

AUTO SHOW WARMING UP

Many New Features Being Added to Coming Event in Auditorium.

ATTENDANCE WILL BE LARGE

Even So Far Ahead, Over Nine Hundred Reservations Have Been Made at Hotels by Prospective Visitors.

Manager Powell of the Omaha Automobile show to be held here, February 11 to March 1, is back from Chicago where he spent a week attending the show in that city. He returns enthusiastic, predicting that the show to be held here will outclass the Chicago affair in every respect, notwithstanding the fact that it was far superior in every respect to anything of the kind ever attempted in the past.

While in Chicago Mr. Powell picked up a number of interesting features that will be exhibited here. Generally they are accessories that tend to make the use of automobiles more enjoyable and practical, but there will be other things that will be instructive.

During the last day of Mr. Powell's stay in Chicago he got track of an automobile that was shown by a mercantile establishment of that city at the Trans-Mississippi exposition in 1898, and which was one of the great drawing cards at that show. Many of the older residents of Omaha will remember it as the automobile, which during the 1898 exposition, made little excursions along the bluff track. It is said that it now bears about the same resemblance to an automobile as the present day as does one of the crooked steel plows used by the Egyptians to the present day steel plow used by the Nebraska farmer. This old auto is in a good state of preservation, and while it is prized very highly as a relic, the owner has about concluded to let it come to Omaha because this is the first place it was ever exhibited.

In Chicago Mr. Powell met a great many of the factory representatives of automobile companies and all of them assured him that they are going to get in on the Omaha show, boost for it and help make it the big thing of the season.

Many Features Being Lined Up.

The factories are behind the idea of sending representatives here; realizing that at the show in one day they will be able to meet more people than they would meet in three months traveling over the territory or by paying visits to the agencies.

Among the representatives of the automobile manufacturing concerns, Omaha territory is looked upon as one of the very best in the country. Sales are always good here; people want the best there is on the market and generally being well-to-do there is little quibbling over prices, so long as the goods come up to representation.

The publicity campaign of the Omaha show is now well under way and Nebraska, Wyoming, Iowa, Missouri, Kansas, South Dakota and Colorado have had their billboards covered with attractive posters telling the dates of the show and detailing just a few of the good things that will be seen here. The Omaha Commercial club has taken up the matter with the publicity department and has jumped into the game. Reading notices have been sent to all of the newspapers within 500 miles of Omaha and many of them are being published.

The reading notices sent out are not the stereotyped stock stuff so frequently handed out to the publisher, but instead they are catchy and worded so that they are interesting, instead of dull and stuffy. Many of the country dealers are sending in asking for literature and posters, saying that they will use that everything sent is distributed and in a manner that will do good. Whenever these requests have been received supplies have been promptly forwarded.

Attendance Will Be Big.

As to the attendance, one guess is just as good as another, but now everything indicates that there will be people and then some. Last year the attendance of dealers aggregated 1,500 from Omaha and adjoining territory. This year it looks as if the attendance of one year ago will be more than doubled. Hotel reservations have been made for almost 900 people and preparations for the care of guests has hardly started.

As to accommodations, there will be room for all, for since last year no less than a dozen hotels, some of them large ones, have been opened, and if there should be 10,000 visitors during the week of the show they would all be taken care of nicely.

Space About Gone.

The work of getting ready for the show moves along. The heads of departments are pulling together like a great band of brothers and no place along the line is there any friction. Orders for space are coming in and by the end of another week every foot of the main floor and the basement will have been sold. There will probably be several small sections in the galleries, but there is nothing certain about this. This seems to be the favorite location for the accessories, the specialties and the side feature men, and there are enough exhibitors who have already taken space up there to indicate that it, too, will all be sold.

Preparing Decorations.

Decorator Colling has his forces organized and much of the material to be used in beautifying the interior of the big Auditorium has been made. It will be stored away and the week prior to the show it will be arranged.

Electric light men have commenced on the ornamental arches that will be used on the first floor, and before the end of the week they will be ready for installation, though it is not likely that they will be put up until a day or two before the show. These arches will be painted a dead white, will stand twenty feet high and be surmounted by 1,000- and 2,000-watt lamps. There will be enough illumination to make the interior of the Auditorium at night as light and bright as outdoors at noon.

The arrangements for the music are complete and the orchestra of fifty pieces has commenced practicing on the selections, which will consist of the latest and choicest concert and operatic music. Concerts will be given each afternoon and evening during the show.

