

Platte Center Buys Hudsons



Mr. E. J. Macken, proprietor of the Platte Center Automobile company of Platte Center, Neb., and his sales force were in Omaha Friday to get their second spring delivery of Hudson cars from Guy L. Smith. This delivery, made Friday consisted of ten new self-starting Hudson

metrically opposite effects on business and suburban property. Skyscrapers are intensifying and congesting the business quarter, while the electric cars, first, and now the autos are spreading the residence section far out among the former farms. All sanitary and all esthetic considerations unite to urge this latter movement forward, and its triumphant progress, though hardly begun, is already irrefragable.

"A rapid transit boom in suburban city property was generated about the middle of the last century when the omnibus was displaced by that wonderful modern invention—the horse car." A somewhat similar boom was created, about a quarter of a century ago, by the introduction of the expensive cable road. Its strong point was that it could climb hills where the horse car halted. Within five years the cable was displaced by the triumph-

ant electric, which seemed to be the last conquest of the continent when the crushing panic of 1893 halted suburban development in every city.—From "What the Automobile Has Done to 'Change Values of Property'" in National Real Estate Journal.

What's in You.
The average man has "ingredients" to make fat for seven bars of soap, from

all bowl, salt to fill a shaker, use a medium-sized nail, sugar to fill a whitewash a chicken coop, phosphorus, make 22,000 match tips, magnesium for a dose of magnesia, sodium to neutralize a pint and a half of water, potassium to explode a toy cartoon, and sulfur to rid a dog of fleas and submit noble to make a case of eggs.—Leahy's Weekly.

Persistent Advertising is the Road to Big Returns.

TIMELY REAL ESTATE GOSSIP

Valuation Committee of Real Estate Exchange is Expert.

NEW PLANS FOR LABORATORY

Hundred Thousand Appropriation is Too Small and Changes Have to Be Made Before Erection of Building.

One of the most valuable units of the Omaha Real Estate Exchange is the valuation committee, whose expert opinion should be secured by everyone when buying or selling real estate.

This committee was selected for its intimate knowledge of values, and includes agents who are known specialists on either business manufacturing, trackage, residence or suburban property, which enables them to be in close touch with conditions in every section of the city. All valuations are made by the full committee and after a personal inspection of the property.

The largest holders of real estate were the first to realize the value of this committee's opinions and to take advantage of its services, although it is becoming more and more in demand as its functions become known.

Its influence has done much to standardize values and this means a conservative and profitable real estate market. The members of the committee serve without individual compensation, the nominal charge for their services contributing to the support of the board. As the real estate boards are interested in all public matters, it is a general rule that the valuation committee will give all opinions requested by city or county without any fee whatever.

The National Association of Real Estate Exchanges urge the buyer and seller of real estate to take advantage of the service this valuation committee offers.

A. I. Creigh, 506 Bee Building, secretary of the Omaha Real Estate Board, can give information on the subject.

Plans for the new laboratory building of the Omaha Medical college of the University of Nebraska are being redrawn because the \$100,000 appropriation made by the legislature is too small for the original plans.

Architects and the building committee of the board of regents conferred in Omaha Thursday and set about with the new plans. What they will exclude from the original specifications is not known, but it is said that a decided change will have to be made in order for the work to go ahead.

Bidding contractors have been allowed the privilege of amending their plans to bring the cost within the appropriation. The award will be made in Omaha next Saturday and excavation work at Forty-second street and Dewey avenue will begin at once.

Twelve Chicago contractors, several eastern architects and many Omaha men are in competition with bids.

Residents in Thirty-second street from Creighton's first addition south to Valley street are clamoring for water. The street has been paved, residences have gone up on both sides and the west side Hanscom park car runs down the street, yet the houses cannot get city water.

Promises have been made the people by the water board, and their hopes in the last several months have been buoyed up by the anticipation, but as yet no plans have been made for laying water mains. It is expected, however, that by summer a line will be running down the street.

The water should have been in before the street was paved, but the property owners could not get action from the water board before the council acted on the street paving.

Four or five two-story houses have been built on the street during the winter and the district keeps growing. The water is the only convenience it lacks to make it a fine residence section of the city.

Surveys have been made on part of Tuttle's subdivision, Thirty-sixth street and Fowler avenue, and the property will be opened up some time this week. The Hyron-Reed company has twelve lots in the division, which have been surveyed and are ready for disposal.

"The countless millions invested in automobiles during the last five years would have created a suburban boom around every city in the country. For the buyers of autos are precisely the people who appreciate the attractions of suburban life.

