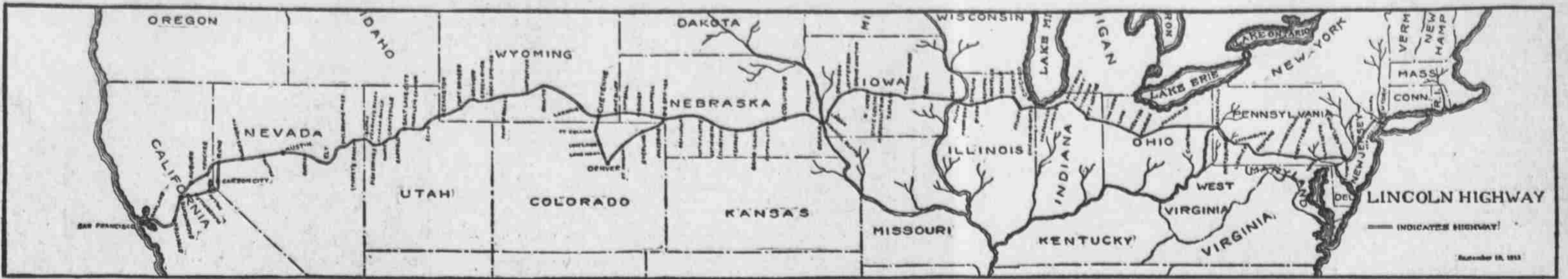


Lincoln Highway as Proposed to Cross Country from Coast to Coast



The Lincoln Highway association has issued from the headquarters at Detroit the official route of the highway stretching across the United States to San Francisco. The highway will pass through Omaha and then proceed westward along the old Overland trail through Fremont, Columbus, Central City, Grand Island, Kearney, Lexington, North Platte, Oradella, Sidney and Kimball until the Colorado line is reached.

The purpose of the Lincoln Highway association is to promote and procure the establishment of a permanent and

continuous improved highway from the Atlantic coast to the Pacific coast. The highway is to be open for all lawful traffic and there shall be no toll charges at any points. It is the aim of the association to construct the highway of concrete wherever it is practicable. The highway is to be named the Lincoln Highway in memory of Abraham Lincoln.

The Lincoln Highway is without a doubt the most practical route for a continuous highway across the United States. The grades are of lower percentage, the curves are of shorter angle

and the general topography is superior in every detail. West of Chicago the highway follows the Overland trail which has been followed by travelers for half a century, so that it is more familiar than other routes. A large portion of the route is marked and improved and all along the present route the roads in several states is constantly repaired and maintained by the state or county. The route also accommodates the greatest number of people. Statistics compiled by experts who have gone over the proposed route are unanimous in their agreement that it can be prepared at the least cost

The route will pass through the following states: New York, New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Iowa, Nebraska, Colorado, Wyoming, Utah, Nevada and California, in the order named.

The association has sent out proclamations asking the state authorities and other officials to co-operate with it in marking the roadway. Motorists are asked to join in the movement for the highway. All motorists can remit as low as \$5 for a contribution and they will receive a contributor's certificate and an insignia that can be attached to the

radiator of the motor car. The association has now approximately \$4,000,000 on hand and expects to have \$10,000,000 in the treasury before the end of the year.

The proposed highway is the work of a few idealists who have energetically spent their own time and fortunes in compelling the people to take an active interest in cross-country highways similar to those of Europe. Little by little the committee of idealists were recognized until they secured a sufficient number of supporters to commence practical activities. Henry B. Joy, an enthusiastic motorist, was elected president of the as-

sociation and Mr. Joy, accompanied by a number of engineers, made a trip over what is to be the route of the Lincoln highway. Omahans will remember Mr. Joy's visit in this city a few weeks ago. Mr. Joy and his consulting engineers were advised that the selected route was the advisable one, everything taken into consideration. So careful was the association that everything should be of the best that even climatic conditions were studied.

Scores of suggestions had been sent to the headquarters of the association at Detroit. Some thought from great city

to great city would be the ideal route. Others thought from point of interest to point of interest would be better. But eventually all agreed that the advisable route was a direct route from New York to San Francisco with as few diversions as possible.

The Lincoln Highway association is young. It is a 1913 organization and it was not expected that a thing could be done this year. But several things have been done and several more will be done. The highway will become one of the greatest of America's great things when finally completed.

