

# NORTHWEST OUT STRONG IN FAVOR OF ROAD BONDS

## Two Hundred Delegates Attend Meeting at Chadron and Announce Policy to Legislature.

Chadron, Neb., Feb. 22.—(Special.)—Chadron eclipsed every town up to date at the Good roads meeting of the Big Sixth district yesterday, over 200 delegates being present.

Talks were made by W. D. Fisher of Alliance, directors of the Sixth district; R. L. Riley of Sidney of the Motor Transport committee, George Wolz, president of the Nebraska Good Roads association, and several prominent men from Chadron and Crawford.

In the evening a banquet was served, 175 men being present. At the banquet a representative from each county gave his views on good roads and it was the unanimous opinion that western Nebraska wanted permanent roads.

### Would Vote Bonds.

Bond the county, build permanent roads, not 10 years from now, but right now, it was heard from business men, farmers and ranchmen from all sides.

Twelve counties were represented and 98 new members were obtained in the Nebraska Good Roads association and more than half were farmers and ranchers.

This gives western Nebraska more members than all the other five districts combined. The men in the Big Sixth district have held more meetings since the organization was formed at Omaha in November than the other five districts combined.

Farmers and ranchmen expressed themselves in plain language that they wanted the men at the legisla-

ture to get down to business, cut out a whole lot of other bills and put the bills through for good roads right now.

Secretary W. D. Fisher, who is to leave the state March 1 to take up the secretaryship of the Sheridan Commercial club, was given a rising vote of thanks for the efficient work he has been doing in the interest of good roads in Nebraska, particularly the western part of the state.

### Adopt Resolutions.

The following resolutions were passed unanimously: "Be it Resolved, That the Sixth congressional district of the Nebraska Good Roads association, in convention assembled at Chadron, February 19, 1919, recommend the amendment, Senate file No. 68, inserting the word "resident" on the line 46, between the word "the" and "owners."

"We recommend bills 298, 299 and 300 be approved without any amendments and we ask our senators and representatives to approve same and use their influence to see that they are passed at an early date, the same as No. 68.

"We recommend and heartily endorse the passage of the bill to erect a new capitol at Lincoln, costing no less than \$5,000,000 and ask that a like amount be appropriated for permanent roads in our state during the same period.

"We heartily recommend Nebraska Good Roads association and pledge our moral and financial support to same.

"We heartily endorse the State Highway Motor Transport organization and pledge our hearty cooperation.

"Be it Resolved, That we heartily endorse the bill calling for the employment of county engineers and ask our senators and representatives to give this bill their active support."

Government road officials estimate that road construction and maintenance in the United States involve an annual outlay of over \$300,000,000, a sum which, if capitalized at 5 per cent, would represent an investment of \$6,000,000,000. There has never been a nation-wide traffic census to show either the direction or volume of traffic over these highways.

# LANDLORD HAS AUTO TENANTS TO CLUB TO DINE

## Recalls Change on Auto Row from the Time Bill Paxton Used Block for Cow Pasture.

B. J. Scannell, trustee for the Mary E. Paxton estate, gave a dinner at the Athletic club on Wednesday evening to all officers of the different firms now occupying what is known as the Scannell block on automobile row. Mr. Scannell spoke in very interesting terms as to the progress of the automobile industry since his building first became occupied by the automobile people. In the block mentioned are located the Cadillac, Firestone, Overland, Reo and Studebaker. The new building which is just completed is occupied by the Van Brunt company and the Jones-Opper company and is one of the most modern in the city and is a beautiful structure. It was designed by George L. Fisher and closes up the gap in this block, which is the only one in the city of Omaha devoted entirely to the automobile business, where each building is of three stories or more.

Mr. Paxton bought this entire block in 1881 for \$15,000 and a most conservative valuation for this ground alone is given at \$35,000.

Henry W. Yates of the Nebraska National bank, so history goes, made a profit of \$9,000 in 43 days on this piece of land, buying it for \$6,000 and selling it for \$15,000 45 days later. At that time there were no business houses of any kind west of Fifteenth street.

Many interesting remarks were made by those present and J. H. Hansen of the Cadillac called upon by Mr. Scannell to act as toastmaster. It was interesting to listen to Mr. Opper of the Reo, who mentioned that there were now 177 persons employed in this one block, and that a business of more than \$12,750,000 was transacted per year; the block containing approximately five acres of floor space.

A. H. Jones of Hastings, predicted the greatest year in the automobile business, and he has been connected with the most progressive firms in automobile history for the last 14 years. He is now heavily interested in several leading firms in this territory. All the buildings in this block have excellent service entrance facilities. The Cadillac on the west and the Studebaker on the east, have street entrances, and the other buildings have very fine rear entrances from a large court.

