

GOOD ROADS NOW IS PROBLEM AUTO MEN MUST MEET

Many States Falling in Line Mapping Out Program for the Making of Better Highways.

Iowa is meeting with exceptionally favorable results in its extension of motor truck lines. Dubuque just the other day saw the formation of a \$100,000 corporation which is operating a fleet of trucks over 12 routes, visiting 65 towns and cities. Sioux City is operating nine routes, serving 33 towns. Mason City now has a fleet of trucks running over nine routes, from 90 to 150 miles in length.

A trucking company, capitalized at \$10,000 has been organized at Elmwood, Neb., to run trucks from Elmwood and Nebraska City to Omaha.

A difference of opinion seems to exist as to just what roads should be paved to serve the majority of highway volume. Statistics have shown for years that the main highways, the roads touching county seat to county seat and the larger cities accommodate nearly 85 per cent of the volume. To market produce, the farmer must travel a main highway. To start permanent road work on any but highways used by the majority of vehicles is to get the cart before the horse.

Pennsylvania is trying again to pass a law providing for lights on all vehicles. This bill was defeated last legislature. Lights are necessary on horse-drawn as well as on automobiles.

Kearney Commercial club will make road improvement their big work for the coming year.

Six miles of the Lincoln highway, three on each side of Sidney, will be graveled this year. It is claimed an excellent gravel pit is available.

The second meeting held in the Sixth congressional district, by the Nebraska Good Roads association, was held at Sidney on January 15, with a splendid attendance of delegates from surrounding towns. Road improvement received a big boost and actual results will be netted.

Iowa stems off the eve of a hard road building era, if advocates of hard roads can put through bills now drafted. Two years ago Governor Harding was against hard-road building. Today he is a strong supporter of permanent road work. The legislature seems favorable to a progressive program.

Graveling will be done on the road from Grand Island to St. Paul.

Route of the Lincoln highway will be changed from Grand Island to Chapman, the new route taking what is called the Highline road, on which federal aid is to be had.

Motorists shipping to California can lower the rate by getting in touch with the Auto club.

New Home of the Nebraska Buick Auto Company Ready for Firm



The Nebraska Buick Automobile company will move into its magnificent home at Nineteenth and Howard streets this week.

Removal from the present Buick headquarters to the new building will begin Monday or Tuesday. A formal opening and reception will be arranged soon.

The building, of four stories and basement, is considered the acme of perfection as an automobile home. It stands as a glowing tribute to the development and strength of the automobile business generally in Omaha and territory, and also as a tribute to the success of the Buick concern, of which Lee Huff is manager.

The building's size is 88 feet on Nineteenth street by 136 feet on Howard street. The architecture is of classic design with a modern French tone. The structure is of a pink granite base, with rich cream terra cotta and with ornamental panels of colored terra cotta. It is a building of delicate beauty, yet it is of the most durable construction possible, being of the flat slab type of reinforced concrete and is absolutely fireproof.

Rich tapestry adorns the huge display windows covering the whole of the Nineteenth and Howard street sides.

The offices, on the Howard street side, and the woodwork, are in mahogany finish. Off the show room are comfortable rest rooms for women and men. Beautiful lighting fixtures of bronze and glass, designed in conformity with the general tone of the building, hang five feet from the ceiling.

The floors are of vitreous gray granite tiles. In the main display room on the seven-foot wainscoting of gray granite tiles, with a multi-colored border.

There is an ivory enamel finish on the ceilings and walls—put there with an idea of perfect lighting.

The first floor is to be the show room for Buick passenger cars, and the general offices. There are 10,000 square feet of display space on the first floor.

To the rear of the show room is a stock room. Running from this stock room to every floor is a dumb waiter.

A concrete driveway leads from the Nineteenth avenue entrance to the second floor, which will be the truck and tractor display room.

The third floor will be the storage room, and the fourth will house the Buick shops. Every labor-saving device is being installed there. The shops have a 19-foot ceiling, with roof ventilators. Nothing has been left undone to provide for the efficiency and comfort of the employees. Standing out among the features of the building is the enormous amount of natural daylight obtained by the use of steel windows and special glass.

On the fourth floor are showers for the workers. A particular feature of the building is a mammoth elevator, 28 feet long, with a lifting capacity of 12,000 pounds. It was installed by the Otis Elevator company and is the only one of its kind west of Chicago, according to the builders.

There is also a passenger elevator in the building, and two stairways. Paul V. Hyland of Omaha and Chicago, designed the structure, and J. G. McArthur has been the supervising architect. The Stiles Construction company were general contractors, and the construction was done under the direction of J. P. Fraser.

The new building shows the wonderful growth of the Nebraska Buick Automobile company in 10 years. When Mr. Huff opened his first

KEEP HIGHWAYS CLEAR OF SNOW THROUGHOUT U.S.

Chairman Johnson of the Nebraska Highway Transport Committee Describes Campaign.

