

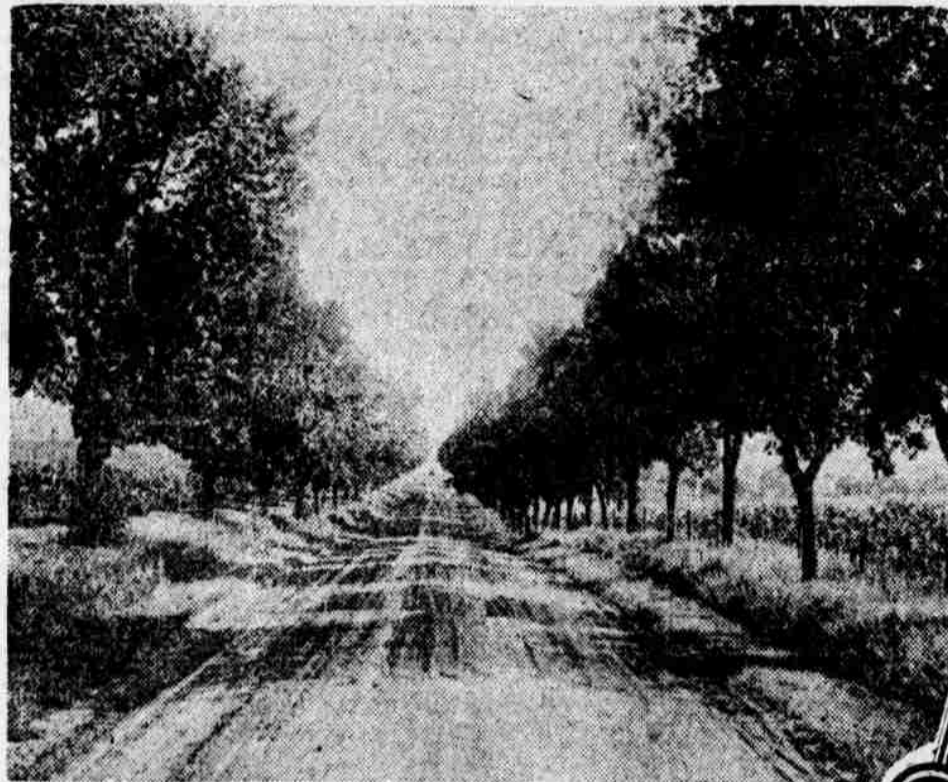
# The Louisville Automobile Road to Lincoln



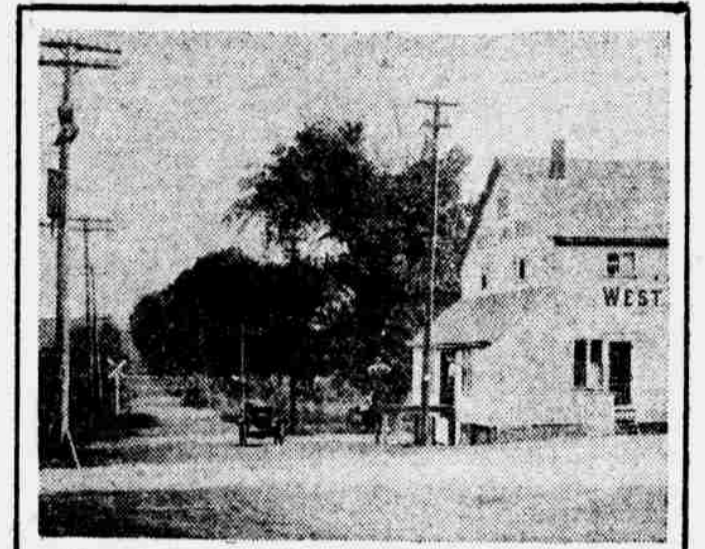
## Shortest and Smoothest Route to Capital City Crosses Louisville Bridge and Wends Way Through Most Beautiful Scenery--No Hills Nor Sand Encountered