Those present at the banquet were Mr. and Mrs. H. H. Van Brunt, Mr. and Mrs. George Van Brunt of the Overland; Messrs. Alexander and Shubert of the Firestone, Mr. and Mrs. Opper and Miss Opper of the Reo; Mr. and Mrs. A. H. Jones of the Reo and Cadillac; Mr. and Mrs. George L. Fisher, designer of the new building; Mr. and Mrs. B. J. Scannell and Miss Adair, Lyle Caldwell of Providence, R. I., Mr. and Mrs. Snyder of the Reo, and Miss Anderson and Mr. and Mrs. J. H. Hansen of the Cadillac.

The block on which these buildings are located was a few years ago known as Paxton's pasture, as this valuable piece of property was used as pasture for one Paxton cow.

### Farmers Are Buying Motor Trucks in Large Numbers

The recent performance of the motor truck in France, according to R. W. Peterson of the Peterson Truck company, is fast being brought home to the farm communities by the boys who have seen the truck stand up under conditions which no horse could live through. Many farmers are now taking an active interest in facts concerning the truck and it will be but a short time until every modern farm in the central west will be equipped with one or more motor trucks.

Road conditions of course will do a great deal toward influencing truck sales, but regardless of the road

conditions, farmers will soon realize that the truck is a time and money saver under all road conditions. If the truck is equipped with chains it is possible for it to travel over almost any road which a team of horses can travel over. Truck transportation is faster under all conditions and the economy of truck hauling is no longer questioned.

# Hundreds of Millions to Be Available Soon for Road Improvement

Hundreds of millions of dollars will be made available for road expenditures in the United States within the next few months, if legislation now awaiting consideration is favorably acted upon by the assemblies of the various states. At no past time in the history of the nation has there been such a trend toward highway development as is evidenced by these measures, and road builders everywhere are confronted with the necessity of formulating broad policies to govern the expenditures.

Early estimates placed the total amount, which would be expended by states and nation in 1919, at \$300,000,000. Since that time the national senate has acted favorably upon a bill providing for an increase of \$200,000,000 in the federal aid act, of which \$50,000,000 is made immediately available and another \$75,000,000 added in the fiscal year beginning July 1 of the present year. The remainder is set aside for 1920-1921. This measure is now awaiting final action in the house.

# Expect Big Demand for the Patersons After the Show

The new Paterson models, according to J. P. Lynch, of the Nebraska Paterson Auto company, is proving to be very popular with the dealers. An entirely new design braces the Paterson power plant this year, which in appearance is a sort of a combination between the body angles of the Packard and the Cole Aero Eight.

Lynch has sold a number of these models since they have been placed on the sales room floor and expects to do a big business after the automobile show this year. Arrangements for a good supply of cars have already been concluded so that there will be no hitch in the matter of deliveries except on certain models.

# Road Improvements to Boost Sale of Automobile Trucks

From now on, according to Carl Changstrom, of the Standard Motor Car company, the truck business in the western states will be on the upgrade, owing to the fact that many bills for road improvements are now being considered and will eventually take shape in an enormous amount of work on rural roads.

The roads of our community are the most serious set-backs of the truck business. The east has employed trucks in all manner of time for a considerable length of time and the truck has been the big factor in the transportation activities of many large western cities. The building of suitable roads will be responsible for the extension of motor transportation in this territory.

# Firm Reorganizes and Will Sell Two Lines of Trucks

The Commercial Truck and Tractor company has recently reorganized and will devote its energies to selling the All American and the Day & Elder truck. The personnel of the new company includes Edward Peck, president; Herbert Grasshaus, vice president and M. C. Losch, secretary and treasurer.

According to Losch, the officers of the company feel that they have two truck lines which are bound to build up a wide circle of friends for them. The All American, though a new truck in this territory, is comparatively well known in other localities and is going over in fine shape. The Day & Elder line has been handled in Omaha for some little time and is considered a very good truck.

National forests can not be economically and efficiently protected against fires until they are well equipped with roads, trails, telephone lines and lookout stations says the annual report of the chief forester of the U. S. service.

# LIGHT CARS ARE BEST OVER ROAD TORN BY SHELLS

## Takes Less Gasoline and Is Easier on the Tires; Depreciation Also Is Much Less.

What is the relation between light weight and usefulness in automobiles? That is the important consideration among engineers today, and one which has a direct bearing on the cost of operation and upkeep for the automobile owner.

