

AUTOMOBILES

STATE ROADS WILL BE WELL MARKED

Omaha Automobile Club's Plea for "Better Marked Highways" Meets with Response.

REPORTS FROM MANY CITIES

The touring bureau of the Omaha Automobile club has received definite word from Commercial clubs, auto clubs and good roads associations throughout the state, in response to the local club's plea for "Better Marked Nebraska Highways." Following is a list of work either done in the past or contemplated for this spring and summer:

The Lincoln Highway from Columbus to North Platte will have an important contender for overland tourist traffic in the Central Nebraska Highway, which is a high line road from Columbus to North Platte. It is about sixty-five miles shorter than via the official Lincoln Highway. The towns along this route are keen to the advantage of having tourists come over their route and will mark and drag their highway. It is reported.

Black Hills Route.

Dr. Billings, chairman of the local good roads committee, Ord, Neb., writes:

"The Black Hills route from Loup City to Burwell, Duff and Long Pine, and then via the Blue Hole line to the Black Hills and Deadwood, will be gone over. This route is one of the best north and south highways in the state and a good connecting feeder to the Yellowstone Trail for the national park. Only fifteen miles of this route remain to be improved. Last spring this road to Long Pine was in good condition. Ord will mark a route from Ord through Greeley, Cedar Rapids, Albion and on to Sioux City.

Superior: "Most of the roads within thirty miles of Superior are marked, either red or white on the poles.

Norfolk: "Norfolk will mark all roads within forty miles of this town and send you a detail road map for club use.

New Clarkson Road.

Clarkson: "Clarkson will start as soon as possible this spring on a new road to run three miles east of Howells, then nineteen miles in a straight stretch south to Schuyler, making an important feeder for the Lincoln Highway. Roads between Leigh, Clarkson and Howells were graded and will be kept dragged.

Crawford: "The Black Hills loop running from Sidney on the Lincoln Highway, on the south, to Deadwood, S. D., on the north, is well marked (red and white) the entire distance. From Crawford to Alliance, a distance of sixty miles, the Crawford Chamber of Commerce has placed at short intervals iron signs giving mileage both ways. Crawford is on the Washington National Highway, running from Seattle, Wash., to Washington, D. C., which is in progress of development. The route is marked (black and yellow) between Crawford, Harrison and Chadron, and the road is good."

Friend: "We have the best stretch of the Omaha-Lincoln-Denver highway in Saline county. Repainting will be done where necessary."

Juniata: "Juniata has marked roads east to Hastings and west to Minden. Will do anything necessary."

Hospitable Alliance.

Alliance: "We are sending you road sign index, in colors showing system of road markings on the routes to Scott's Bluff, Hay Springs, Crawford, Angola, Sidney, Broadwater, Bridgeport and Oshkosh. Alliance has the best marked roads in western Nebraska. We will take pleasure in helping motorists coming this way."

Chester: "Meridian route is well marked in this vicinity. Work of a necessary character in repainting and new markings will be done."

Cairo: "You are to be highly commended on your excellent plan in stirring up the good roads clubs. As there is no auto club or good roads organization here, I will personally take the responsibility of seeing to it that the highways half way to Wood River, Grand Island and Ravenna are properly marked. I did a great deal of touring last season in the east and heard Nebraska and Missouri roads condemned more than those of any other state. You are doing a good work in starting the ball a-rolling."—G. C. Haven, cashier, Farmers' State bank, Cairo, Neb.

Lincoln Club Active.

Lincoln: "Lincoln has had an automobile and three men out marking roads at intervals all through the winter. The Lincoln Commercial club and the Automobile club will combine efforts and will not rest till every road within forty miles of the city is marked. An important connecting feeder will be marked to Fremont via Wahoo, Fremont to mark their end of this route. Other important routes to be marked are Lincoln to Beatrice and Lincoln to Valparaiso."—B. A. George.

Kearney: "Kearney has the following marked trails: Alfalfa trail, from Kearney to Callaway (letter 'A' on white band); Sunflower trail, south to Kansas (yellow stripe). This spring we will mark Minden-Kearney short cut via Fort Kearney, and intersecting the O-L-D at Minden; Kearney to Plattsburg; Kearney to Ravenna, connecting stretch between Miller and Elm Creek and Sumner and Grafton. An important route marking will be the direct road to Holdrege."