FOUR JACKSONS FEATURED AT CHICAGO MOTOR SHOW

Distinctive among the exhibits at the show was the Hupmobile showing. Well placed and occupying a generous space on the main floor, the exhibit includes five separate models, a polished chassis and a cross-sectional display of parts, showing some interesting and unique features of Hupmobile construction.

GENE MOREY ON GOOD ROADS

Thinks Nebraska Has Raw Material for Finest Country Roads.

GIVES HIS CONSTRUCTION PLAN

Says Farmers Will Save Money if They Demand Better Roads, Which Can Be Built from Materials at Hand.

Eugene H. Morey, city engineer of Kearney, Neb., county surveyor of Buffalo county, civil engineer and one of the surveyors of the San Pedro railroad across Death's Desert, believes Nebraska has the raw materials for some of the best country roads in the world. He says:

Good Roads Construction in Country
The greatest enemies to good roads are water, wind, automobiles traveling at a high rate of speed and heavy traffic too soon after rains. It matters very little how well the highway is built and shaped up, if the drainage proposition is not thoroughly looked into along the sides. Wherever the natural drainage crosses the highway, culverts should be of ample capacity and the grade line so laid that the crown of the road will be not less than two feet above the surface of any water that may stand over it.

It is impossible to keep a road in shape if the water surface is high and seeps under the roadbed too close to the crown. The drainage is the most important of all. First, the crown must be such that the rain will drain off quickly and not stop to wash. A great many road builders advocate a high crown. The one great objection to this is the tendency for every vehicle to run towards the ditches. Every auto driver knows that in driving on a steep crown he has to keep a constant pressure on the steering wheel to keep the machine out of the ditches. It is the same with a loaded wagon. It will be noticed that the wheels don't track. The front wheel tracks are a trifle on the uphill side of the rear wheel tracks. Now, what is the consequence? It is this: every wheel running over the road is constantly pushing, crowding, sliding the surface materials towards the ditches, leaving the center like the ridge of a house. Then we come along with the drags, and the first round we do not start down close to the ditch, but we leave a strip four or five feet wide, because it is better walking; then in time the road has a dish or sag in it like a tent roof when the guy ropes are slack.

Wide Roads a Waste.

The next thing to contend with is the width. A road too wide is a waste of expense. The writer has found by experience that a roadbed thirty feet between ditches for the maximum, and twenty-four feet for the minimum, is the proper width, easy to maintain and wide enough for all kinds of traffic.

Automobile speeding will wear down the best of roads and is a hard thing to contend with, but we will have to do the best we can, for they will speed. Very few drivers can resist the temptation to speed up a little on a stretch of good road.

The dragging proposition is very important and should be thoroughly organized, men and teams assigned to certain districts, about sixteen miles to a team, or in other words two rounds on a four-mile strip; one round on an eight-mile strip. Good judgment must be used as to when to begin dragging. It must not be too soon. The soil must be dry enough to slide along the drag, for you must carry along a little dirt to fill depressions, commencing close to the edge without fall when dragging in. By experience every third time we should drag from the center out.

For Good Nebraska Roads.

In the construction of a country highway there is no end to the study as how to handle the different soils. For instance, here in Nebraska, we have black loam, clay, gumbo, silt and sand. No one of these will make a good road with the exception of the black loam, which will make a fair road alone; but the right combination of these materials handled in the right way will make a road almost equal to macadam.

Sand for subgrade is the best of all, as water seeps through it quickly; and gumbo is the poorest, as it will hold water for days. An ideal road would be constructed as follows: Thirty feet between ditches, crown two and one-half feet above bottom of ditch, subgrade sand, with the top layer one foot thick of a combination of two-thirds gumbo and one-third gravel mixed as follows: One layer of gumbo distributed evenly three inches thick in half mile stretches; then one inch gravel distributed evenly the entire length; then the second and

third layer distributed the same way; the surface to be thoroughly dragged. The object of placing the materials in thin layers is to thoroughly incorporate and pack the sand and gumbo, as the work progresses by the action of the wagon wheels and horse's hoofs while hauling back and forth.
"If a road is to be built through low or swampy ground the material would be too soggy for good surface; then a coating of gravel could be hauled and distributed about an inch thick when the ground is damp after a rain. This would soon work in and make a good surface. All ditches should have a slope on the outer side as well as the inside; no shoulders should be allowed; the slope to be one foot vertical to eight feet horizontal so a mowing machine can run to keep the weeds down; also, there will be less danger from accidents by horses getting frightened by automobiles and running to the ditches and overturning the wagon or buggy an account of the shoulders.

Fight for Better Roads.