Scene in Louisville - Prosperous well kept town



The Prettiest Mile In The State Louisville Road just outside Papillion



Where To Turn Off The Center Road at Concordia Park



How the Roads are marked

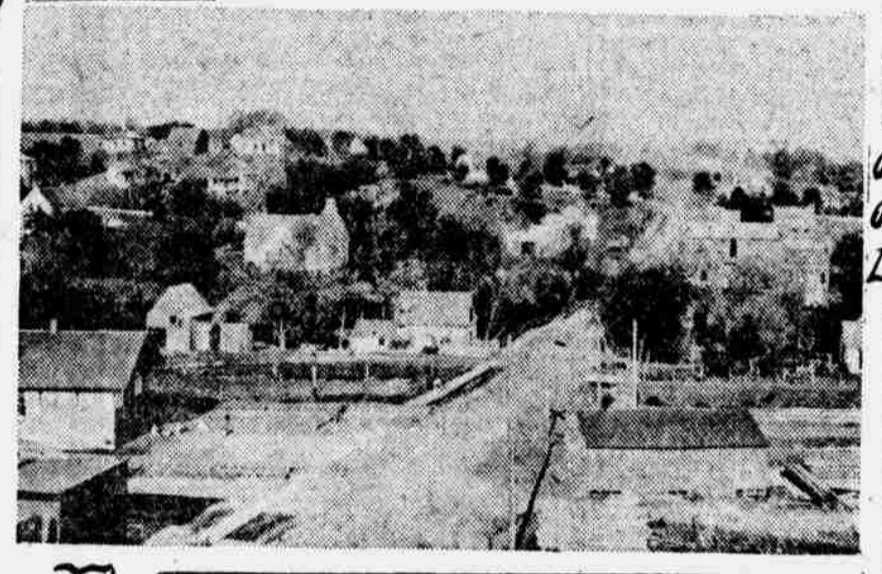


HAVELOCK

WAVERLY

GREENWOOD

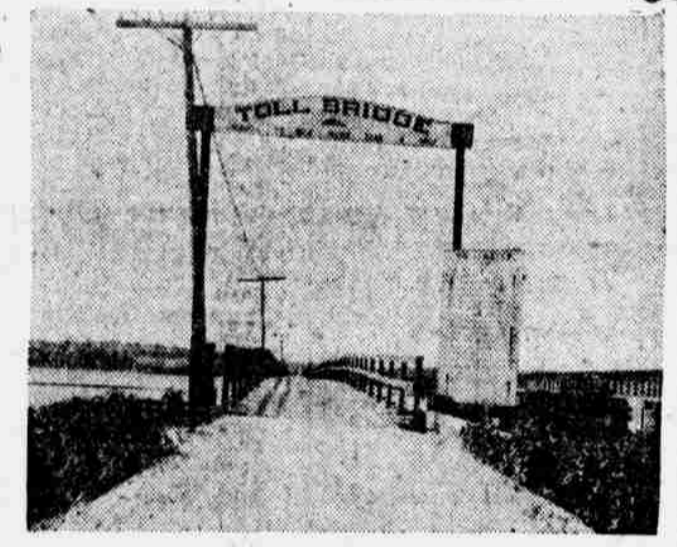
LOUISVILLE



Overlooking One Corner of Louisville



Tollgate On The Louisville Road



Level Approach To Louisville Bridge



Smooth Road Just Outside Sarpy Mills

Ask the first man whom you meet on an Omaha street what is the shortest and best road to take for a drive to Grand Island and the chances are that he will direct you to follow the Platte valley road, which leads along the line of the Union Pacific railroad, unless this man is better informed about Nebraska highways than the average man. In this latter case he will reply by directing you to take the Louisville road to Lincoln and then hit almost directly west to Grand Island from the capital city. If he answered your question by telling you to take the first road--the Platte valley route--he would be incorrect; if he told you to go to Lincoln by the Louisville highway and then move straight on west, he would be correct. The Louisville-Lincoln route is the best and shortest way to get to Grand Island and to start on a trip to Denver.

This statement will rather startle those people who have been accustomed to thinking that the route along the line of the Union Pacific is the shortest and best. For years people have simply said the Platte valley line was the best because they have not looked at the map of this state and studied the lay of the land.

### Louisville Best Route.

By looking at a map of Nebraska one will see that the Platte valley road, which runs through Fremont, Columbus and Central City to Grand Island is not the shortest. In going out of Omaha the road runs west and north to Elkhorn, and then makes a long climb, almost directly north to Fremont. (Most people regard Fremont as being west of Omaha, when it is really more north than west.) From Fremont the road runs west to Columbus. Columbus is in the southern part of Platte county, which is several miles north and east of Grand Island. In order to go on to Grand Island from Columbus one must follow a road that shoots south and west for many miles.

On the Louisville-Lincoln road one soon learns that he has taken the better of the two routes. People usually regard Lincoln as being far south of Omaha, and, therefore, as being below a line running through Grand Island and going east. But Lincoln is almost on a parallel with Grand Island. After one has run from Omaha through Papillion, Springfield and Louisville to Lincoln he has come to this direct road to Grand Island. From the state capital he makes a drive to Grand Island that is almost straight west. It goes through Seward, York and Hamilton counties and in Hall, where Grand Island is located. A glance at the map will show that these four counties are parallel with each other.