Modern Home-Builders and Home-Furnishers of Omaha

Operations for August and Eight Months

The official reports of building permits issued during the month of August by sixty-six cities throughout the country, received by the American Contractor, Chicago, reach a total of \$51,328,287, compared with \$75,813,314 for August, 1912, a decrease of 32 per cent. This sharp shrinkage is not due entirely to a decrease in new work this year, but rather to a spirit of activity a year ago. For while the building permits decrease this year from \$64,228,194 in July to \$51,328,287 in August, a decrease of less than 10 per cent, the total during the summer of 1913 increased from \$66,245,719 in July to \$75,813,314, a gain of about 15 per cent. It is interesting to note also that the shrinkage in building activity for August is not general. Details are as follows:

City	1913	1912	Gain/Loss
Akron	2,893,295	3,351,260	15
Atlanta	2,394,976	2,142,550	10
Baltimore	6,460,380	6,149,355	5
Birmingham	...	...	...
Boston	6,740,365	6,169,475	9
Bridgeport	...	...	...
Buffalo	9,977,899	9,343,099	7
Cedar Rapids	1,921,000	1,267,459	49
Chattanooga	...	...	...
Chicago	56,669,609	69,694,809	19
Cincinnati	6,047,166	6,190,911	2
Cleveland	16,659,120	11,736,391	41
Columbus	3,613,588	3,414,835	6
Dallas	6,471,055	3,776,415	71
Dayton	2,043,646	2,648,826	23
Denver	1,672,254	1,581,720	6
Evansville	1,264,909	2,294,289	45
Duluth	2,063,137	1,738,361	17
Fort Wayne	1,500,267	1,843,475	18
Grand Rapids	1,911,798	1,609,449	19
Harrisburg	...	...	...
Hartford	3,679,455	5,337,755	31
Indianapolis	7,082,341	6,163,232	14
Kansas City	4,293,265	8,098,234	47
Lincoln	796,135	1,293,705	38
Los Angeles	24,834,697	21,211,236	15
Louisville	1,311,793	1,504,541	13
Manchester	1,124,542	1,504,541	25
Memphis	3,137,498	4,903,846	35
Milwaukee	1,175,329	1,009,329	17
Minneapolis	3,137,730	3,239,945	3
Nashville	1,413,631	856,303	65
Newark	11,345,739	5,289,394	54
New Haven	6,378,691	2,497,623	25
New Orleans	3,349,899	2,776,433	21
Manhattan	52,556,706	92,810,003	43
Brooklyn	24,139,796	28,739,014	16
Bronx	18,614,525	26,522,341	30
New York	92,300,019	148,449,948	38
Oakland	4,883,232	4,985,749	8
Omaha	2,364,053	2,363,096	0
Pateron	1,014,141	1,511,515	33
Philadelphia	23,294,045	26,251,949	11
Pittsburgh	11,067,806	7,796,109	42
Portland	4,406,848	11,375,711	17
Richmond	2,914,222	4,764,225	39
Rochester	6,658,785	8,523,394	22
St. Joseph	633,225	811,848	28
St. Paul	6,723,195	5,296,149	13
St. Louis	11,786,364	15,266,119	23
San Antonio	...	...	...
San Francisco	14,546,936	16,301,509	14
Scranton	...	...	...
Seattle	7,216,515	6,061,750	19

Shreveport ... 893,213 1,114,290 ... 11
 South Bend ... 786,126 658,348 ... 17
 Spokane ... 2,477,545 1,899,177 ... 29
 Springfield ... 533,009 856,087 ... 37
 Syracuse ... 3,266,425 2,878,423 ... 12
 Tacoma ... 2,206,725 1,923,969 ... 13
 Toledo ... 3,963,772 4,167,599 ... 5
 Topeka ... 604,544 664,763 ... 9
 Troy ... 6,903,593 13,839,123 ... 47
 Worcester ... 3,363,307 4,246,265 ... 21
 Totals ... \$49,779,224 \$57,520,578 ... 11

