

HARD HIGHWAYS BRING COMFORT AND SAFETY

U. S. LEADS WORLD IN MOTOR TRANSPORTATION.

Why City Men Should Support Local Co-operation With Federal Plan of Good Roads in Country.

If all the automobiles in this country stood evenly distributed over all the roads of this country, there would be five motor cars to every two miles of road. And there are 2,457,334 miles of public road.

If every motor car in the United States were loaded to its limit with people, half the population of the United States could be hauled at one load. And there are about 110,000,000 people in this country.

Getting down to boot heels and bitulthic—just to avoid the vulgar phrase of bedrock and brass tacks—about 87 per cent of all the motor vehicles in the world are on the

roads of the United States. By estimate, there were 7,000,000 automobiles in the world on January 1, 1919. By actual count, 6,146,677 of there were in the United States. Those motor vehicles paid, in license and other fees, \$51,477,416. And this is exclusive of the 197,000 motor vehicles manufactured for the government.

Each one of those six million one hundred and odd thousand motor cars, when it runs on unimproved roads, pays about twice as much for tires and about twice as much for gasoline as when it runs on surfaced roads. And there are about eight times as many miles of unimproved as of improved public roads in the United States. To be specific, the public roads in the United States measure 2,457,334 miles, of which only 296,290 miles, or about 12 per cent, are surfaced. The rest are earth roads.

Half-Billion for Roads.

Are the owners of those six million and odd automobiles interested in the federal aid road-building program for 1919? It is the most stupendous road building program in the history of the world.

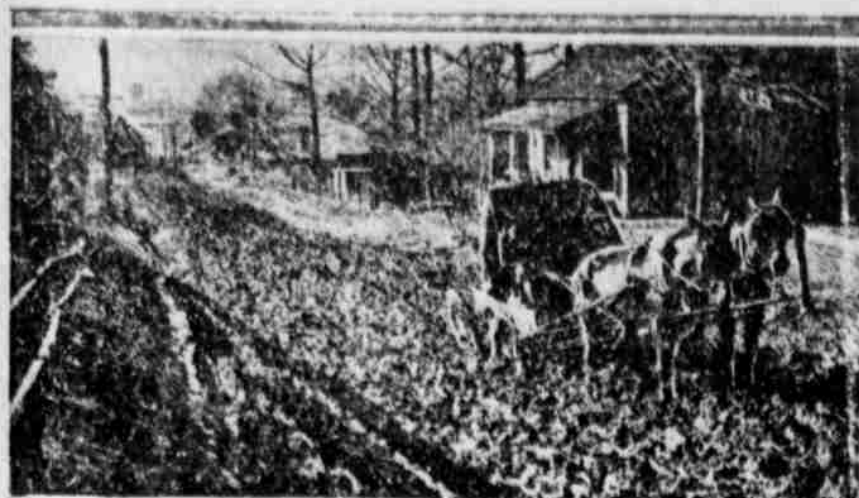
Expenditures for road construction this year are likely to reach \$500,000,000, according to the estimates of the United States department of agriculture, the government agency charged with the administration of the federal aid road act. Practically all states are planning a continuous system of connecting highways throughout the state, and there is a more general disposition than was ever manifested before toward co-operation among neighboring states so that improved roads will not terminate at state lines.

Congress, shortly before adjournment, made an extra appropriation of \$209,000,000 in the postoffice appropriation bill to meet the federal part of the program. Officials of the bureau of public roads, United States department of agriculture, point out that this is the largest appropriation ever made by any government for a similar purpose, and that it will enable the federal and state governments to carry on a road-building program of a magnitude never approached in the history of the world. This work, it is estimated, will employ more than 100,000 men in active road work, in addition to the men engaged in the production and furnishing of road-building materials. It affords one of the large opportunities for profitable employment for returned soldiers and sailors.

Auto Owners and Road Bonds.

The program is a continuing one. The recent federal appropriation is for three years. State, county and local funds will come largely from bond issues. And there is where the six million automobile owners ought to shine with a tremendous radiance.

Both sensible selfishness and plain duty call upon the automobile owner to vote for road bonds. His tire and fuel costs, as before mentioned, are cut in half by good roads. More important still, if he be a city man, as a very large proportion of automobile owners are, it brings what he eats to his door at less cost. Good roads have always meant something



This country has 87 per cent of all the motor vehicles in the world; and it has eight times as many dirt roads (top picture) as hard, surfaced roads (bottom picture.)

in the way of reducing living costs, but they mean more now that the motor truck has come to stay—and to expand. One function of the motor truck is to relieve congestion in the neighborhood of large cities—a congestion that has increased during the past several years, and that, if it continues, will tend to run up the cost of living. Those are a few of the main reasons why, from the standpoint of self-interest, the city automobile owner should vote for road bond issues.

Good Roads a Military Measure.

From the standpoint of duty, the military element probably takes first place. When it became necessary, two years ago, to concentrate great numbers of men in cantonments, it was found that the roadways connecting the cantonments with the surrounding cities were in no sense adequate. For the most part, new roads had to be constructed. There is always the possibility of another such emergency, and the only means of insuring facile communication is by the construction of surfaced roads over which motor trucks can operate.