"Reducing the grades is another important factor. All knolls and hills should be cut down, and valleys filled up, even if only for a few inches, for it means that much less to lift loads. Think of the enormous amount of weight to be lifted foolishly over a hill a few feet high for a term of years and the cost to every farmer. Why does he not make a vigorous kick to have these things changed?"

"Every man, whether he be a farmer or automobilist, bicyclist or even pushing a wheelbarrow, should fight for good roads. Culverts should be of cement or iron and laid well under the ground, especially in hilly country. You will find invariably that there is a ditch washed across the road, or a culvert too high in the valleys, and all automobiles have to come almost to a dead stop, then go up the next hill on low, because there is no chance to get a start. There will also be found a good collection of grain at these places where loaded grain wagons are sure to get a jolt and throw out from a quart to a half bushel of grain. A few loads passing these rough spots would waste enough to buy a new culvert or repair the road."

USE CHAINS FOR SAFETY AND PUT THEM ON RIGHT

Whether you drive a car equipped with nonskid tires or nonskid chains is a curiously overlookingly careful—on slippery streets. Is the advice of J. P. Davis of the Pioneer Implement company, the Jackson representative in this locality. He says:

"According to my observation, we all place too much confidence in chains and nonskid tires. No difference if you've got the best in the world, be careful on a street slippery with mud or water or ice. A little care doesn't cost a cent, but a wreck can very easily be costly in things more precious than mere money."

"The user of chains should take care to see that they are properly applied. They should be loose enough to creep or work around the circumference of the tire. Otherwise chains will soon ruin the tires. Chains really should not be used on lumpy nonskid tires for the reason that the projections do not permit them to creep and they put the tire beyond the useful point in a short time."

"If chains are used for a day or so and then removed for a time, they should be allowed to dry before being put into the bag. If mud or ice clings to them, remove it by heating the chains on the floor of the garage. Handled this way the metal has little chance to rust badly. At least one set of chains should always be carried with the car, because they may be needed badly when you are miles from home."

SMART THINGS FOR MOTORISTS

For men the Angora mask cap seems to be gaining in popularity, as it is light and warm, and the mask may be rolled into the brim when not needed.

Very warm for the children are the long coats of brown curly lamb. They have large horn buttons of shaded brown coloring and are lined with brown broadcloth satin.

Very popular for the limousine are the leather, plush lined robes. They come in single or double width, some with foot muffs and some with hand muffs, and the plushes are in all of the standard colors.

A very striking hat suggestive of the Mexican sombrero is of tan silk velour. On the brim is a closely shirred ribbon border of the same color. The hat is caught at the left side with a large amber cabochon with a drooping pendant.

Very rich and luxurious are the full length coats of civet cat. Though the fur appears bulky it really is not so, as it is soft and fine in texture. They are all lined with broadcloth silk with the soft rolling brim hat and muffs to match. They make most satisfactory cold weather outfits.

TELLS SIMPLE MIXTURE ANY ONE CAN PREPARE THAT GIVES INSTANT RELIEF FOR RHEUMATISM

This has been well known to the best doctors for years as the quickest and most reliable cure obtainable for rheumatism and backache. It has been published here for several winters and hundreds of the worst cases cured by it in a short time. "From your druggist get one ounce of Toris Compound (in original sealed package) and one ounce of syrup of Sarsaparilla compound. Take these two ingredients home and put them into a half pint of good whiskey. Shake the bottle and take a tablespoonful before each meal and at bedtime." Results come the first day. If your druggist does not have Toris Compound in stock he will get it in a few hours from his wholesale house. Insist on having the genuine Toris compound in the original, one ounce sealed yellow package prepared by the Globe Pharmaceutical laboratories of Chicago, and don't be influenced to buy some patent medicine in place of this.

THE OMAHA BEE'S DIRECTORY Of Automobiles and Accessories
VanBrunt Automobile Co. Overland and Poplar
Marion Automobile Co. Marion and Marmon
Nebraska Buick Auto Company BUICK CARS
Lincoln Branch, 13th and P Sts.—E. H. REDD, Gen'l Mgr.
Omaha Branch, 1912-14-16 Farnam St.—LEE WUFF, Mgr.

The Tread that makes the brake effective

Goodrich Safety Tread Tires Best in the Short Stop

Goodrich Safety Tread Tires Best in the Short Stop

Your car strikes a muddy, slippery, wet or slushy road or pavement.

Your Goodrich Safety Tread sticks its five fingers into that treacherous spot.

The five fingers of the Goodrich Safety Tread act as your own five fingers would—they get a human hand-grip on the roadway, pressing the mud, ooze, slush and water away and making a safe path for the wheel.