In automobile trade papers recently several prominent British engineers predicted a rapid change toward reducing the weight and size of motor car, and gave as reason for their opinions the comparative usefulness of light and heavy cars on the battlefields. Light cars, so they claim, by reason of their great resiliency, could operate over shell-torn roads with more comfort to the passengers and less damage to the mechanism than was possible with the heavier and more cumbersome types. Then too, the economy of operation was much in favor of the lighter cars and resulted in longer trips without frequent refilling of the gasoline tanks.

### Takes Less Power.

It is to be expected that the Franklin Automobile company, which has for 16 years been an exponent of light weight in motor car construction, would have some very interesting observations to make on this subject, and Ralph Murphy, chief engineer of that concern, sums up its attitude in a few paragraphs: "The heavier an object, the more power required to move it," states Mr. Murphy, "and in automobile operation this of course means gasoline consumption. On tires, too, excessive weight quickly shows in lower tire mileage because of the many heavy blows that must be cushioned.

"Another important feature of lightweight construction is the decreased depreciation. On rough and rutted roads, taking each bump as it comes, with the very minimum of vibration and strain on the mechanism."

# Chemists Add Some Big Improvements to Cord Tires

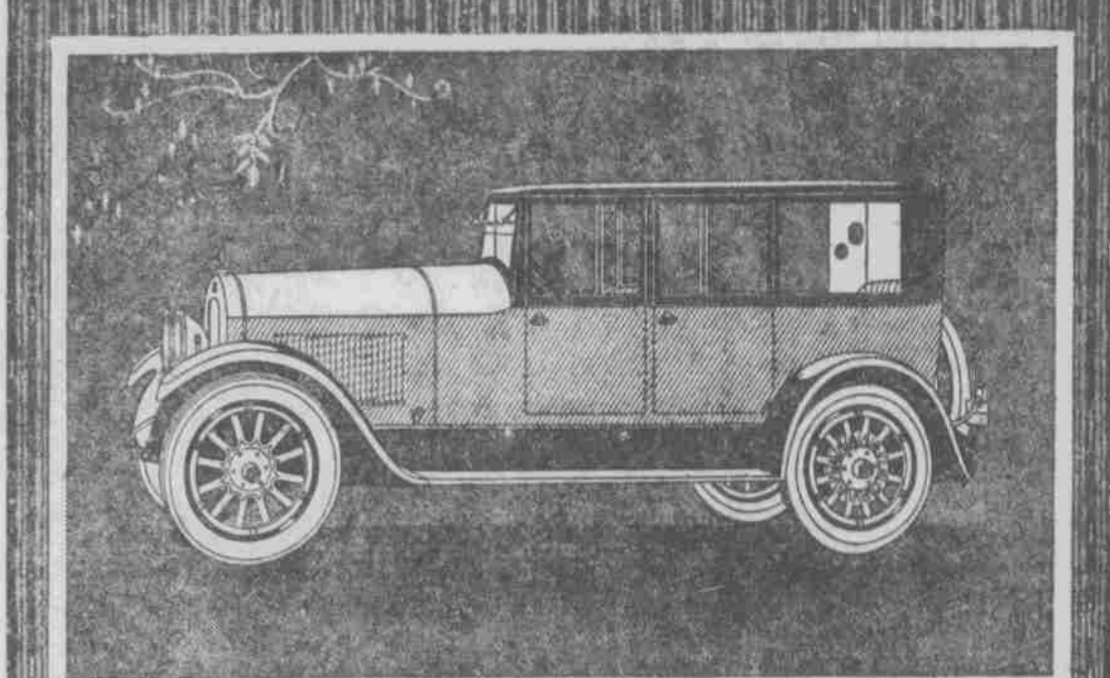
Engineers are credited with the creation of the modern automobile, due to their remarkable development of the internal combustion engine and the advancement in chassis construction. Chemists have been left to the undisputed claim of having made possible the present pneumatic tire which carries out in fact

what was once regarded as a dangerous experiment, "riding on air," says T. H. Haney of J. H. Haney and company.

"The latest and most amazing advance in tire construction is that announced by the laboratories of the Racine Rubber company in the perfection and adoption of what is called an absorbing shock strip. For the present, this distinct innova-

tion is being used in the construction of cord tires by the Racine Rubber company. It is described as an extra strip of rubber, specially compounded to a graduated degree of resiliency. Through this graduated strip, the tough rubber, tread and the resilient cord carcass are welded together into a rugged, wear-resisting whole.

"Cord tire manufacturers have long been seeking an effective safeguard against the danger of tread and carcass separation. This absorbing shock strip has been hailed as a solution to this problem because it permits of a "neutral zone" where the jolts and jars of the road are taken up in order that the millions of tiny cords impregnated with rubber may not be disturbed by the violence of road bumps."



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