While the security of the nation in such an emergency might depend upon good roads for military uses, their service to the nation would not be confined to military matters. For a great portion of the time during the past two years 90 per cent of the railroad capacity of the country was required for military purposes. The transportation of food, fuel and the like had to be accomplished largely by means other than rail. Some hardships were entailed. The motor truck, however, over such roads as were passable, rendered excellent service. When the present road-building program is carried out and the total of improved roads is several times larger than at present, the service possibilities of the motor truck will be correspondingly increased and the safety of the nation and the comfort of the people more fully insured.

Bees—Somebody passed a counterfeit dime on Bob a year ago and he hasn't been able to get rid of it since.

Maiden aunt (horrified)—What does that young man never go to church, then?—St. Paul Dispatch.

BOWLES SAND HILL SPECIAL

Liberal Receipts—Prices Decline—Good Demand for "Killers".

Bowles Live Stock Commission Company, South Omaha, office writes "The Sand Hill cattle are moving very freely and are of good average quality and condition.

Chicago and Kansas City had heavy runs and their break caused our demand to "slow up" a bit but Omaha prices are still higher for all kinds of Sand Hill and other good kinds than any other market.

It is safe to quote the general market 15 to 25c lower with fair to good stockers, feeders, butcher stock and common to fair cattle 50 to 75c lower than the best time last week.

The weather continues very favorable but when we have some rough or cold weather we expect a period of weakness, but don't look for much further decline on the good stuff. Calves were hit 50c to \$1.00 this week but they have been higher than any other grades.

The hog market rolled a little, but is closing weak and lower with only fair prospects this month.

Sheep and lambs are selling \$1.50 to \$2.00 higher than the low time, and it looks like good prices this month or until we have enough of the "come backs" to break it.

The Bowles outfit is still increasing its business, especially on Nebraska cattle, and having one of the very best organizations and pen locations at South Omaha and anyone not receiving their special letters or service should get in touch with this "bunch" soon as possible.

"So," sobbed Ilma Vladoffovitch-skioffsky, "Ivan Ninespotki died in battle. You say he uttered my name as he was dying?"

"Part of it," replied the returned soldier, "only a part of it."—Passing Show.

"And shall I be able to play the piano when my hands heal?" asked the wounded soldier.

"Certainly you will," replied the doctor.

"Gee, that's great! I never could before."—Boston Transcript.

Pious man—Wine is a mocker. Tippy Sam—I'll say this two per cent stuff is.

"Gimme a ham sandwich, quick!" called a customer in the rapid fire restaurant.

"Eat it here or take it with you?" asked the waiter.

"Both, if it's all the same to you," replied the customer.

The Lindell Hotel

Palm and Palm, Props.
LINCOLN, NEBRASKA

By Our Popular Price Lunch Room and Coffee Shop

All Modern Conveniences—Rooms \$1.00 Up

Under New Management → Political Headquarters

Save Half Your Tire Bills

Don't throw away YOUR TIRES. You may be throwing away GOOD MONEY. Send them to us by PARCEL POST and have them

Retreaded and Repaired

Your automobile tires with blow outs, rim cuts, fabric breaks, or tread worn down, may look worthless to you, but do not throw them away. Tires that are tread-worn should be retreaded and thus give double mileage.

Our repair men are factory trained men. At our shop we use the famous Anderson method of repairs and the dri-cure process for retreading. It will be to your interest to come in and inspect the work when you are in Lincoln. If not convenient to call, write for more complete information.

Send Your Old Tires by Parcel Post

Send your old tires by parcel post and notify us by letter or postal card, using the form below if you wish. We will have our expert foreman examine them, and will write you as to the cost of having the same repaired or retreaded. You can then notify us whether you want the work done. If not, your tires will be returned to you, prepaid, and no charge whatever will be made.

Date _____, 1919

PETTIT-RUMBAUGH, TIRE CO.
2377 O St., Lincoln, Nebraska

Gentlemen:

I am sending you by parcel post (give number and size) _____ tires. Please advise me if it will pay me to have you retread or repair them, and what the cost will be. I will reply by return mail and let you know whether I want them retreaded, repaired or returned to me post paid.

Name _____

Address _____

All Work Fully Guaranteed

Please note OUR MILEAGE GUARANTEE on all RETREADING. All repair work guaranteed to be as represented and first-class in every respect.

DEALERS: Write us for our proposition to you on Republic and Lee tires and on re-treading work.

PETTIT-RUMBAUGH TIRE COMPANY

2377 O Street. Lincoln, Nebraska
(Please mention this advertisement in The Alliance Herald.)

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16th and Jackson Streets, Omaha
Reasonable Rates

For the convenience of our patrons we have installed an exclusive Auto Bus service between this Hotel and the Union and Burlington stations.



Fare 25 cents each way. Makes all trains at all hours. When you arrive at Depot look for Hotel Rome Auto Bus, up stairs and across the street.

Modern Cafeteria in connection, open day and night—Prices reasonable.

FIREPROOF SPRINKLER SYSTEM

Hotel Castle

"The House of Safety"

300 Rooms—Absolutely Fire-Proof

Sixteenth and Jones Streets

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On Direct Car Line to Stock Yards.

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