These facts about the best route to Grand Island and the west are given simply that the public may be disillusioned. Unless facts are made public people go along without knowing them. When one comes to see, in his mind's eye, the exact location of the various towns along the two routes and the courses that these roads pursue in going west, he soon realizes that the southern route, by Louisville and Lincoln, is the shortest. Omaha motorists who make trips to Grand Island and the west, and who are not interested in exploiting one particular line, are certain to follow the Louisville-Lincoln route.

Pass Over Louisville Bridge. In going from Omaha to Lincoln the best route is that which takes the vehicle over the Louisville bridge, passing

through the towns of Papillion, Springfield and Louisville. Nature has been particularly generous in the blessings bestowed on the country that lines this road and motorists who take trips between Omaha and Lincoln at this time of the year behold nature's chief fashion shows. The roads are bordered with broad fields of corn, full of high, ripening stalks, whose heads toss and bow before the gentle winds and who seem to speak for their owners, saying that this year is to see another rich season for the Nebraska farmer who has his fields of wheat and corn in Douglas, Sarpy and Lancaster counties.

As the motorist chugs along in his car he now mounts a slight hill (it is hardly a hill, for the Louisville road to Lincoln is free from hills, and, perhaps, one would be more correct in saying that the motorist rises slightly higher than the surrounding country) and pulls his machine to a stop that he may gaze over the undulating fields and let his eye wander over hundreds of acres. It is such a beautiful sight that even the most prosaic men will give utterance to an exclamation which shows that they think it is beautiful.

Along other stretches of the Louisville road one will motor for miles with large trees shading the course and throwing a cool air over the occupants of the automobile. The foliage is so thick in some places along the Louisville road that one may reach out his hand and pull off leaves and small branches as the motor car runs along. Nowhere in the state is nature seen in more expressive and pleasing mood than on this Louisville road to Lincoln.

### Platte River Interests.

The Platte river, always a matter of interest to Nebraskans, is flanked by high banks near Louisville and the motorist who approaches the bridge at this point sees in the distance green topped elevations, some with houses on them and others with green fields of corn. Back several hundred feet from the river and to the left of the road as the motorist runs on to the north end of the Louisville bridge he sees a huge building that projects itself from a high bank of the Platte. It is built of stone, and one, seeing it for the first time, wonders why such a majestic looking structure has been placed there. It dims the distance as he looks. Inquiry brings the information that this building, which has been provided with cells for prisoners, was erected years ago--in Nebraska's early history--by one of the state wardens, who had intended to bring many of the convicts from Lincoln to work in the stone quarries, which are but a few yards from this bridge. The structure was erected,

however, before the warden obtained permission of the state government to use the convict labor in his quarries. A bill was introduced for this purpose, but the legislators thought the convicts would do better in the Lincoln penitentiary, and the warden did not use Nebraska prisoners in his quarries.

### Ideal Route to Lincoln.

Motorists have decided that the ideal route for travel between Omaha and Lincoln is over the Louisville road, which is pronounced by tourists from the east and west as being one of the prettiest and best roads anywhere in the United States. Stretches of it could not be better for motor or wagon travel even if they were treated with macadam. For several miles in different sections of this route the road runs along as smooth and level as any dirt road in the world could be. It is graded to just the proper slope, and rises to a wide street at the center that makes it the delight of the motorist who likes to travel along at a brisk rate. Coming to bridges there is no need of slowing up, in most places, because the approaches to these bridges have been graded and leveled in such a way that the motor will run right on to the bridge and across it without jolting the car or passengers in the least.

The people in and around Louisville have taken a deep interest in this road and have improved it in every place that it is possible to make it better. There are no mudholes in the road. Did you ever know of a country road that did

not have mudholes? This Louisville road to Lincoln is one, then. And the reason there are no mudholes in this road is due to the efforts of the people who are interested in keeping it a model highway. Places where mudholes formerly inconvenienced travelers have been filled in with macadam and graded. Near Louisville, where are situated stone quarries. There formerly was a couple of sandy spots, but now the road has been repaired through the use of macadam, and no sand is in evidence anywhere on the road. The owners of the quarries here have become thoroughly interested in seeing the Louisville route made one of the best in the country and are giving the road builders stone free, so that the various places may be kept in fine condition.

### Put Macadam on Road.

On this side of the Louisville bridge, for many yards, macadam has been used, and the road is smooth and solid, giving the automobile a surface over which to spin at a fast rate of speed, delighting the occupants of the car and causing everyone to praise the highway.

Of the two routes to Lincoln, via Ashland and via Louisville, the Louisville route is now several miles shorter, and

is to be made much shorter still through cutoffs that are planned. The highway by Louisville is better than that by Ashland, according to the Louisville people, and a ride over their course seems to justify all their claims for the excellent road.

