

MOST MOTORISTS DO NOT KNOW HOW TIRES ARE MADE

Fisk Motor Co. Explains to Consumer the Making and Advantages of Cord Tires.

Too many motorists—even among those who profess to know by first name every working part of their car—the construction of tires is wholly unknown. This is particularly true regarding cord tires. It is not uncommon to find a full fledged "motor bug" who insists on having cord tires because they ride easier and last longer, yet he hasn't the slightest conception of what constitutes the difference between a cord tire and a fabric.

The Fisk Rubber Co. of Chicopee Falls, Mass., makers of Fisk cord tires, are authority for the following definition of the cord principle. The cord tire is a comparatively new departure in tire manufacture. It follows upon years of experience in the making of fabric tires, during which time careful scientific study was given to the most trivial detail of tire construction. The effect of speeds, loads, traction surfaces, heat of friction and the composition of materials all figured into the development of the present day tire.

"Out of all this comes the cord principle which is an even greater step forward than was the invention of the first pneumatic tire.

"Fisk cord tires are made up of layer on layer of parallel diagonal cords, each layer alternating in direction. But before the carcass is built up, each layer is treated with preparation of gum rubber sufficient in quantity and properly compounded to make a soft pliable cushion of rubber between each layer of cords when the completed casing is finally vulcanized.

"In this manner the working parts—those parts that do the real work of protecting the tube—are built. The parallel cords, thirty to the inch, flex and yield as each point of the circumference bears the load. The cords tighten and slacken as called upon and prove as elastic and yield as readily as rubber itself. This property keeps friction heat down to the minimum, imparts longer life to the rubber, to the cords themselves and to the whole casing. That is the open secret of why cord tires yield greater mileage.

"At the same time this free flexing and yielding means greater riding comfort, because the jar and shock of the road are absorbed in the tire itself, not transmitted through tire to the car springs and upward.

"It's all in the principle, combined, of course, with correct manufacturing practice. All of these factors are carefully worked out in the making of the Fisk cord tire to the extent that mileages about 10,000 are the general rule, with 15,000 and 20,000 miles not at all uncommon.

Eat Yeast, Stop H. C. of L.
Boston, Mass., July 12.—Do you want to reduce the high cost of living?

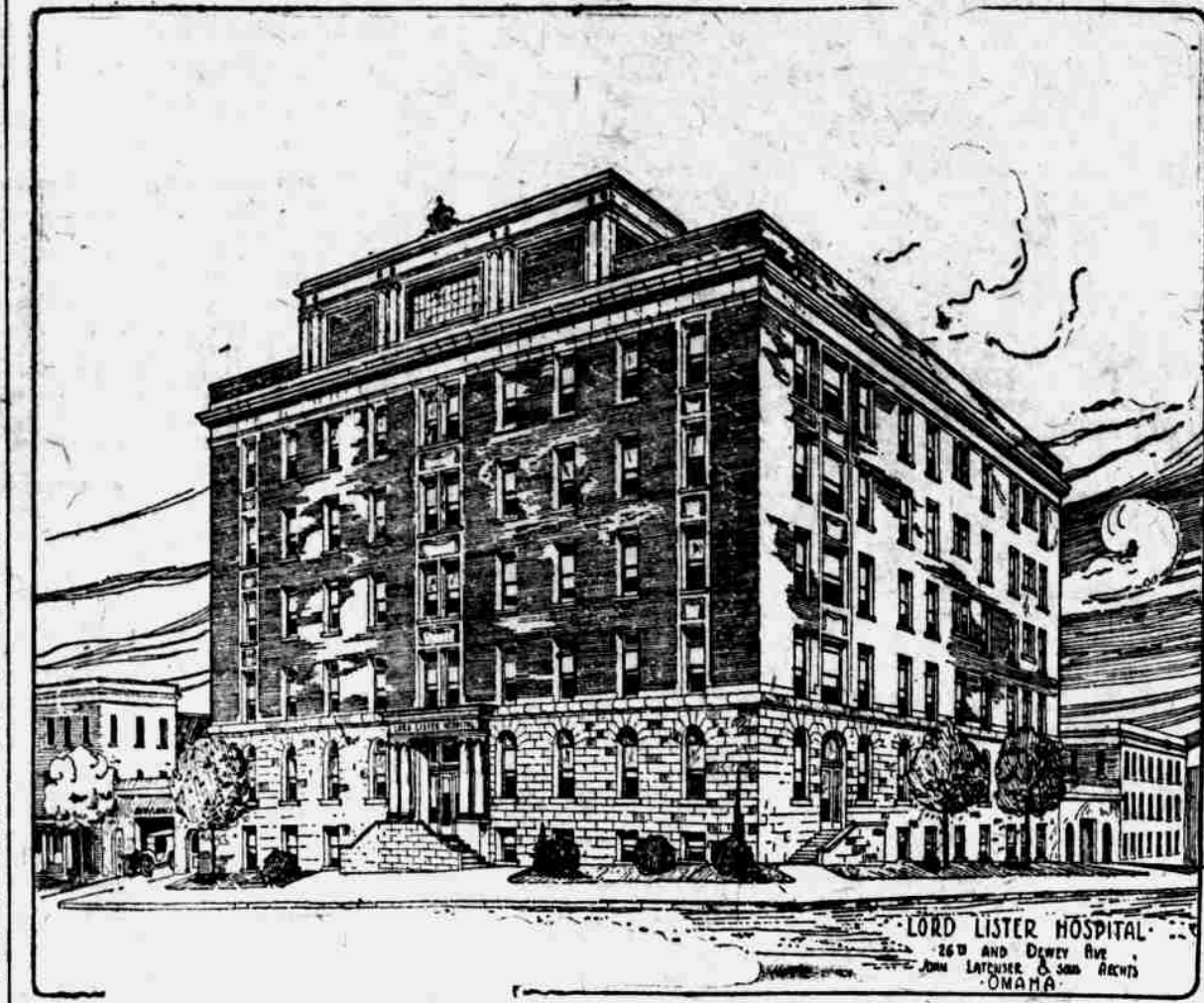
Eat dry yeast, then, suggests the Boston Medical and Surgical Journal.