It takes more than a brake to stop a car. It takes more than a steering wheel to keep you going the way you must go, to make the turn you must make.

Unless the treads of your tires take hold and help, you don't go—where you must go; you don't stop—where you must stop.

Therefore your real emergency brake is in the tread of your tires—not on the axle.

"All the brakes are with you" if your car is equipped with Goodrich Safety Tread Tires.

The five fingers almost humanize your tires.

They stop the slide which starts the skid.

There is no chance for slippery ooze to get back between projections or under the tire.

The way is barred in all directions by the thick rubber fingers. Note also that these fingers do not offer sharp angles to wear off rapidly.

This tire is not built on theory—it is the scientific and practical application of the right principle, first proven by every possible test.

Goodrich Safety Tread Tires are made just as all Goodrich Tires are made—unit molded.

Body and tread are literally molded into a unit by the Goodrich single vulcanization—the tread does not peel or strip, and you are free of the danger from weak spots or dead places because of over-vulcanization which cooks the life out of rubber.

There is nothing in Goodrich Advertising that isn't in Goodrich Tires

The B. F. Goodrich Rubber Co., Branch, 234 Farnam St., Omaha, Neb. Factories, Akron, Ohio

Branches and Service Stations in Principal Cities. Dealers Everywhere

The guarantee on Goodrich Tires becomes null and void when used in connection with any substitute for air, or when filled to rated air bearing one of these suspension straps or balloons had its serial number removed in whole or part

Valuable Item for Men

Health and strength hitherto unknown will be felt surging in rich red blood through the arteries and veins and life's greatest ambitions may be realized as never before. If the following special treatment is followed by those men, accompanied with the best of health, who are stricken with that most dreaded of all afflictions, nervous exhaustion, accompanied with loss of appetite, insomnia, cold extremities, melancholia, headaches, constipation, and dyspepsia, kidney trouble, dreadful dreams of direful disasters, timidity in endeavoring and a general inability to act naturally at all times as other people do. Lack of peace of mind and equilibrium in men is a constant source of embarrassment even when the public least suspects it. For the benefit of those who want a restoration to full, bounding health and all the happiness accompanying the following home treatment is given. It contains no opiates or other drugs, and is safe. Mix it at home and no one will be the wiser as to your affliction. The treatment is simple, thorough and correct. Leading druggists supply the main tincture, extracts and essences in one ounce bottles, ready to mix. Get three ounces syrup sarsaparilla compound three ounces cadomene compound three ounces tincture cadomene compound (not cardamom). Shake well and take a teaspoonful after each meal and one at bedtime. The ingredients are used for various prescriptions.

"77" FOR **GRIP & COLDS**

Those loose statements, that all Cough and Cold cures are loaded with dope, do not apply to Dr. Humphreys' "Seventy-seven," which is strictly Homeopathic and is free from all so called dope or habit forming drugs.

It acts through the nerve centers, directly on the sick parts, without disturbing the rest of the system, and it acts quickly.

"Seventy-seven" breaks up hard stubborn Colds that hang on. It is a small vial of pleasant pellets, fits the vest pocket. At your Druggist, 25c, or mailed.

Humphreys' Homeo. Medicine Co., 154 William St., New York.—Advertisement

Metz BEER "THE OLD RELIABLE"
W. J. BOEKHOFF, RETAIL DEALER, PHONE DOUGLAS 119

BUST DEVELOPED ONE OUNCE A DAY

A New Simple Easy Home Method That Gives Quick and Permanent Success

I Will Tell You How—FREE

Judge from my picture as to the truth of what I say to you—that the crowning feminine attribute is a bust of beautiful proportions, firmness and exquisite development. Then ask yourself how much you would like to have such a photograph of yourself, showing the glory of womanhood with its lines of infinite charm and grace. It would be worth far more than a two-cent stamp, would it not? Then let me give you my message—let me tell you of what I have learned and let me give you recent pictures of myself to prove what I say—for if you will write me today

Write to Me Today

I don't care how fallen, or flaccid, or undeveloped you bust now is—I want to tell you of a simple home method—I want to tell you how you can gain perfect development one ounce a day. No physical culture—no massage, foolish baths or pastes—no plasters, masks or of an absolutely new method, never before offered or told about—insuring immediate success and permanent beauty.

Send No Money

Just write me a letter—address it to me personally—that's all. I will answer it by return mail—and you can develop your bust one ounce a day—you can have what you want to. Believe me when I say that you will bless me through years of happiness for pointing the way to you and telling you what I know. Please send your letter today to the following address:

MRS. LOUISE INGRAM
Suite 75-506 Madison St. Toledo, O.