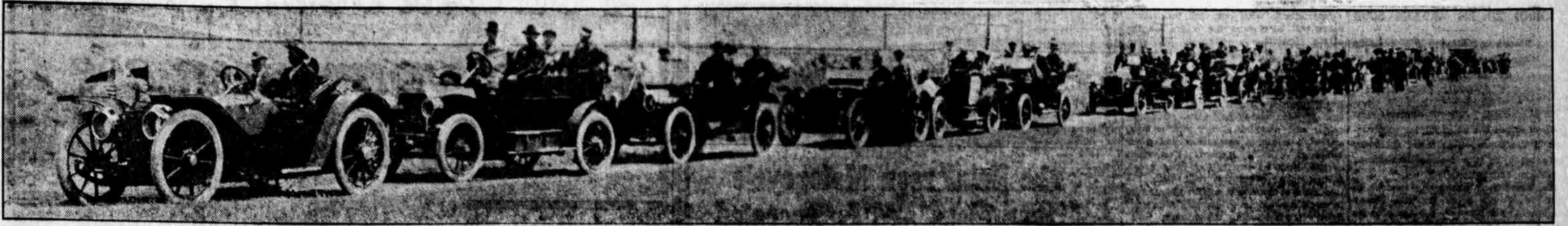
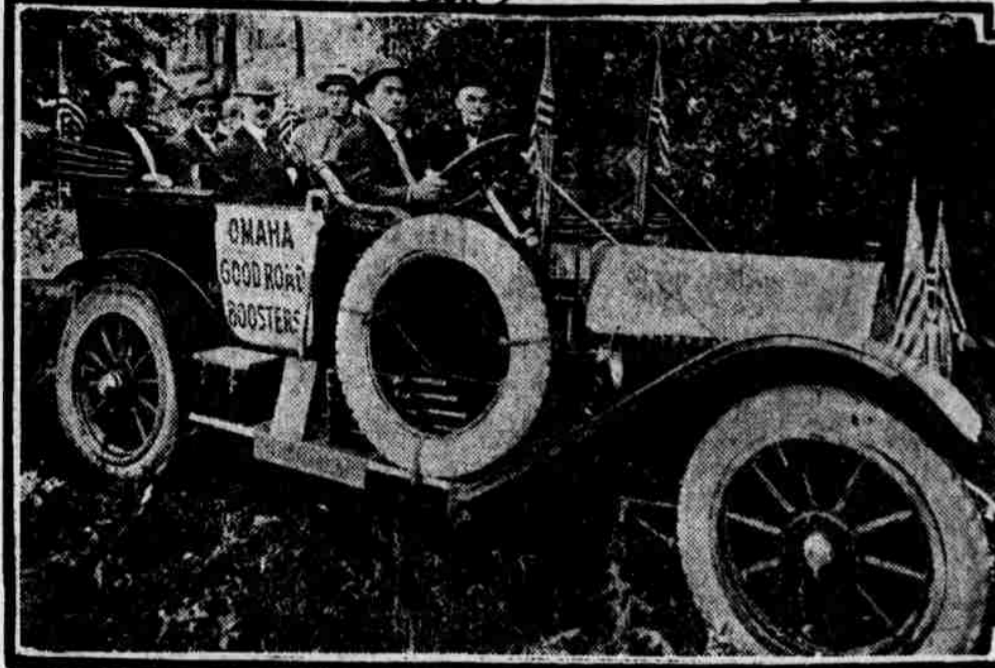