"Dried yeast," says the paper, "has at least three times the caloric value of beef of moderate fat content."

"It is readily digested and utilized by the animal organism. After experiment upon 32 white rats, the yeast diet made the rats fatter than any other diet."

The Bee Want Ads Are the Best Business Boosters.

Proposed New Lord Lister Hospital Will Be One of the Best in the Whole Country



The new Lord Lister hospital to be built on the northeast corner of Twenty-sixth street and Dewey avenue when completed will be the most modern hospital in the city. It is to be 106 by 108 on the ground and six stories and basement in height. It will be owned by the Lord Lister Hospital company. The staff will be headed by Dr. E. C. Henry and will be composed of prominent physicians and surgeons. The building will comprise all of the departments of a modern general hospital, including an elaborate and costly surgical department, which will be located on the sixth or top floor. There will be two general operating rooms, an eye, ear, nose and throat operating room, an emergency operating room and a special operating room.

A departure from the present white operating room is to be made by using green as the predominating color for the floor and walls of the room. This color scheme has been adapted by the foremost surgeons of the east and has proved very successful.

The hospital will have a capacity of 140 beds, most of which will be in private rooms. The obstetric department is to be featured. The nursery will have a sun porch on the east.

There will be a free dispensary located on the first floor with a private entrance. In connection with the dispensary there will be a Babies' Welfare department. This will also be free to the public.

The ambulance entrance is on the first story and is so located that an emergency case can be taken immediately to X-ray room or to an emergency operating or dressing room.

The Linwood apartments, which adjoin the building on the east, has been purchased and will be remodelled for a nurses' home, and will be connected to the hospital building with a bridge.

Motor Industry Grew to Its Present Size in 25 Years

One of Principal Motor Car Manufacturing Firms, Hudson Motor Co., Now Employs 5,000 People and Has Plant Covering 26 Acres.

With more than 6,000,000 automobiles officially listed in the United States, it is difficult to believe that as recently as 1893 a "new-fangled contraption" covered its first mile without the aid of horse power, although greeted with more or less derision, or that a circus, only a few short years ago, actually exhibited a horseless vehicle as a curiosity.

In the few years since that time the manufacture of automobiles has become the nation's third largest industry, employing nearly a million workers, whose yearly wages amount to more than \$747,000,000. The total capital invested is estimated at more than \$1,500,000,000.

"The phenomenal growth of the industry is graphically illustrated by the tremendous expansion of the Hudson Motor Car Co., which is just observing its 10th anniversary," said Guy L. Smith today. "The first Hudson was built just 10 years ago in a little two-story plant employing less than 50 men. Although the company was incorporated in February, 1909, the first car was not shipped until July 3 of that year.

