Used for Campaigning Purposes



AUTO USED BY C. W. SEARS IN HIS SPEAKING TOUR OF THE STATE.

matter what attractive, new models may be brought out.

That Cartercars are in this class are evident from the following letter from a Michigan man:

"What becomes of the second-hand Cartercars, or do the people who buy your cars always keep them? I am not exactly in the market for a car this fall, but have been keeping watch of the papers to see if one of your cars has been advertised second-hand, and not a single one have I seen. Please send me a new catalog of the late models."

H. A. VAN ANTWERP.
"We consider this quite a remarkable letter and one that we're going to keep," said Harry R. Radford, general manager of the Cartercar company. "Mr. Van Antwerp brings up in a novel way what has come to our attention many times, namely, that when a man gets a Cartercar he keeps it. I have picked up paper after paper in which second-hand automobiles were advertised and have failed yet to find a Cartercar among the number. If you think that is a pretty broad statement, just try the experiment yourself."

"The Cartercar company does not make the most automobiles of any concern in the country, but apparently those it turns out give satisfaction up to the very end. The first Cartercars manufactured are in active service now, that is something that can be said of mighty few automobiles."

McGraw to Stick by Giants.
A rumor to the effect that Manager McGraw of the New York National League club is considering an offer to manage a Federal League club next season at a princely salary, is denied by Manager McGraw, who declares that he is still bound to the New York club by contract, and that he would not sign with a Federal League club even if free, for various reasons, chief of which is doubt of the stability of the organization.

Ohio Officials See Motor Tires Made

Ohio officials and legislators, many of whom are interested in public safety measures, visited the home of "Safety First," recently, when they inspected the huge factories of the B. F. Goodrich company at Akron, O., and saw Goodrich Safety Tread tires being made by the thousands, as well as miles of rubber belting, and molded rubber goods of every description.

The Ohio officials were in Akron for their annual legislative reunion. That there is "safety first" in the manufacture as well as the use of Goodrich tires was demonstrated to the legislators by the numerous signs, placed throughout the big rubber plant, cautioning employees to always be on the safe side in all handling of machinery and implements.

State Auditor Victor Donahay, in going through the administrative division of the Goodrich offices, expressed admiration at the perfect business system used in keeping vast accounts, and said such a system might profitably be applied to the state offices in keeping records of automobile state licenses.

Among others who were Goodrich guests for the day were State Treasurer John Brennan, State Auditors William A. Weygrandt, F. Hillenkamp, C. J. Howard, D. F. Mooney, J. J. Wise, Colbertson J. Smith and State Representatives A. Ross and Charles A. Orrison.

Wants Car Saved for Him.
Major G. W. Marton, Seventeenth United States Infantry, writes the Studebaker branch at Atlanta to keep a new car for him until he gets back from Berlin, where he is engaged in facilitating the homebound progress of American tourists.

Farmer Makes Money with His Auto Truck

Neighbors of Raoul Dupuy, a farmer living near Montreal, in the province of Quebec, pay him for the upkeep of his Model J Reo truck. Of course, Mr. Dupuy uses his truck for his own purposes. He uses it to market his farm produce and milk. But inasmuch as the Model J is capable of much more work than the hauling of farm stuff and milk necessitates, the enterprising Mr. Dupuy has hit upon a neighborhood delivery scheme which, as a side line, not only pays for the upkeep of the truck, but nets him a neat sum of money besides.

Every morning Mr. Dupuy transports his farm truck, such as tomatoes, celery and other garden stuffs, twelve miles to the Montreal market. After disposing of his produce, he loads the Reo Model J with food supplies and merchandise for his neighbors. On the return trip to the farm he distributes barrels of flour, kegs of paint and nails, and boxes of dry goods along his route. In the late afternoon the day's milk supply is ready for city delivery, and back goes the truck to Montreal with its load of milk cans.

All in all, the Model J is in use on an average of twenty hours a day by Mr. Dupuy and his men, and needless to say its work is found vastly more efficient and much less expensive than the old-fashioned method of team hauling. The accompanying picture shows the Reo Model J at market.

Hoblitel True to Boston.
Richard Hoblitel, the Boston American's first baseman, signed a contract for 1915. In commenting upon it President Lannin of the Boston club said: "There is not enough money in the Federal league to get Hoblitel away from the Boston team."

OVERLAND CAR MAKES GOOD ON SEVERE TEST

A record which is attracting much attention in motoring circles was made by a 1913 Model 59 Overland in a series of independent tests recently conducted by an amateur manufacturer in Chicago. Under the official supervision of F. E. Edwards, chairman of the technical committee of the Chicago Automobile club, the car was tested for economy, acceleration, low throttling, and hill climbing. On a measured gallon of the ordinary grade of 88 test gasoline, a distance of 242 miles was covered. The trial was