The way to go in making the trip to Lincoln by the Louisville route is to drive to the Westlawn mills on Center street, just beyond the city limits and Concordia park, and then turn south, running over a smooth dirt road to Sarpy Mills. From this place the road is directed west and south to Papillion. From Sarpy Mills to Papillion one of the finest stretches of the entire route is found. The highway is wide, well graded and lined with large trees that make the route a delightful one for pleasure travel. Motor cars can be spun along this part of the road at any rate of speed that the driver desires. Omaha motorists who have never been over this road should make it a point to take a trip to Louisville at their earliest opportunity, following the highway that leads by Sarpy Mills. This road, it should be remembered, does not go through South Omaha, though one in making the trip may drive that way to Sixteenth street, then turning south three-quarters of a mile to Sarpy Mills and there strike this road. One must not go through Ralston. In order to hit upon this excellent

stretch of road the motorist should be sure to pass Sarpy Mills and then he will know that he is going on the proper route.

### Dirt Packed Hard.

Between Papillion and Springfield another stretch of road is found where the dirt is packed hard and where every rod of the highway is kept up to a high standard. The bridges here are in perfect condition and the approaches to them are so well made that there is absolutely no jolting as the car runs upon the bridge.

In order to keep this road in condition farmers are paid to run drags over it after every rain. In event you chance to run over this road after a rain you will see many farmers dragging the highway. They assume this work as though it were just as important as the care of their fields, and, indeed, many of them regard it as being fully as serious.

Between Springfield and Louisville the road is practically as good as that stretch between Papillion and Springfield. The Louisville people are keeping it repaired and improved. The road from Omaha to Louisville is twenty-eight miles, approximately, but it is to be made shorter by making a new road run along the railroad tracks just outside of Louisville for a considerable distance. The owner of the land at this place has agreed to give them the right-of-way through the fields for a good road.

The Louisville road to Lincoln is shorter by at least two miles than the Ashland road to that city. This is due to the cuts that are made by the Louisville highway. Instead of making square turns, as the Ashland road does, the Louisville route avoids the squares and shoots off through them, gaining rods at this place and at that.

### Good Beyond Louisville.

Between Louisville and Lincoln the road is practically as fine as it is between Omaha and Louisville. There are no bad hills and the road is kept in excellent condition in nearly every part. The Louisville people call their road the "hill-less way" because there are no elevations on the road that can be called hills. Once in a while there is a slight grade to climb, but none of them is deserving of the name hill.

Motorists of Omaha and Lincoln use this road every day. Those who take pleasure drives of an evening are sure to run out on the Louisville road. The trip from Omaha to Louisville can be made in an hour and a half, so smooth is the road. Without any doubt this trip from Omaha to Louisville is one of the most pleasant that motorists can make. In the evening the road is cool, and as the motor car runs along the leaves and

branches of the trees at the side of the highway make one take a real joy in living and wonder how slow life would be without a motor car. If you are a motorist and wish to get all the pleasures you can out of country rides be sure that you make a trip to Louisville, driving across the bridge over the Platte river at that point and motoring into the town.

### Louisville Pretty Town.

Louisville is a pretty little country town. During the day it is just as full of life as any town of its size in the state. The merchants who operate the stores are agreeable, and to talk with them is a pleasure. Many Omaha motorists telephone to the hotel at Louisville and have a chicken supper ready for them when they reach Louisville in the evening. These motorists begin their trip at 6 o'clock or a little later and arrive at Louisville before 8 o'clock with a good appetite. The meal they get satisfies the most hungry appetite.

Most people who travel through the country are interested in the historic facts about various places along the way. At the toll station west of the Louisville bridge a middle-aged woman usually greets the motorist and receives the toll. She is an interesting person with whom to talk. It is a little hard to get her to converse much at first, but if one is real pleasant she soon will open up with many facts that are entertaining history.

### Interesting Points Here.

This woman knows many points about the three prisoners who escaped from the state penitentiary last winter and made their way toward Omaha. This trio went across the Platte river on a bridge near South Bend, and after crossing there worked their way to the home of Roy Blunt, who later was killed when the officers surrounded the convicts near Springfield. This woman at the bridge can tell of all the movements of these convicts, just where they stayed, just how they acted at the Blunt farm and made their way toward Omaha. This trio of the points she tells are much more interesting than any that have ever been published. Some day when a writer prepares a story on these convicts he will visit this woman and from her secure a large amount of interesting information.

But so it is here and there along the Louisville road to Lincoln. One meets with interesting people and learns facts about the history of the state that he never knew before. In addition to being a thoroughly good road--one of the best in the state--the Louisville highway is also a source of much entertainment and knowledge to the traveler who seeks to be amused and refreshed as he motors from Omaha to Lincoln.