"Today the Hudson factory covers 26 acres of ground. The number of its employees has increased

steadily, until now there are nearly 5,000 persons on its payrolls. The manufacturing space occupied totals more than 1,000,000 square feet and is being enlarged constantly. It is the largest factory in the world devoted exclusively to the production of fine automobiles.

"The year of its birth the factory shipped 1,100 cars, valued at less than \$1,000,000. This year its volume of production is valued at more than \$56,000,000. The first year the floor space occupied totaled scarcely 80,000 square feet. Today you may walk for more than five miles within the plant and never see the same thing twice.

"During these 10 years the steady increase in production, the never satisfied demand for Hudson cars has resulted in the constant enlargement of facilities which now provide for micrometer accuracy in every one of the 10,000 operations necessary in building Hudson cars. Completely equipped chemical and metallurgical laboratories are maintained in the factory to make sure that only the very highest grade of material is used.

"To safeguard the welfare of the army of workers there is a model

and fully equipped hospital ward to take care of accident cases. A restaurant provides food for 2,000 employees at cost every noon hour. Each day it dispenses 600 pounds of meat, 90 loaves of bread, 200 home baked pies, six bushels of potatoes, 600 pints of milk, 40 gallons of coffee besides many other things.

"In connection with the restaurant there is a refrigerating plant and a butchering shop. All meats are purchased whole, the butchering being done on the premises. Also there is a model laundry that washes every day 100 pounds of wiping rags, four dozen white coats and dresses worn by different employees, 500 towels and 3000 napkins.

"The completeness and perfection of the Hudson plant which have contributed so greatly to the high quality of its output have attracted visitors from all parts of the world.

"Many of the methods it originated have been widely copied by others, but it still remains the greatest plant in the world devoted exclusively to the production of fine cars. And it is growing greater each day."

Omaha Auto Club Notes

Special Traffic Cops—The 40 special traffic cops, appointed by Chief Eberstein, from among the club members, are reporting daily of the good work of educating the public in a full knowledge of traffic laws. This move is found to be very helpful to the regular city traffic officers. All of the special officers were picked from membership of the club, with an idea of securing sterling business men, who have bumped up against hardships in life and will use wisdom and discretion in their efforts to eliminate traffic violations.

Progressive Move Against Thefts—The recent meeting of sheriffs, chiefs of police, and state officials from Nebraska and other neighboring states at Lincoln, was the most progressive move made at educating the public in curbing car stealing. Mr. Rickards, in charge of the Chicago office and representing 17 of the largest underwriting companies of the country, took particular pains to congratulate Nebraska on this step.

"Sheriffs can supply a great deal of information which they may not believe important at the time," states Gus Hyers, who was instrumental in calling the large meeting. "We intend to keep a strict card index of all information received. If every citizen of Nebraska who wants to see the law enforced will take the time to write us of any suspicious act of a motorist, such as garaging a car in an unused barn, etc., it will often give us a valuable clue."

Sheriffs, both in Nebraska and other states, are advised to get in touch with Gus Hyers, state capitol, Lincoln, on this movement.

200 Miles Hard Roads for Nebraska—A well-informed official of a highways industry association stated recently that from reports he has received and from the enthusiasm noted in his speaking dates in the different communities over the state, that Nebraska will have close to 200 miles of concrete and brick roads in two years' time. Concrete is favored in many eastern states, half again as much mileage being laid for the price of brick.

Nebraska Road Building—A glance at statistics shows that Nebraska compares favorably with other states in building roads. For June, Iowa submitted projects with estimated cost of \$2,494,787; Missouri, \$2,409,571, and Nebraska, \$5,070,240. "Grading is now going on all over the state," reports State Engineer George E. Johnson.

Tow Line Hook.
A convenient hook for the end of a tow line is made in the form of a corkscrew, which is coiled around the line. It is a matter of seconds to attach or detach this device and the hook will never drop off or cut the rope, as sometimes otherwise happens.

MEXICANS START POLITICAL DRIVE FOR JULY OF 1920

Several Generals of Republic Reported to Have Presidential Aspirations for Next Year.

Mexico City, July 19.—(By the Associated Press.)—Although the presidential election in Mexico is not scheduled to be held until July of next year, political alignments are taking form.