The need for prompt action looking to the keeping of the highways clear of obstruction caused by snowfalls, that foodstuffs and other commodities necessary to the needs of this nation and to the saving of life in the countries of Europe devastated by the war, may continue to move promptly and expeditiously gives added pertinency to the snow removal campaign being conducted by the highways transport committee of the Council of National Defense, according to George Johnson, chairman of this committee of the Nebraska State Council of Defense.

Chairman Johnson, pointing to the fine results which already have been obtained along these lines, said: "Campaigns for snow removal throughout those states which are affected annually by this character of obstruction to traffic, instituted by the highway transport committee of the Council of National Defense, has already accomplished concrete results of the most gratifying character."

Individual counties acting in their unit capacity, have initiated definite plans with the result that the first fall of snow was effectively handled. In many states legislatures now are in session, and in these states in which obstructions to highways transport caused by snowfall is an annually recurring problem, organized steps looking to the securing of appropriations for meeting it are being taken in conjunction with the various highway transport committees.

The co-operation of the general public with the state and county highway transport organizations and highway engineers is anticipated, to the end that when the legislatures in session this year are adjourned, the statute books of their state may contain laws under which it will be possible for the state or county highway engineer, as the case may be, to meet the snowfall problem expeditiously, and with the least economic loss to the community."

Truck Business to Take the Lead, Says Johnson

W. S. Johnson, of the Midwest Motor and Supply company foresees more interest in the truck than any other type of motor vehicle this year.

"Our Maxwell truck business is going to be bigger than any of us anticipated," said Mr. Johnson. "We're getting the best start of any year we've been in business. The nice weather may have something to do with it, still I'm sure truck dealers face their greatest opportunities this season."

Preheating of Gas in Carburetor Aids in Starting Cold Autos

It is getting to be out of date to lay up the car whenever the first cold day comes, since the use of the automobile has become so much a part of everyday living. Yet, cold weather, every motorist knows, has a great influence over the way gasoline acts, especially when the variety of fuel available today is compared with that obtainable only a few years ago.

Gasoline is the starting point in motor car operation, and when the quality drops, efficiency has to be made up from another source. In discussing this requirement, Ralph Murphy, engineer of the Franklin Automobile company, mentions that the adaptation of present-day gasoline has called for some of the most ingenious devices that automobile design has produced.

Taking the Franklin car as an example, he showed how preheating the gasoline in the carburetor by an electric coil makes the gasoline volatile even on the coldest day, so that it is really ignitable in the cylinders.

Intake yoke heaters are also coming in for much favor. Other elements arriving at this same end are the preheating of the air that mixes with the gasoline, and also such an apparently inconsequential point as the shape of the Franklin intake manifold.

Murphy Finds Dodge Prospects Good for 1919

Bert Murphy of Andrew Murphy & Son, returned this week from a visit to the Dodge Brothers and Republic truck factories.

"There's no question about 1919 being a world-beater in the auto business," said Murphy.

"Dodge prospects are particularly good."

A. I. Phillip, general sales manager for Dodge, will be here over Sunday for a conference with Murphy.

Hayward Says Business Starting With a Jump

C. A. Bartolomew and E. E. Stennett, Nebraska and Iowa territory men for Hayward-Cameron went out this week to stir up 1919 business for the Stearns car.

"Business started off with a jump," said Mr. Hayward, Saturday. "Big orders came in right off the bat. Prospects never were more favorable."

De Brown Finds Autos Are Coming Back Fast

L. H. de Brown, of the Traynor concern, returned last week from the Cole factory at Indianapolis.

"Activities and preparations for the biggest year in history took me off my feet," said Mr. de Brown. "Throughout that part of the country auto businessmen are driving ahead harder than ever."

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PRACTICAL PARAGRAPHS

By S.P. LaDue

Fan Belt Trouble.

In a case where the fan belt develops a trick of constantly flying off or breaking, the natural suspicion is that the pulleys are out of alignment.

Rust Preventive.

An excellent method of preventing tools getting too rusty is to give them a little coating of vaseline, in which a little gunite camphor has been mixed, after which the mixture is melted over a slow fire. The coating should be applied to the tools with a soft rag.

Brass Springs.

Soft brass can be made into spring brass by hammering both sides lightly with a hammer, using a smooth solid block of some kind as an anvil. This produces a slight hard film, which gives the brass the quality of a spring, but filing or grinding will remove this hard film instantly. This kink is useful in an emergency when a brass spring is needed and nothing but soft brass is at hand.

Cold Weather Precaution.

Whenever the car is brought into the garage in cold weather the gasoline should be shut off at the vacuum tank outlet or at the main tank, and then the engine should be run long enough to draw all the gasoline from the carburetor and supply line. This prevents moisture from

accumulating inside the carburetor and supply line, where it will probably freeze. When this precaution is practiced the owner will be sure to turn on the gasoline before starting and flood the carburetor before making the start.

Draining the Radiator.

In cases where the drain cock of the radiator is so placed that the water in making its escape strikes the axle and splatters over things in general, it is an excellent idea to place the edge of a funnel against the valve in such a way that it will direct the flow of water away from the parts of the car into a pail.

Use Cold Air.