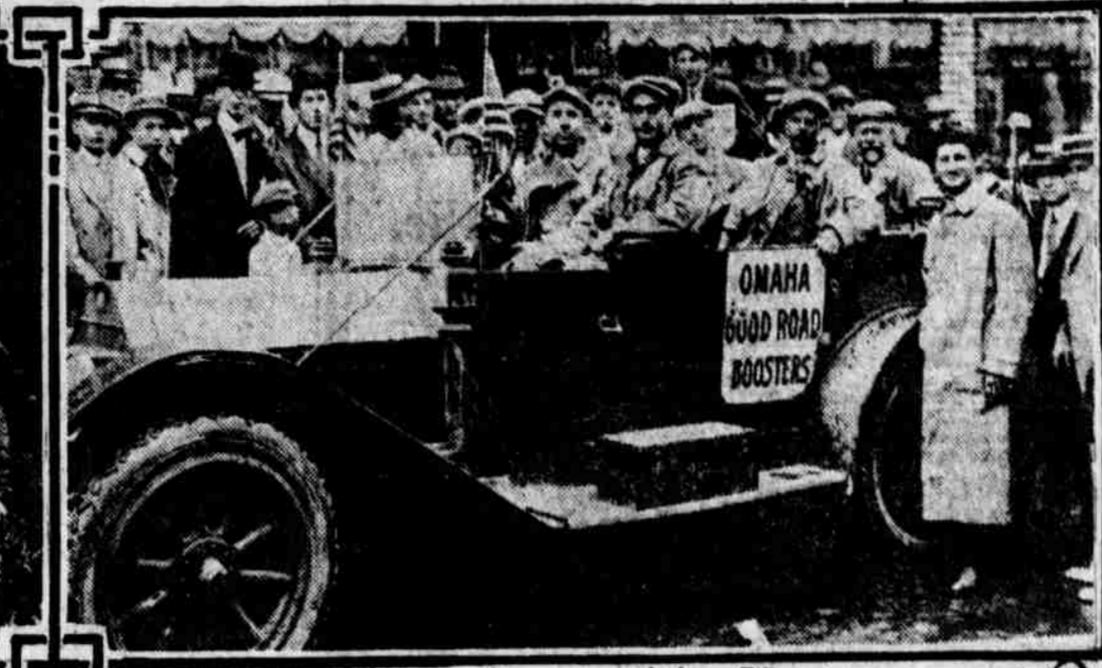
# Omaha Commercial Club Active in Good Roads Work



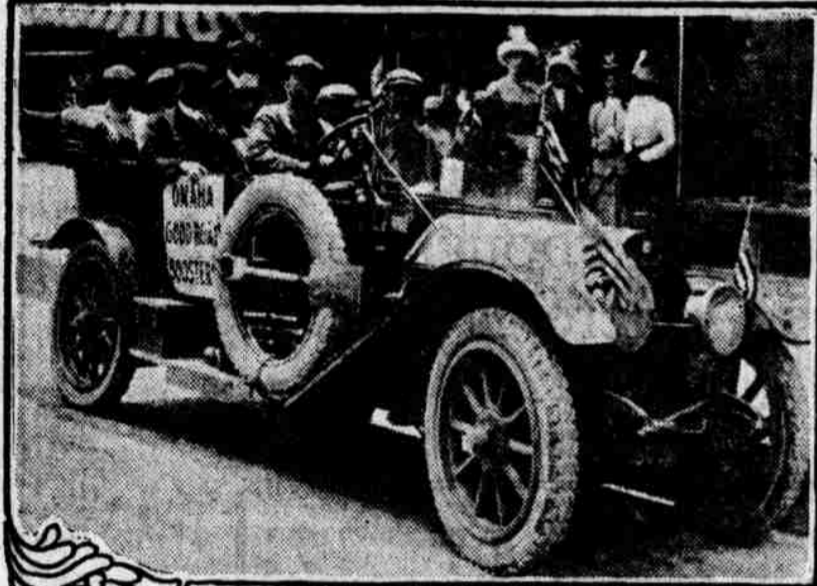
OMAHA GOOD ROADS CARAVAN LEAVING CHEYENNE FOR DENVER



A Stop on the way to Cheyenne



Arrival at Kansas City, Mo



At Cheyenne, Wyoming

**BY WARD C. GIFFORD.**  
 "It is far better to be able to get to market when the market is right than it is to wait until the roads are right."  
 The preaching of the gospel of good roads is an easy task compared to the actual building of substantial highways. Good roads—the kind that the farmer may travel at any time—are valuable commercial assets. The above slogan, "It is far better to be able to get to market when the market is right than it is to wait until the roads are right," adopted by the Commercial club of Omaha succinctly why they are valuable to the farmer and to the business man who is the ultimate consumer of the farm products.

So widespread has become the good roads movement in the United States that not only automobile clubs but commercial and civic organizations as well have taken up the task of making better interurban highways. The up-to-date politician in running for office has adopted the good roads pledge as one of the most important planks of his platform.