"Nevertheless, the rapid development of the automobile seems destined to give outside an immense advantage over inside residence property. The suburban boom has only been postponed to be intensified later. Just now people are busy paying for, or trying out their automobiles. The next fashion will be stampedes to the suburbs. Exactly as the auto has inaugurated a good roads move-

ment throughout the country, so will it quickly usher in a new era of suburban life.

"The ultimate effect of the automobile on the relations of residence property, inside and outside, is as yet distinctly a question of the future. It belongs to the

domain of speculation, in both senses of the word. It is intellectually speculative and it is financially speculative. Indeed, its probable effect on all land values, and on civilization itself, staggers the imagination.

"Modern improvements are having dis-

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Decide Which Tire

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It is built, in addition, 10 per cent oversize, to save the blow-outs due to overloading.

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Rim-cutting occurs, as statistics show, with 23 per cent of the old-type tires. The new-type tire—the No-Rim-Cut tire—saves that loss entirely.

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These two features together mean an average saving of 48 per cent. Yet No-Rim-Cut tires now cost no more than other standard tires.

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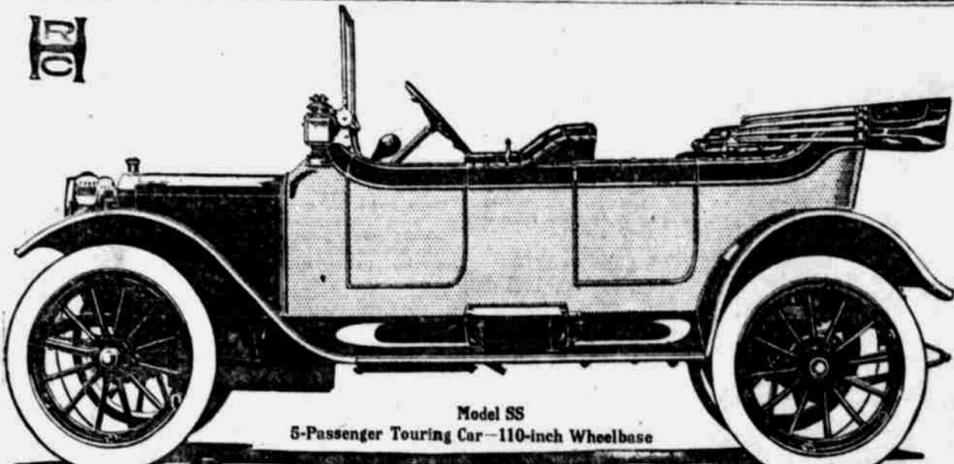


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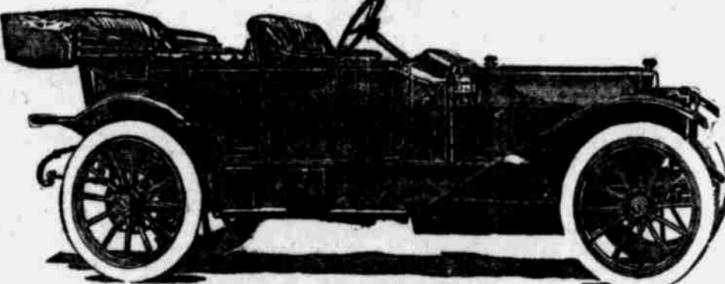
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Western Agents, Omaha, Neb.
McENTIRE AUTO CO., 2203 Farnam St., City Sales Agents.

THE Standard Model is fully equipped with top, windshield, generator, horn, lamp and tools, and the specifications are the same as the SS model of the R-C-H. It has NOT, however, the self-starter and other special equipment quoted above. It is priced at \$850.

General R-C-H Specifications
Motor—4 cylinders, cast on bloc—3 1/4-in. bore, 5-in. stroke. 2-bearing crankshaft. Timing gears and valves enclosed. Three-p. at suspension. Drive—Left-side. Irreversible worm gear. 11-in. wheel. Control—Center-lever operated through H plate, integral with universal joint housing just below. Springs—Front semi-elliptic; rear, full elliptic and mounted on swivel seats. Frame—Pressed steel channel. Axles—Front, I-Beam, drop-forged; rear, semi-floating type. Body—English type, extra wide front seats. Wheelbase—110 inches. Full equipment quoted above.

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The Mitchell 30 H.-P., 4 cylinder, 2 passenger, Runabout, without top, \$950

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