

AUTOS NOW GO EVERYWHERE

Farmers Take Up the Campaign for Better Roads.

MOVEMENT IS GROWING FAST

Tourists Help the Good Work Along—Hotel Keepers Join in the Crusade for More Serviceable Highways.

When the automobile first made its appearance it was regarded as serviceable only for paved streets. The cities were the first to see the motor car, and there, in its crude form, it began the conquest of the roadways. Gradually, the horse from many positions in which it was at one time held an indispensable asset to overland travel and to short-hauling. Out in the smaller towns the progressive citizen, and the introduction of the auto into various branches of business, at a first valuable acquisition and his only comment was that the machine probably would prove a good thing for the city but that it never would become of any use in the smaller towns. The farmer read of the auto and thought the machine would be mighty fine for city folks, but he never conceived of a time when he would be running into town with his own four or six-cylinder car. And the reason the people out of the city thought that the motor car never would come into general use was that they did not believe it could be run successfully over the town and country roads—roads having no pavement. The farmers and the small townmen believed the automobile must have paved thoroughfares for its course. So, too, did many of the city people for a long time think that the auto was a luxury which only the citizens of the cities would be able to enjoy.

Crude Auto at First.
When the motor car first came out it was such a lumbering affair that it really would have been of little use on rough country roads. Its progress along the smooth city streets was quite too rapid, and the men who sat at the wheel and encouraged the machine to run along undisturbedly would have refused to attempt country road journeys. But as inventors made a more perfect motor car and as drivers began venturing long country trips, people came to see that the automobile easily could be put into service in any town, and that it would run just as well in the country and small town roads as in the city, provided the county commissioners improved the highways. They began a general good-roads movement; it started without any extraordinary agitation. Here in this country there is that country; here in this state, there in that state the movement began. A citizen in this town purchased a car, a farmer just outside the town bought one; these men began taking an interest in the improvement of the highways. The farmer knew he could not get

much use out of his machine unless he had several stretches of good roads. The town auto-owner also realized that his car would not be of great service unless the town streets were well drained and the country highways were repaired by the county. These men advised better roads; they spent money to improve certain streets. Other farmers and other men in the town bought cars, and these new purchasers joined the movement for better roads. The small group of motor owners worked together for improved highways, and this began a movement in many counties throughout the United States that resulted in the betterment of the county and small town streets. This movement is still on, and as more automobiles are sold throughout the United States, more workers for good roads are entered in the ranks of those who are striving to make perfect travel lines all over the country.

Movement Grows Fast.
The movement for good roads undoubtedly would have grown even though the automobile had never been invented, but the rapid growth of this improvement idea never would have enlarged so fast, and today it would not be receiving one-eighth of the attention that is accorded it in all parts of America without the "horseless carriage." The motor car has paved roads much quicker than we would have had them had the automobile never come into existence as a means of travel on any and all roads. As a result of the improvement of highways by the various states and counties and through the new inventions that have made the motor car as sure a means of travel as is the steam locomotive, people no longer begin a journey in an automobile with a feeling of uncertainty as to whether they are going to be forced to have a farmer haul their machine home or whether they are going to have a successful trip, successful in that they will be able to make the entire trip without a breakdown or without having to come home in some other conveyance. It is only a short time ago that motorists started their trips with just such a "spectre" before them. It was then that the cartoonists of our funny papers were earning their salaries through the drawing of pictures in which the stricken autoist was being passed by a contented-looking farmer and his span of horses, or in which the crippled car was being towed into town by the farmer's team that had been unhitched from the plow in order to get the city man back to his home before darkness should shadow the activities of mankind. Those days are gone into the past but a short time and many among the present proud autoists can vividly remember when they were always bothered by the broken down auto-horror.

Credit to Early Tourists.
Too much credit for the improvement of country roads cannot be given to the Glidden tourists and to other automobile journeymen who pioneered in making long trips through various sections of the country. These men did more toward spurring the farmers and commissioners

Auto Bridge at Louisville



DIRECT AUTO ROUTE BETWEEN OMAHA AND LINCOLN.

to bettering the roads than any other single agency. When the Glidden tour was first inaugurated, and for several seasons after it was begun, there was much competition among cities and towns in various parts of the country for getting the managers of this trip to pass through their confines. In order to secure a place on the route of this party tour it was necessary, of course, to show good roads in and about the town, for if the highways were not in satisfactory condition the Gliddens would make a path to take them through parts of the country where they could have good roads. When the pathfinder car made its trip for the purpose of laying the route, counties and

towns along its projected path immediately began grading and rounding off the highways in order that these roads would present as favorable an appearance as possible. The condition of the roads over the course of the pathfinder determined, to a great extent, the line of travel that the big party would follow. If the roads did not meet with the approval of the men who were laying out the line, commissioners and commercial clubs promised to get them into shape by the time the Gliddens were ready to pass over them.

How Gliddens Aided.
Wherever the Glidden autoists went they were certain of good roads. So

through various parts of the country they helped the good roads movement by insisting on having the highways measure up to certain standards. Many of the roads on their routes were not what the Gliddens wanted and the counties in which they lay rapidly had them repaired and placed in condition that induced the Glidden party to accept the route in which they were located.

Since the Glidden tour was started many other long journeys have been taken by motor clubs and other organizations in cities throughout the whole United States. Towns and farmers everywhere have been anxious to have these tourists pass through their corporate

limits and by their farms, and in order to get them to do so have taken steps to make the roads such as to furnish sufficient inducement in themselves. Along many of these routes the tourists have been entertained by farmers who have arranged "big spreads" for them and showed them "about the place." Hotel proprietors in states which are visited by tourists because of the health and scenic advantages have aided in making better roads. Colorado is one of the states that is visited by thousands of motorists each year. People who profit by the visits of these tourists are interested in keeping the roads in shape to invite travel over them by the thousands of motor car owners.

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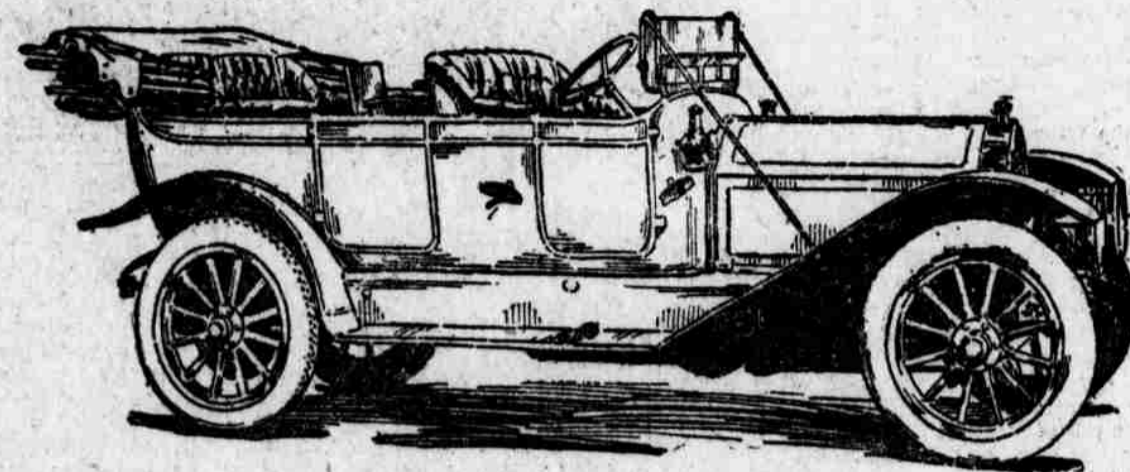
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