**Definition of Good Roads.**  
 What are good roads? Literally speaking the expression might mean a well-kept highway to accommodate vehicle travel. The literal acceptance of the expression is not the practical one, however. Today when a thoroughfare is spoken of as a good road, it means that it is a highway that has been graded, turpined and the proper drainage provided for. It means also that this same thoroughfare is properly marked showing the directions and distances to nearby towns. The city, county and state organizations have for several years past come to a knowledge of the fact that money put into good roads is a dividend paying investment. Even the more remote byways now know the King drag and road

grader. In some states, more advanced than others, soil specialists have taken up the work of building roads on a scientific basis. They have determined upon the proper sort of soil to be used for a foundation for a road, and also the proper sort of surfacing to make a good road, but it is only recently that the work of "signing" the roads so generally has been taken up. Good roads are time savers and as the trite old adage has it, "Time is Money." One of the things then that is absolutely necessary before a road can become a good road is that the same shall be unmistakably marked.

**Omaha Club Pioneer.**  
 The Commercial club of Omaha, through its good roads committee, is a pioneer in the work of road building. Whenever called upon the club has furnished speakers to good roads meetings. In every way it has used its influence and its members have been active not only in bringing about the improvement of Nebraska roads, but to build through this state substantial recognized cross-continent highways. Already this year the work car of the Commercial club, which is a big six-cylinder Chalmers, has made three overland trips which have been missionary tours for good roads. The meetings might be compared to revivals, having been held at every town enroute, and talks have been made from the tonneau of the car to the farmers, telling them how to keep their roads in good condition and asking them to aid in the work of marking the thoroughfares that they may

be recognized as a part of established transcontinental highways. One trip of the Commercial club car was to Sioux City and return. Direct results of the efforts of the good roads enthusiasts were evident on the return trip from Iowa. Seven gangs of road workers were counted by the Omaha party and the presence of the majority of these was in direct response to the appeals of the Commercial club on the down trip that the roads be kept in good shape.

The second trip of the Commercial club good roads car was made to Kansas City. Unfortunately, it cannot be denied that many Kansas roads are better than Nebraska roads. This fact was brought home to the Nebraska farmer and citizen on the Kansas City trip and their state pride appealed to in an effort to bring about some improvement. It has been reported to the club since that time that this road has been marked a greater part of the way between Omaha and the Nebraska-Kansas line; that drags have straightened out many of the kinks; that the high spots have been reduced and the holes have been filled, showing that the work of the club is having its effect.

**Trip by Omaha Boosters.**  
 The latest trip of the good roads boosters was to Cheyenne, and the burden resting on the shoulders of the men who took that motor car journey was to establish a link in the great trans-United States thoroughfare. On this journey the club sent the mayor of the city and the president of the Commercial club. Wyoming joined hands with Nebraska and the president of the State Highways association of that state rode in the Omaha car. As the result of the co-operation between these two states the road from Omaha to Cheyenne is being marked and improved. Word recently received from E. L. Emery, president of the Wyoming State Highways association, states that the road has been graded, dragged and marked from Pine Bluffs, Wyo., to the summit of Sherman hill. Reports from different points along the route in Nebraska show that the work of improving these roads and marking the same also has been vigorously pushed at the behest of the club. That the automobile has been a direct benefit to the farmer is now unquestioned, although a few years ago it was not uncommon to hear vile epithets applied to the motor car by the agriculturist. Realizing, however, that the automobile has brought good roads and that a good road is a blessing, the farmer of today extends the open hand of welcome to the motorist and does all in his power literally to make his path easy. If he merely goes speeding on his way he gets a cheery recognition from the members of the farmer's family, who wave god-speed from the doorstep.

place out of date. The country is called antiquated and their people nonprogressive. This all may be true in a certain sense, but the old world is as far ahead of America in some lines as America is progressive in others. It is true that many of the hotels that are considered up-to-the-minute in Europe are without running water in the rooms. It is also true that it is impossible for a man to obtain a ready-made suit in England. It is a well known fact that Scotland has many crudities among its customs that have not been ironed out, and it is a fact that in India wheat is threshed on the sands near the sea by driving hundreds of them may tread out the grains with their bare feet.

Any motorist abroad, however, will tell you that the roads of England, Scotland and the continent are so far ahead of the

roads of America that they appear as boulevards in comparison. Their roads are also plainly marked showing the towns and the distances. The danger of grade crossings is practically eliminated by national laws, but wherever there is a dangerous turn or where the roads cross in an obscure place concealed by hedges or the high brick walls so common to the English country estate red danger signals are posted.