Many car owners in winter adjust the shutters on the hot air tube so that hot air only is fed. In some cases this is necessary, but where the engine will assimilate a certain amount of cold air this should be fed, because cold air gives a higher volumetric efficiency than hot air and gives more power. It will be found that many engines after getting under way on hot air will run perfectly well on cold air. The owner should experiment and find out just how much cold air he can use and then turn on that amount.

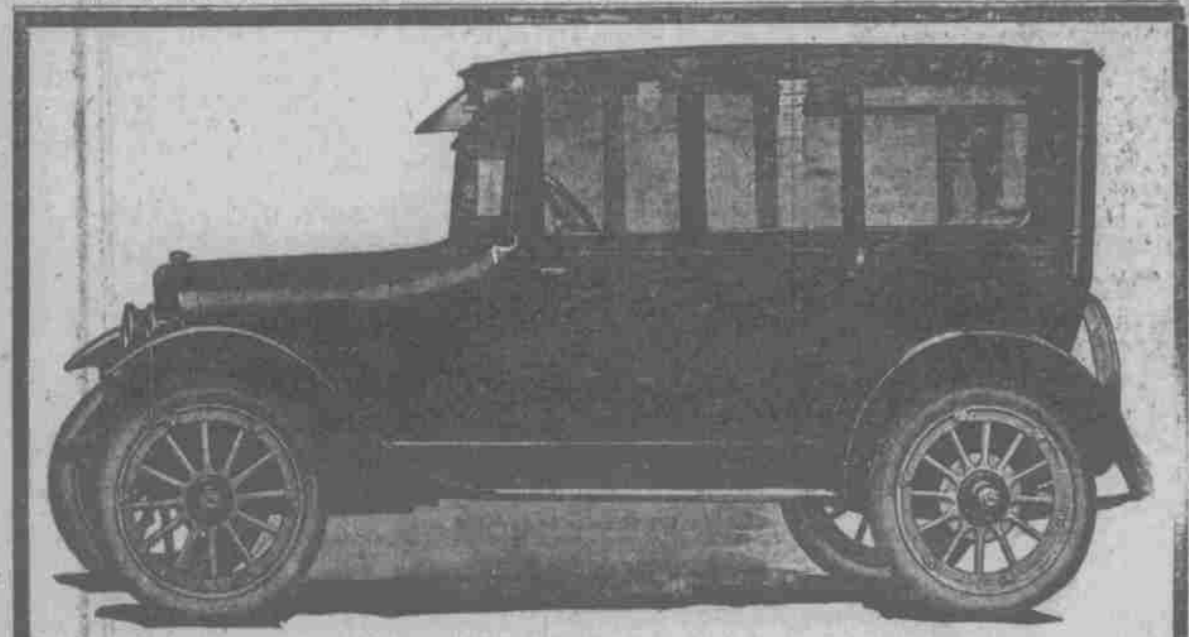
Terminal Tongs.

Any car owner who has struggled with a battery terminal so set that it cannot be removed from its socket will welcome this idea for a pair of tongs especially designed to care for this trouble. Take a pair of wide faced pliers and if necessary hammer the faces flat. Next cut a slot in one of them large enough to allow it to be placed over the cable side of the terminal, while the other face exerts pressure against the other side. No terminal can resist this treatment.

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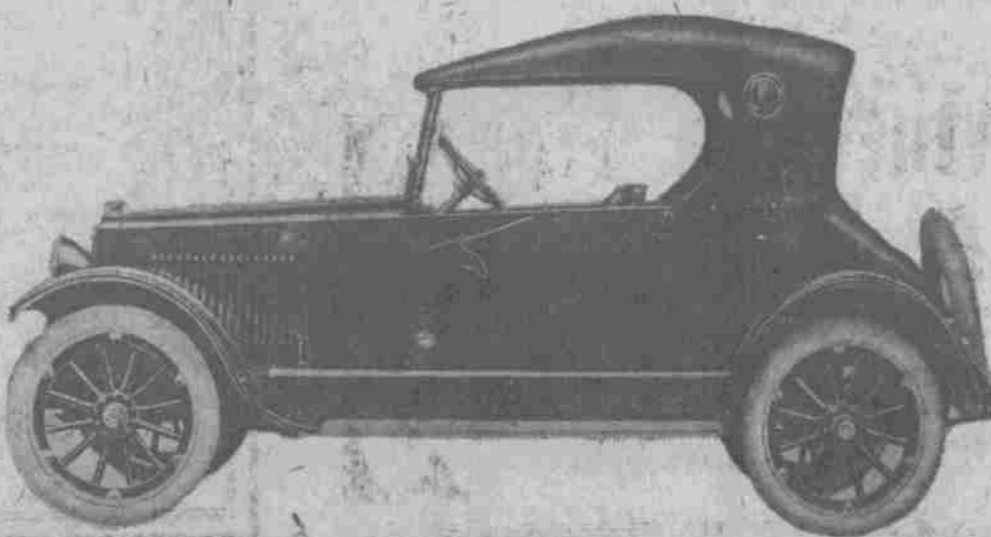
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