Exeter: "Exeter will repaint and do some new marking."

Madison: "Madison will do its share of road marking as soon as spring opens."

Carroll (Iowa): "A gravel highway 123 miles long will be built this spring between Carroll and Spirit Lake and Okobos."

MOTORCYCLE RIDERS HELP IN THE CHASE FOR VILLA

That General Funston's aerial squad is being assisted by a corps of motorcycle riders, mounted on Harley-Davidson machines, is the contents of a telegram received by Victor H. Ross from the Harley-Davidson factory.

Auto Men Fighting Demurrage Charges

The National Automobile Chamber of Commerce reports complaints from the railroads on the use of box cars for storage purposes and on dealers refusing to unload cars promptly.

The following three paragraphs are quoted from a letter by Alfred Reeves to the N. A. C. of C.:

"Members will recall our previous advice to the effect that railroads desired to apply a special demurrage rate of \$5 per day on automobile shipments and that we had induced them to forego this move on the assurance that we would undertake to correct the difficulty within the trade.

"Notwithstanding the progress made and the co-operation of many members and dealers, the railroads continue to confront us with extensive delays and they feel that our campaign to stop the use of automobile cars for storage purposes has failed. The proposition for a special increased demurrage charge to force the unloading of cars is likely to be brought up again in consequence of these conditions.

"The purpose of this letter is to ask our members to express their views as to whether our organization should continue to oppose an increase in the demurrage rate, and if so, on what grounds."

OMAHA HAY MARKET IS NOW ASSURED

A hay market in Omaha is expected to be opened and ready for operation within a few weeks or a month. The special committee of the Commercial club charged with working up this propaganda has been operating quietly, but effectively, with the result that some very satisfactory plans have been worked out.

A few days ago the committee met jointly with ten of the largest hay dealers in the city. Plans and methods relative to the operation of Omaha's hay market were discussed. This was characterized as a very successful meeting, since hay men and the club's committee are in accord on all points, and though no details are yet given out it is confidently expected that Omaha will get itself on the map as a real hay market before fall.

PRICE OF GOOD BUTTER HAS MOVED UP AGAIN

Best creamery butter, at wholesale, or to the trade, either in pound cartons, or in tubs, is selling at 36 and the No. 2 grade at 33 cents per pound. This is an advance of 2 cents per pound since February 1.

In New York City, the advance in butter prices has been greater than in Omaha. February 1, there the best creamery sold at 34¢ wholesale, while now it has gone to 38 cents per pound.

Owing to the scarcity of cream, or butter fat, creamery men are not anticipating much lower prices before May 1, at which time the cows will get out onto grass and the output of milk and cream will be much greater. After that time it is asserted that it is very probable that prices will take considerable of a drop.

It takes but a minute of time to save dollars when you read The Bee Want Ad columns.

Good-bye Dyspepsia

No More Gurgly Brash, "Lump of Lead," Bad Digestion, Heartburn or Stomach Troubles.

The man who can't help making faces at his stomach, the man or woman with a gurgly digestion, or with downright dyspepsia need fret no more over stomach troubles.



Beauty and Good Digestion Go Hand in Hand. Stuart's Dyspepsia Tablets Insure Both.

When you take one of Stuart's Dyspepsia Tablets after a meal, the food is digested by the tablet even better than your own stomach can do it.

Take one of Stuart's Dyspepsia Tablets after your next meal and if you are given to belching, sour risings, fermentation, heavy, lumpy feeling in the stomach, indigestion, dyspepsia, loss of appetite or any other stomach derangement, you will find a remarkable improvement.

Stuart's Dyspepsia Tablets are for sale at all druggists at 50c a box. Send coupon below today for a free trial.

Free Trial Coupon
 F. A. Stuart Co., 200 Stuart Bldg., Marshall, Mich., send me at once a free trial package of Stuart's Dyspepsia Tablets.
 Name.....
 Street.....
 City.....State.....