The speed laws of Europe are not drastic nor out of reason but they are sane, considering the great amount of traffic over those roads. A part of the work taken up by the Omaha Commercial club is not only to have all roads well marked and well kept, but also to have danger signals posted. These should be placed 100 yards in advance of every dangerous railroad crossing, highway crossing, or

bad turn in the road which may be hidden by trees or high banks.

**What Cry is Doing.**  
 A cause that is so worthy as to demand the attention of busy business men—bankers, big wholesalers and others whose every moment is valuable—is certainly worth consideration from the citizenry of the country. The cry of good roads is making popular the old trails used in days when the prairie schooner journeyed across the "Great American desert." That same cry is re-establishing old lines of travel marked out by ox teams and along which the early day traveler found his way by following the trail of skeletons left by both man and beast. Instead of the slow going animal train of yester year the old trails are becoming acquainted, not with the tread of the cloven-hoofed oxen, nor the iron shod horse and mule, but with the tread of the pneumatic tire.

Those who have been active in the work of making good roads and establishing highways through Omaha and throughout the state, as well as Wyoming, Kansas and Missouri are the following:

- James C. Dahlgren, mayor of Omaha and member of the Commercial club.
- George E. Haverstick, president of the Commercial club.
- J. A. Sunderland, chairman of the good roads committee of the Commercial club.
- H. E. Fredrickson, chairman of the country roads committee of the Commercial club.
- F. A. Searies, member of the good roads committee of the Commercial club.
- J. Ed George, member of the Commercial club and Omaha Motor club.
- J. M. Guild, commissioner of the Commercial club.
- C. C. Rosewater, member of the executive committee of the Commercial club.
- J. A. DeBord, member of the Commercial club.
- Harry Lawrie, member of the Commercial club and Omaha Motor club.

nation might profit by the success of Colorado along that line. It gives the convict open air work, and it is the open air he most requires. The work on the roads in the Sunshine state by the prisoners has done more to advertise it to motorists as a good road state than any other one thing. It is, of course, true that Wyoming and Colorado can build roads at a cost of \$200 per mile, whereas it costs Nebraska \$2,000 a mile to put a road in shape. In consequence thereof the work of making Nebraska a good road state will be more expensive and perhaps somewhat slower. The result must be attained nevertheless.

The press of the world has proclaimed the popularity of the good roads movement to the entire universe and with it in many instances has gone the name of Omaha on account of the activity of its Commercial club. There is no reason why Nebraska should not become a greater booster for good roads than it already is because here we have the real Nebraska energy and the true western spirit which already has brought the state to the notice of the nation in many ways.

## Abbott Car Makes a Remarkable Run

An interesting automobile run was made last week between Detroit and Iowa Falls, Ia., by Clare McDowell, manager of the Abbott Motor Sales company, at the latter place, with a thirty roadster. The entire distance of 737 miles was covered with ease the fourth day after leaving Detroit with no thought of creating a record. Frightful road conditions were met in many places but the car pushed through without difficulty and without a single mechanical adjustment, and reached its destination with the same air that was pumped in the tires at Detroit.

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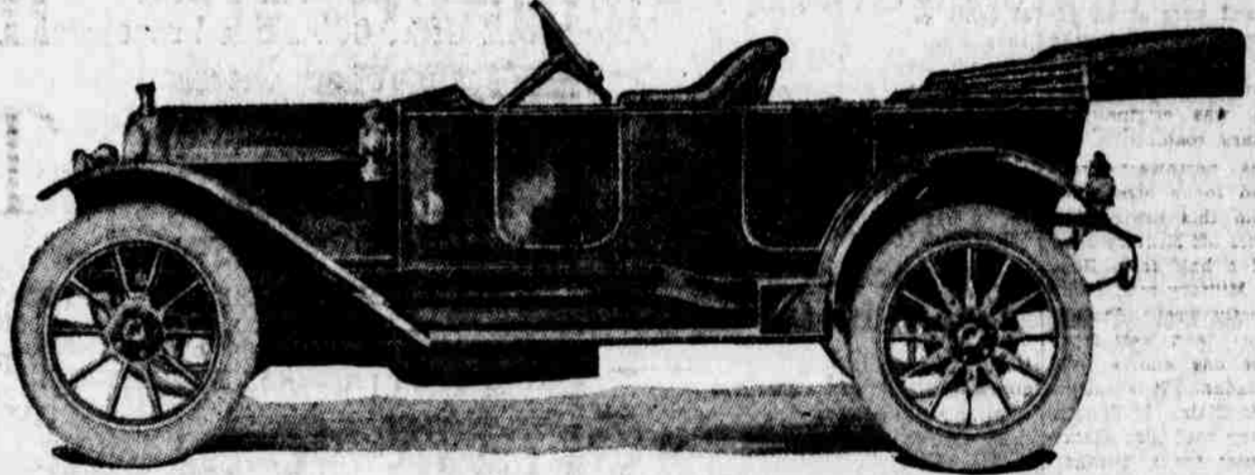
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**Flanders "20" \$920**