August, August, Per Cent
 1913, 1912, Gain/Loss

City	1913	1912	Gain/Loss
Akron	354,125	564,465	36
Atlanta	320,000	180,000	44
Baltimore	674,887	694,304	2
Birmingham	883,286	925,781	5
Boston	817,976	1,856,643	56
Bridgeport	490,000	...	...
Buffalo	682,000	900,000	23
Cedar Rapids	135,430	134,210	1
Chattanooga	5,744,900	8,495,100	32
Cincinnati	594,130	1,518,933	60
Cleveland	4,041,570	2,162,225	32
Columbus	495,140	389,830	27
Dallas	466,200	623,096	25
Dayton	144,460	260,255	45
Denver	232,810	543,300	57
Des Moines	58,776	79,475	12
Duluth	153,860	307,738	50
Evansville	171,375	158,800	7
Fort Wayne	174,175	264,800	34
Grand Rapids	220,701	200,514	10
Harrisburg	85,945	77,725	10
Hartford	594,425	514,930	6
Indianapolis	700,768	888,670	21
Kansas City	827,475	1,015,159	19
Lincoln	75,115	130,000	40
Los Angeles	3,801,638	3,212,077	9
Louisville	445,219	451,969	1
Manchester	83,569	141,712	39
Memphis	321,116	1,101,566	71
Milwaukee	1,129,012	1,096,309	3
Minneapolis	1,211,230	1,059,815	13
Nashville	101,224	146,699	31
Newark	1,814,628	901,009	101
New Haven	258,283	251,765	2
New Orleans	290,200	234,636	4
Manhattan	4,468,091	22,283,051	80
Brooklyn	2,663,107	2,506,338	6
Bronx	1,291,948	2,800,562	48
New York	8,323,721	27,355,356	70
Oakland	1,069,766	690,080	35
Omaha	596,515	474,127	18
Pateron	49,730	126,303	60
Philadelphia	1,896,869	8,445,385	77
Pittsburgh	1,029,662	1,170,434	9
Portland	1,168,345	1,094,569	7
Richmond	303,345	413,025	26
Rochester	751,648	1,006,829	25
St. Joseph	42,970	132,848	68
St. Paul	775,148	615,744	26
St. Louis	1,262,847	1,671,361	24
San Antonio	228,385	394,616	33
San Francisco	1,013,351	1,560,602	35
Scranton	63,629	135,910	68
Seattle	582,425	693,425	16
Shreveport	101,438	425,889	76
South Bend	113,472	96,590	17
Spokane	110,769	110,467	0
Springfield	70,025	143,225	51
Syracuse	601,145	323,095	46
Tacoma	152,737	85,327	43
Toledo	337,520	334,965	7
Topeka	44,225	85,362	47
Troy	141,740	165,215	15
Washington	627,472	912,790	31
Worcester	241,953	587,568	59
Totals	\$31,828,597	\$75,813,314	58

Newly Completed Home on Evans Street



A combination of stucco trimming and full press brick porch is seen in the above house, just completed by Wilson and Warren at 2419 Evans street. The design is new and includes Flaxlinum in outside walls as non-conductor of heat and cold.

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See that your house is built right and use **FLAXLINUM**

Flaxlinum is a heavy pad used in the walls and is absolutely a non-conductor of heat or cold.

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See the cut on center of page. This is one of our brand new houses, built with flaxlinum on all outer walls as well as attention to all details that make or mar the house.

This house has large reception hall, parlor, dining room, kitchen and three large bedrooms, also bath and attractive sun room.

Built with every possible convenience and 100% better than ordinary houses.

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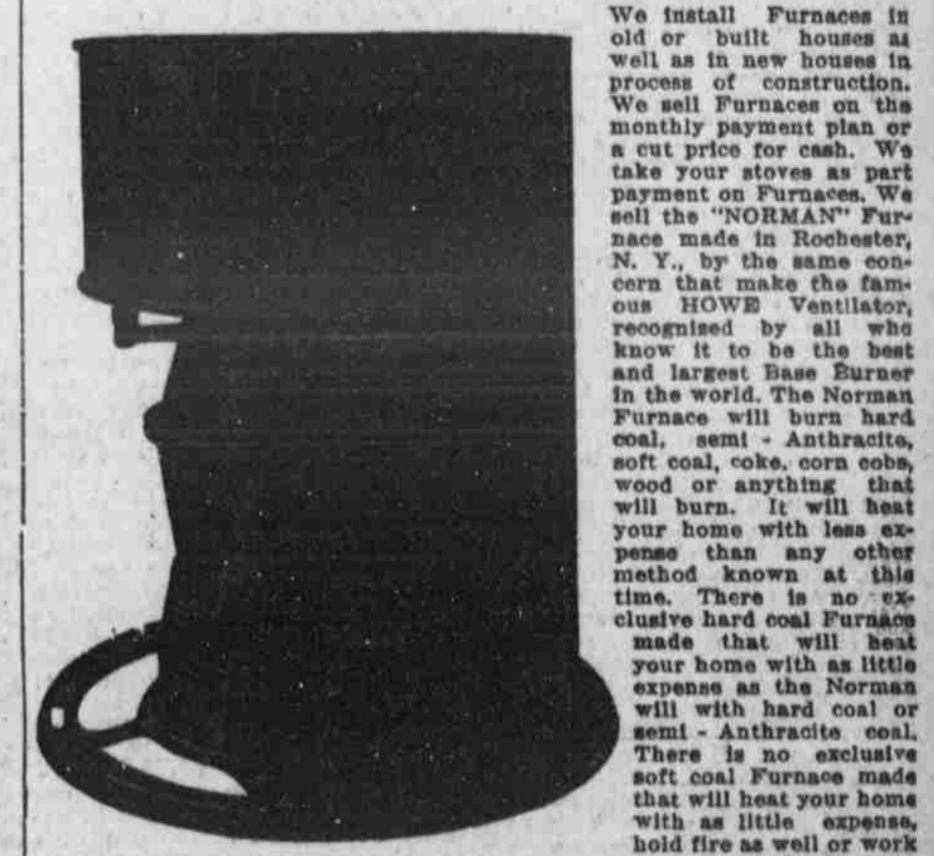
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