

ZONING PLAN IN OMAHA IS GIVEN BY CITY EXPERT

Consulting Engineer of Planning Commission Tells of Results Accomplished in Other Cities.

(Continued from Page One, This Section.) short of a calamity. Proper zoning regulations will prevent it.

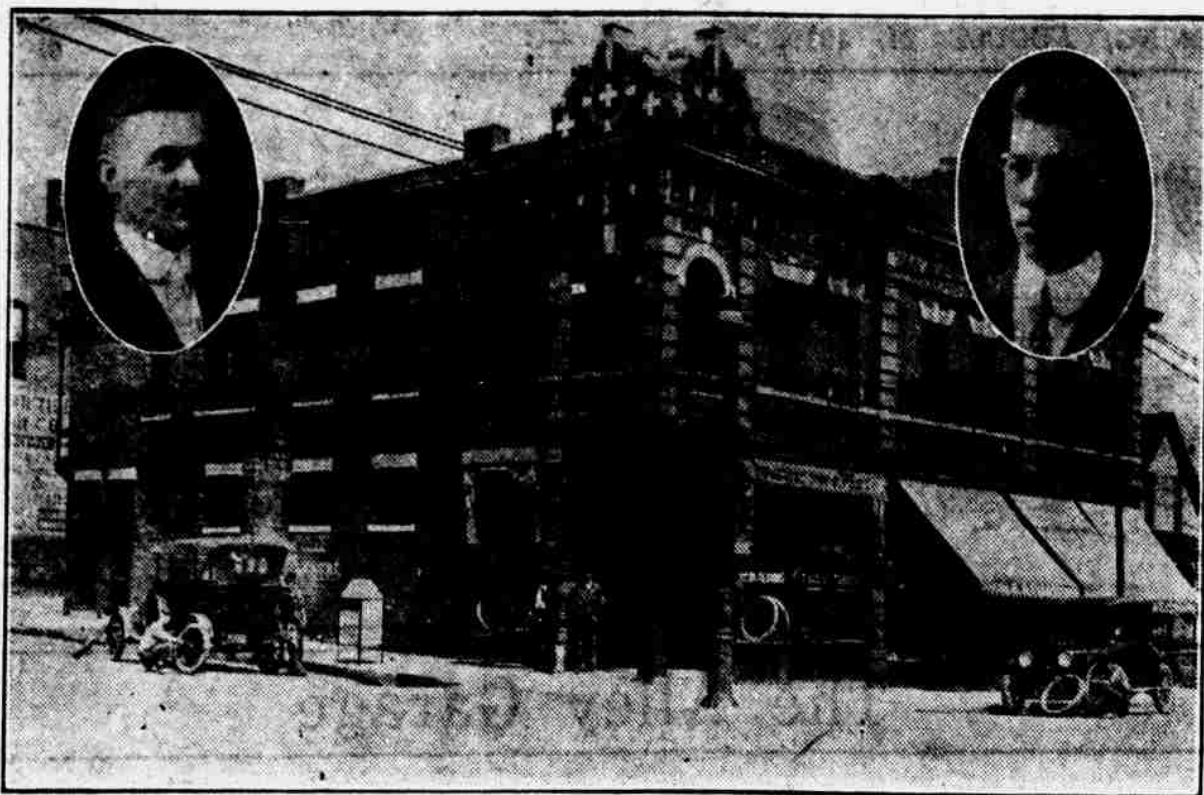
Protection to Health.
Zoning also is a protection to public health through preventing undue congestion of population by limiting the height of buildings, and the area of the lot which they may occupy. The regulations that are established are by no means drastic, or even contrary to general practice. They simply protect that which is desirable in existing conditions, and prevent parasitic building which takes advantages of its neighbors through building a structure which is unduly high, or covers too great a percentage of a lot, or is not in keeping with the character of the neighborhood where it is located. Apartment houses, for instance, are recognized as necessary conveniences in a city. They should be built in districts not occupied exclusively by single family dwellings, for they more often than not have caused depreciation of property values through producing a change in the character of the neighborhood since they seldom observe the same building regulations as do the single family homes.

Zoning regulations are also necessary to promote public safety. By limiting the height of buildings in the business district, undue street congestion is prevented. By limiting the height of buildings to say 10 or 12 stories, a greater spread of the business district results, producing a much more desirable condition through the development of a greater area of property for business purposes, incidentally increasing tax returns, and what is probably more important than anything else, simplifying the handling of traffic by not concentrating it upon a few streets, but rather diffusing it over many streets.

Popular in Other Cities.
Zoning laws have proved very popular in cities where they have been adopted. They act as a benefit rather than a restriction upon property. As previously stated, the purpose of a zoning law is to protect and not to restrain. The zoning provisions apply only to new buildings, and are not retroactive, buildings already erected being permitted to continue to be used for the purposes for which they were designed. The usual character of restrictions established for the uses of property are five in number: Two for residence, one for commerce, and two for industry.