For high power six-cylinder cars these specifications proclaim the perfect six—the Lexington.



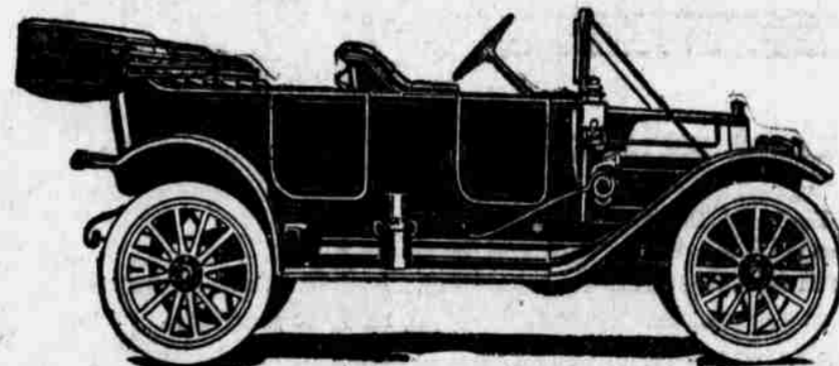
Model G Lexington "Six" with Demi Tonneau Body, \$2500.00

Rutenber motor, 4 1/2 x 5 1/4, 55 to 60 horsepower. Cylinders cast separately. Model F Schebler carburetor. Bosch high tension magneto. 16 inch aluminum cone clutch, leather faced.

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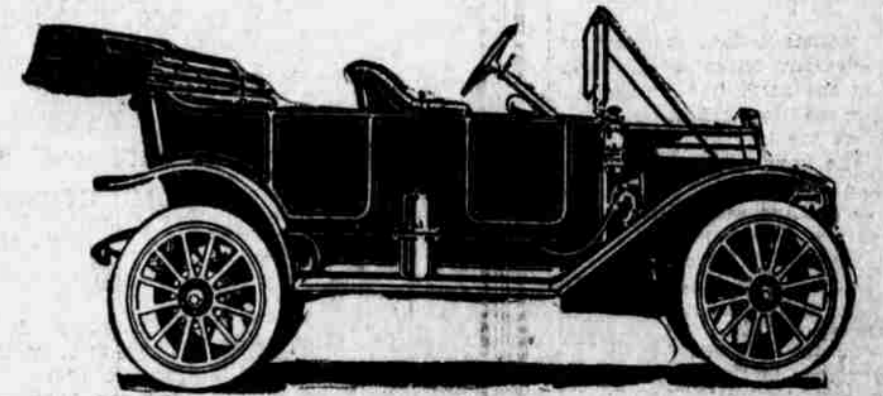
Spicer universal joints. 184 inch wheel base. Your choice of tires. Equipment includes Bosch magneto, horn, five electric lamps, pump, jack, tools, robe rail, foot rest, cocoa mat in tonneau, automatic gear driven electric generator.

A perfect 6 cylinder engine—with two exhaust manifolds, two exhaust pipes and two mufflers. Lexington service may be gauged by its construction. Every vital element that goes into the makeup of the car has received the approval of automobile men who know—the foremost designers and engineers have made every part famous. Look up the specifications of the car that to your mind embodies the highest type of construction and service—you will find that in all essential features it does not excel the Lexington.



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5 carsloads arrive in Omaha Monday and the factory cannot promise any more shipments of these models for at least 80 days. It is impossible to satisfy the demand for these cars with 5 carsloads and this shipment will last but a short time. If you want the best car in the world at the price you cannot lose time in placing your order.

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