GRAIN RUN HEAVY AND PRICES DROP OFF A BIT

For a Saturday the Omaha grain receipts were the heaviest in several weeks, there having been 82 cars of wheat, 130 of corn and 35 of oats on the market. Prices on all kinds of grain were off, wheat selling down 2 to 3 cents per

bushel, corn, 1/4 to 2/4 and oats, 1 to 1 1/4. Not once during the day did wheat prices reach \$1 per bushel, most of the sales having been made between 90¢ and 94¢ cents. Corn sold from 38 to 47 1/2 and oats, from 35 to 42 1/2 cents.

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U. P. TO PLACE SWITCHING TRACK NEAR BARGE HOUSE

A switching track is to be laid by the Union Pacific close to the barge house under the Douglas street bridge, for the convenience of the shippers who are availing themselves of the Missouri river

barge line traffic between Omaha and Decatur.

Last year corn, wheat, oats and other cargoes had to be hauled up town in wagons when they were unloaded at the barge house. The new arrangement with a Union Pacific switch will make it possible to load the grain right from the boat onto the cars. This service is expected to do away with the high cost of handling the products at this end of the line.

Captain—What's he charged with, Casey?

Officer—I don't know the regular name for it, captain; but I caught him a-flirtin' in the park.
 Captain—Ah, that's impersonatin' an officer.—Judge.

PAIGE

The Standard of Value and Quality

You Must Place Your Order Now If You Want "Immediate Delivery"

Once again, we must urge you to act quickly in placing your order for a Paige Fairfield seven passenger "Six-46."

Don't delay. Don't put the matter off one day longer than is absolutely necessary if you would avoid disappointment later on.

Already the factory is flooded with orders for this wonderfully popular model.

Despite the fact that our manufacturing facilities have been tripled, we are facing an immediate shortage of Fairfields, and the spring retail season is only a few weeks off.

Just stop for a minute and consider the significance of the statement when we tell you that, so far in 1916, we have marketed more seven passenger cars than any other manufacturer in our price class.

Also, ponder over the fact that this month we shall ship approximately 25 solid train loads of the Fairfield model exclusively.

Last year, you will remember, there was a long Paige "waiting list."

Hundreds of people delayed their purchases until the last minute—and were then compelled to accept sixty and ninety days delivery—or compromise on a "second best."

So, be fair to yourself. Protect your own good interests. Go to the Paige dealer—place a cash deposit in his hands—and make sure that you will receive the car of your choice.

It is by no means our purpose to "stampede" motor car buyers into early or ill-advised purchases, but we know that a shortage is coming and offer this information in a sincerely helpful spirit.

And now let us say a word about the car itself.

First and foremost, we want to remind you that the Paige Fairfield "Six-46" is a tried and proven success.

When you buy a Paige "Six-46" today, you are buying a car that has passed the experimental stage. You are buying a car of known quality—known ability.

In a word, the "Six-46" is an eminently safe automobile investment.

It is a good car—not merely because we say so—but because its owners have conclusively established this goodness in the grueling tests of more than a year's actual road work.

Here, then, is one substantial reason for the overwhelming demand which the "Six-46" enjoys. And there is another—a basic reason which has made this record possible.

Time and time again, we have stated our policy of scrupulously avoiding any expression in Paige advertising which might savor of exaggeration or misrepresentation. We make an honest product and we propose to sell it in an honest way.

But, facts are facts, and we boldly and fearlessly claim that the Paige Fairfield "Six-46" represents more actual dollar-for-dollar value than any other motor car on the market.

If this appears to be a broad statement we invite you to check us up by inspecting the car, riding in it, and conducting any comparative investigation which you may care to make.

Understand, we do not claim to make the only good motor car, nor do we ask you to believe that our Fairfield is the best American make.

But we do most emphatically insist that the "Six-46" offers a greater value for its price—\$1,295—than any other automobile produced in this country or abroad.

Furthermore, you will heartily agree with us if you will permit the Paige Dealer to give you one thorough demonstration—just one.

But, please don't forget—you must act quickly. Get your order in now—before it is too late.

Paige-Detroit Motor Car Company, Detroit, Michigan
MURPHY-O'BRIEN AUTO COMPANY
 1814-18 Farnam St. Phone Tyler 123

Fairfield "Six-46" \$1,295
 Fleetwood "Six-35" \$1,050
 f. o. b. Detroit.

"The Fairfield" "SIX-46"