In the first residential district, only one family homes are permitted. In the second residential district, one and two family homes, apartments, tenements, hotels, boarding houses, schools, libraries,

Home of the Universal Tire Company



The above picture shows the Leavenworth street location of the Universal Tire and Vulcanizing Co., another of the firms which have made a "ten strike," even though they are not located on the auto row. Carl W. Boehl (on the right), president, and Harvey E. James, secretary and treasurer, are both Omaha men and have been associated with the tire and accessory business here for a number of years. In addition to doing a general tire repair business, including vulcanizing and retreading, they represent the Auburn Double Fabric tire and Moonshine auto cleaner.

churches and other similar institutions are permitted, but no factories or stores. In the commercial districts stores are permitted, also any use permitted in the residence district. In the industrial district, commerce and residences are permitted, as well as industries which are not objectionable by reason of the omission of smoke, noise, odors, dust or gas. In the unrestricted districts, which are usually along the railroads and water front, all forms of use are permitted.

Produces Natural Differentiation.

In any city which has varied topography, such as Omaha, the railroad industries usually seek the lower ground along the water courses, and residential development seeks higher ground. There is thus produced a natural differentiation in the use of property which the zoning law seeks to promote. The nature of height restrictions usually established vary in different cities. In New York height restrictions are established according to the width of the street. In the downtown district of New York, no building hereafter can be erected which exceeds two and one-half times the width of the street upon which it faces. This is particularly interesting in view of the fact that New York has been notoriously the city of high buildings.

On lower Broadway, for instance, no building in New York can now exceed a height of 175 feet, except for towers and spires. The New York restrictions on height vary from two and one-half times the width of the streets in the business district, to one time the width of the street in the outlying residence sections. Since here the usual width of street is 60 feet, dwellings in no case may exceed that height. In St. Louis flat

height limits have been established in place of multiples of street widths—the height of 150 feet being established for the business district, 120 feet for the surrounding high value industrial district, 80 feet for the outlying industrial districts, 60 feet for the commercial districts, and 45 feet for the one and two-family house districts.

Build for Tomorrow.

The nature of the zoning restrictions that will be proposed for Omaha will undoubtedly prove popular. They are not designed to limit in any way the growth of the city; rather they will permit Omaha to grow in a more sane and satisfactory manner, and in accordance with the methods being adopted in other large cities to control city development.

Progress consists not of permitting unrestrained city growth, but in encouraging the best type of residential as well as industrial development, thus encouraging stability of value and a more satisfactory city for both business and residence. In the upbuilding of Omaha, we must recognize that we are building for tomorrow as well as for today, and it behooves us to build carefully and well.

Cleaning Chassis Parts.

In cleaning small parts of the chassis, such as the oil holes on brake cross shafts, brake connections, spark and throttle connections, etc., use an oil can filled with kerosene and a stiff brush. In this way the kerosene in just the proper amounts can be directed just where it is needed. This method is particularly useful in cleaning out oil holes which have become partly filled with dirt.

Hansen Leaves for Cadillac Factory With Eight Salesmen

J. H. Hansen of the J. H. Hansen-Cadillac Co., with eight of his salesmen, left last evening for the Cadillac factory at Detroit, Mich.

The salesmen during their visit to the factory will spend part of their time at the Cadillac school of instruction. This school is operated for the purpose of instructing salesmen regarding the construction of Cadillac automobiles.

One of the objects of the trip is to carry for an additional shipment of Cadillac cars. The Omaha firm is oversold to such a degree that every effort is being made to divert cars to Omaha.

Amateur Tire Patching Ruins Automobile Tires

Amateur tire patching ruins thousands of automobile tires each year. It is a common practice among automobile owners when receiving a cut or puncture in a tire to insert a patch on the inside of the casing at the point of injury, thinking that the damage is permanently repaired. Such a repair will in time run any tire, says the B. F. Goodrich Rubber company.

It is good practice to apply patches in such cases, but a tire sleeve should always be placed on the outside of the tire opposite the patched portion at the same time. The sleeve serves to bind the tire, hold the torn and injured parts of the fabric in place and prevent further chafing and rupture.

YANKEE FARMER BIGGEST USER OF AUTO TRUCK

Manufacturers Come Second, With Retailers Third; Handles World's Food Supply.

"The biggest users of motor trucks in the world are the American farmers, with 79,789 motor trucks in operation," asserts R. S. Odell of the Odell-Hamilton company.

Manufacturers come second with 75,928, and retailers third, with 74,486.

These figures are taken from reliable statistics for the year 1917. Estimates for 1918 show a tremendous increase in the number of motor trucks in use, but with the farmer still in the lead.

It is estimated that during 1918 approximately 350,000,000 tons of farm products were hauled to market in motor trucks by the farmers and gardeners of the United States.

The actual operating figures averaged for the United States show that motor truck transportation is twice as cheap as horse-drawn transportation.

The motor truck handles life's necessities. "Legislation which hits motor trucks hits at the very source of the life supply of the people," says R. E. Fulton, vice president of the International Motor company, manufacturers of Mack trucks. "To unwisely legislate against the motor truck is to take food away from those who need it and to increase its cost."