The newspaper, Excelsior, in a recent issue, reviewing the political situation, declared that a canvass of the governors of the various states showed these chiefs to have the following preferences: Ten for Gen. Alvaro Obregon, five for Gen. Pablo Gonzales, one for Luis Cabrera, secretary of the treasury; one for Aguirre Berlanga, secretary of the interior; one for a civilian candidate as yet unnamed, and seven undecided.

ed. These varied selections give some hint, at least, as to what men are being considered for the honor. General Obregon at present is not in active army service, being engaged in private business in Sonora. General Gonzales is at the head of government forces in the state of Oaxaca, following his pacification of the state of Morelos, culminating in the death of Zapata. He has not openly pronounced himself a candidate, but has issued several letters in which he challenged statements credited to General Obregon, and in one asked the latter to sign a pact with him that, in any event, the decision at the polls would be final. General Obregon as yet has not replied.

It is rumored in the capital that several generals now in the field have presidential ambitions.

El Herald de Mexico, a newcomer in the journalistic field here, is attempting to unite the various factions in Mexico into one political party which, agreeing in matters of governmental policy, shall determine upon a candidate and elect him.

To date none of the leading newspapers of the capital has publicly pledged its support to any avowed or potential candidate.

The Bee Want Ads are the Best Business Boosters.

WANT DISABLED YANKS TO LEARN JEWELERS' TRADE

Thousands of Openings in Plants, Government Report Says; Manufacturers Fail to Fill Orders.

Disabled soldiers who are either skilled jewelers or who are willing to go through a course of apprenticeship in order to learn jewelry manufacturing are in great demand in all the jewelry centers of the United States, particularly in Rhode Island, it is announced by the War Department through Col. Arthur Woods, assistant to the secretary of war and in charge of the campaign for the re-employment of ex-service men.

The editor of a leading trade journal devoted to the interests of the

manufacturing jewelers reports that the labor situation in the jewelry trade is very acute. Manufacturers are said to be at their wits' end to keep anywhere within hailing distance of filling their orders. In fact, some manufacturers are bidding against their competitors, hiring their men away from them at greatly advanced wages.

Every opportunity is offered ex-service men, whether disabled or not, to become liberal wage earners at as early a date as possible, without reference to apprenticeship limitations. Men who have lost either a leg or a foot can easily become bench hands or stone cutters. Men whose health has been injured by gas or otherwise, can find employment in the jewelry manufacturing industry under excellent sanitary conditions.

Several reasons are assigned by members of the jewelry trade for the present labor shortage. In the first place, there has been no apprenticeship system in vogue in the jewelry business in many years. Secondly, there has been a general dependence upon immigration to supply labor for the cheaper and rougher process. Immigration has been stopped and there is therefore a decided shortage of skilled jewelers and a small shortage of unskilled labor.

The New Allen

An Aristocrat from Hub to Hub

This new Allen, which is here for you to see and to drive, is in our opinion the greatest popular priced automobile in America.

It's an aristocrat from hub to hub, challenging any car to outlook it—challenging any car at any price, on the basis of "comfort miles" per dollar, to out-perform it—smooth riding and silken-acted without resorting to lengthy wheel-base—sturdy and dependable to a remarkable degree—quick as a cat on the throttle—a sensational hill climber and a wonder when it comes to "laying right down" to a hard pull on heavy roads—in a sentence, this is what you get in the new Allen at \$1295.

The arguments the car itself presents in actual road test are unanswerable. We, smilingly, dare you to match this car, not merely against other cars selling around its price, but against the most expensive cars you know. If, at the end of the test, Allen has outpointed its competition—buy the Allen. Could any suggestion be more fair?

An alarm clock obviously has more wheel-base than a watch—proving that you cannot base value on mere size alone.

This new Allen demonstrates that, by braining designing, passenger ease can be obtained without resorting to lengthy wheel-base, for at sensible speeds—forty miles an hour or under—no car rides with greater comfort.

You are ready to admit that driving a quick, playful car is less work—that it costs less to operate and, under present traffic conditions, is easier to control and far safer—particularly when your wife or daughter drives.

This new Allen will jump away, on a spurt, from heavier cars. In mud it will do better—partially because of its remarkable power in proportion to its weight; and partially due to the fact that it does not sink as deep from its own heft.

Let your own eyes and your own automobile experience be the jury. We will gladly abide by the verdict. You don't have to be told when a car rides smoothly over bumps, or when it shows great reserve power—and you know when a car looks good.

If you are seeking a commodious and strictly quality five-passenger car—you will want this Allen, we believe.

This is no place to go into details. All we ask you to do is to take a ride—just one ride—in this new Allen. And one final suggestion: We want you to drive it YOURSELF. You know more about what you want than we do, anyhow.

LININGER IMPLEMENT COMPANY

Distributors for Nebraska, Western Iowa, Southern and Western South Dakota.

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Columbus, Ohio

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