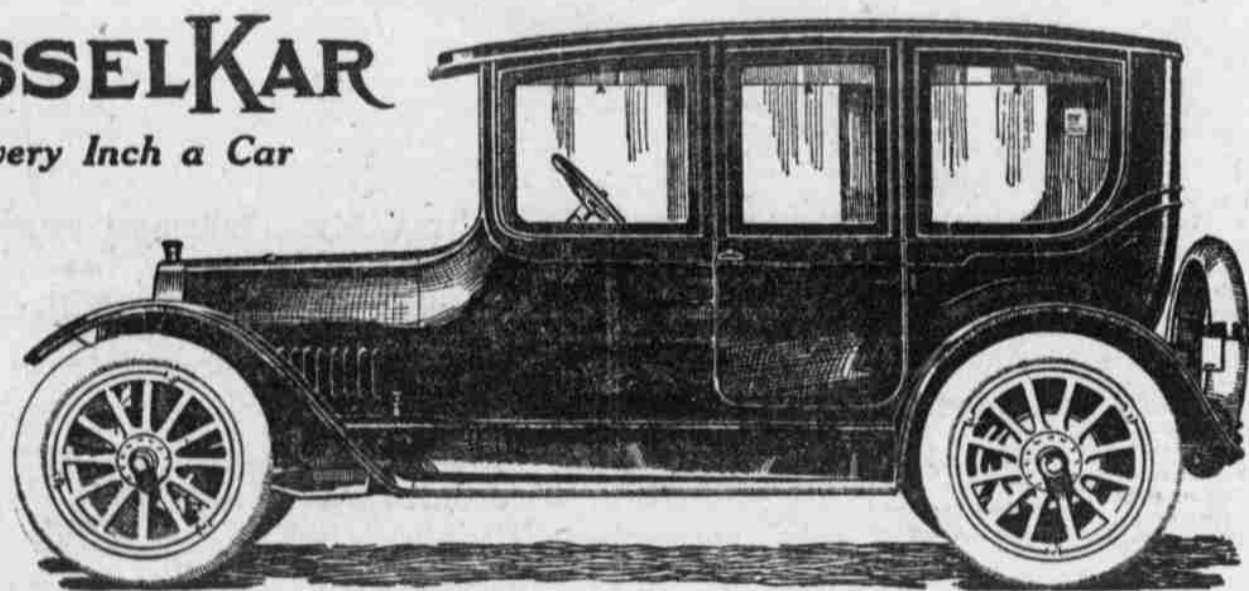
Finds Second-Hand Cartercar Scarce

Some automobiles are made to sell, others to enjoy for the moment and still others to grow old with. Motor cars are much like suits of clothes. A man gets one, wears it awhile and then casts it aside for something new. He gets another. Somehow he feels easy in it, it sort of fits him all over. He wears it as long as he can that season and, instead of throwing it away or selling it to the second-hand man, hangs it in his closet. Although it may be out of style and it shows the wear it has had, he dons it whenever there is opportunity. Some kinds of motor cars are like that, their owners drive them year after year, no

ANNOUNCEMENT

This is to announce that the **SIMPLEX TIRE REPAIR COMPANY** Has opened an up-to-date **TIRE REPAIR PLANT** at **2110 Farnam Street**. The very latest machinery has been installed and the very best work is guaranteed. "Quality and service" is our motto. We will call for and deliver work free of charge. A full line of tires carried in stock. Phone Douglas 2323.

KISSELKAR
Every Inch a Car



The "All-Year Car"---The ideal combination for Year-Round Service

ONE bold advance step in design has added new conveniences to motoring and at extremely moderate cost. For an additional investment of \$350 the buyer of a Kessel Kar Two-Door "Four" or "Six" touring model may have one of the new Detachable Sedan Tops.

This top, which fits snugly and perfectly over the touring body, answers the demand for all-year motoring—converting a Two-Door KesselKar into a perfect Sedan with all the luxuries and niceties of the most refined, specially built closed coach. Requires no tools but a screw driver and a wrench and very little time.

The price of the new KesselKar 36 "Four" is in itself a sensation; a full sized manufactured car of the Add to this the additional comforts and refinements of upper class at \$1450. the Detachable Sedan Top and you have by far the biggest automobile value of the year.

The 36 "Four" with two-door touring body is \$1450—with Detachable Sedan Top \$1800. The 48 "Six" with the two-door touring body is \$2350, with Detachable Sedan Top \$2700.



Buy your car this fall—now! Either the KesselKar "36" or "48" with top attached. Enjoy it all winter and remove the top in the spring. Come in and let us show you what really exceptional values these two great cars offer.

Noyes Auto Co., 2206 Farnam St., Omaha, Neb.



\$3,875,000 Paid For Hudsons in September

Last month, buyers of new cars paid \$3,875,000 for the HUDSON Six-40 alone. They are paying now, on the average, \$930,000 per week. That is, they are buying the limit of output—100 cars per day. To meet the demand more than 1,000 cars have been shipped by express.

No other class car in the history of motoring ever attained such a sale. Nor has any car with a price above \$1,200.

No Limit to Demand

There seems to be no limit to this car's popularity. The end of last season left 3,000 unfilled orders. In July—when this 1915 model appeared—the output was trebled. But 30 days later it was 4,000 cars oversold.

The September output was five times last September. But hundreds of HUDSONS are shipped by express to save delays for buyers.

Now, for the first time—with 600 cars per week coming through—we are able to promptly fill orders.

It's the One Car

This HUDSON Six-40—in its field—is the one car of the time. In its chief attractions, no rival yet comes near it.

That is why thousands waited weeks for this car when other cars could be had at once.

This HUDSON model was designed by Howard E. Coffin, the leading American designer. It is his finished model—his ideal car. He has worked for four years on it, with 47 other HUDSON engineers.

It is the lightest 7-seat car—1,000 pounds lighter than cars of this size built in the old, crude ways.

Its new-type motor has reduced operative cost about 30 per cent. Its price—due to HUDSON efficiency—is the lowest ever quoted on a quality car.

In beauty and equipment, in comforts and conveniences, it excels in many ways any car you have seen. Every part and detail shows the final touch.

Come This Week—Sure

We urge you to see, without delay, this new-type car. Now—with all the new-year models out—is the time to select your new car. And now is the time to get it, with the best touring months—the Indian Summer days—before you. Get your new car and enjoy them. We will see that you get prompt delivery.

Five New-Style Bodies
Open Bodies, \$1,550, f. o. b. Detroit
Closed Bodies, \$1,750 up

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