Hebb Motors Company to Put Out Smaller Truck

The Hebb Motors company of Lincoln, Neb., will commence manufacturing a three-quarter ton Patriot truck about September 1, it was announced yesterday. This truck will be built along the same lines as the one and one-half and the two and one-half ton trucks which are being put out at the present time.

It will be one of the sturdiest small trucks on the market, say the Hebb people, for all the features of the big Patriot trucks will be incorporated in it and it will not be light and flimsy as some light trucks are.

As soon as the manufacture of this machine is started, the output will rapidly be increased until the factory will be turning out 5,000 of them annually.

The company has been figuring on this design for some little time and the plans were completed about two weeks ago. Patriot trucks are represented in Omaha by C. F. Morphew, 2010 Farnam street.

THE oval, rounded Staggard Studs of Republic Tires roll *with*, not against, the road.

They always head in the direction of travel. Three of the five studs are always full length on the road.

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---AND THEN SOME

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However, so many enthusiastic reports are coming in regarding the Oldsmobile truck and its performance that we are beginning to realize that this sturdy truck has not only upheld the Oldsmobile reputation but has established a new standard for measuring Oldsmobile values.

It is everything you would expect from the Oldsmobile factory—and then some for good measure.

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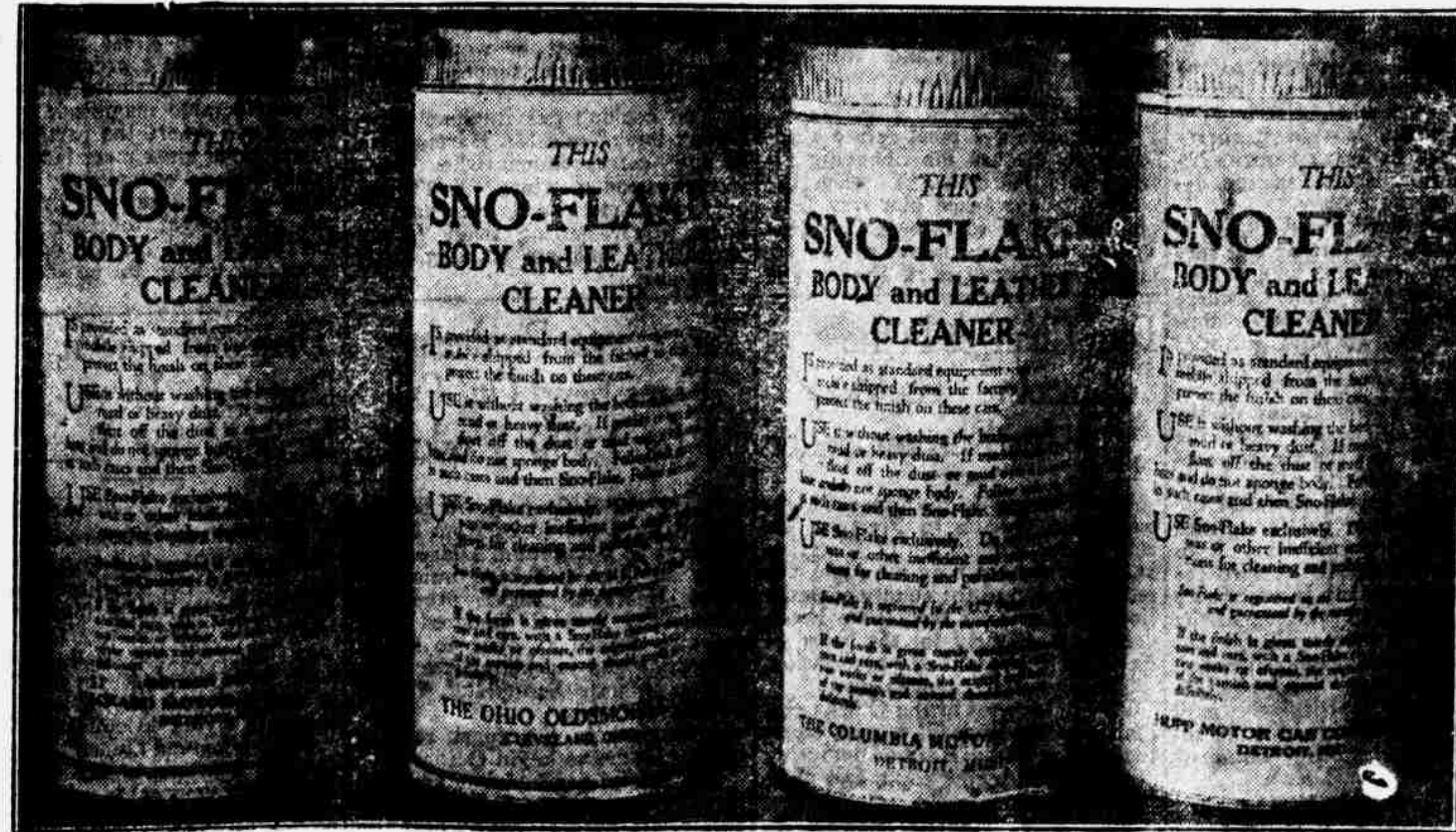
Chas. A. Tucker, President and General Manager.

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