

STOCK SHIPPING BY AUTO GROWS AT OMAHA YARDS

Astonishing Figures On Number of Trucks Used by Nebraska Farmers in Reaching City.

Use of motor trucks for the transportation of live stock to the South Omaha stock yards is increasing rapidly. All local records were broken February 10, 1920, when 2,008 head of hogs were brought in by motor trucks.

In 1919, there were brought to the local yards a total of 170,936 hogs by motor trucks. The record for the week is the receipt of 7,240 head of hogs during the week of February 1, 1919. The receipt of 21,196 head of hogs by auto truck is the record for August, 1918.

From January 1, to November 1, 1918, a total of 153,019 head of hogs, 18,498 head of cattle and 87,190 head of sheep were received at the local yards by auto truck.

May Abandon Railroads.
When railroad service breaks down or is hampered by war or strikes, the farmers of Iowa and Nebraska find a reliable substitute in motor trucks and many live stock raisers within a radius of 100 miles of Omaha send in their live stock that way. It is estimated by experts that the bulk of all freight to be transported, up to a distance of 100 miles, will eventually be carried by motor trucks.

More than 400,000,000 tons of freight are said to be now hauled over American roads annually at an average cost of 23 cents per mile, with an average haul of eight miles. In Nebraska, the average haul of live stock to the stock yards is 32 miles. Several farmers of Pileger, Wahoo, Fremont, Ashland and other points in Nebraska, all within a radius of 100 miles, have made frequent trips to the local market with live stock by motor truck, and cattle, sheep and hogs have been brought in by motor truck from Avoca, Missouri Valley and other points in Iowa.

Saves Weight Shrinkage.
According to an estimate of a farmer living within 25 miles of Omaha, hogs can be loaded at home after feeding early in the morning and reach the stock yards in the afternoon of the load without refeeding, thus doing away with any possible shrinkage in weight.

It is pointed out that the success of transportation of live stock and other freight by motor truck depends on the condition of the roads, and the federal highway bill, which placed \$200,000,000 at the disposal of the various states for road building purposes during 1920 and 1921. Nebraska has received a large sum as her share.

The state highway commissioner of Nebraska also has received a large number of machines for road work and with the passage of the Kahn bill, which has passed the senate and is now before the house, congress will permit the distribution of tractors, steam shovels, automotive cranes, industrial railway tractors, dump cars and industrial railway locomotives to the various states which also will help better roads for the state.

Time-saving Machinery.
The farmer of today is facing the problem of increased production and is logically turning for its solution to the same methods that manufacturing industries have found efficient. Time-saving machinery is being placed on the farm, and the importance of this is shown by figures which show that during the last year thousands of motor trucks have been purchased by farmers of Nebraska.

Nebraska and the middle west hitherto have been at the mercy of the railroads to move their live stock and farm products, but with the promise in sight of a closer binding together by highways that run from hamlet to hamlet and city to city, such emergencies as the late strikes or congestion in winter will be obviated.

Washington Hotel Prices Lower Than Most Cities.
Washington, Feb. 29.—There are a few residents of Washington who admit they are Washingtonians and they are all "het up."

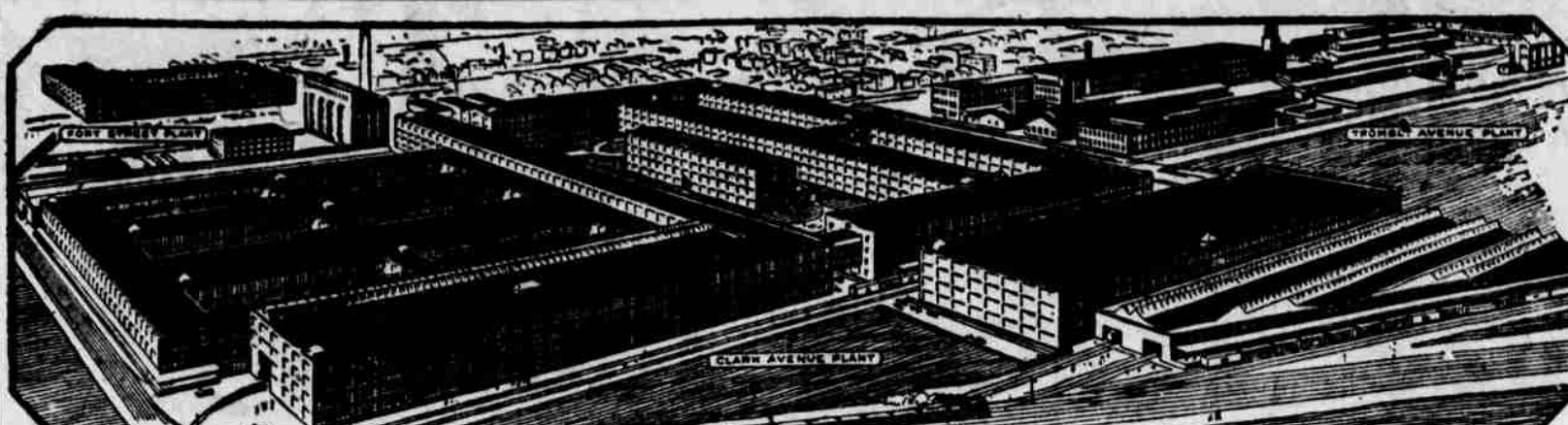
Some one declared that the hotel keepers of Washington were "the worst gougers and robbers to be found in the country." The Chamber of Commerce took up the charge and conducted an investigation—investigation being most prevalent in Washington—and found that hotel prices were considerably under those of most large cities.

Robert N. Harper has issued a call to loyal Washingtonians to show the justice of this finding and when the American Bankers' association meets here on October 18 Colonel Harper hopes that the bankers will find the hotel prices to be working-men's prices and not bankers' prices.

300 Elephants Swabbed With Billposter Brushes.
Chicago, Feb. 29.—"Duchess," the big elephant in the zoo here, refused after an hour's urging to lie down and take a bath. Keepers solved the problem by swabbing her hide with long billposter brushes.

Males Bring \$415 a Head.
Liberty, Mo., Feb. 29.—The high price ever paid for a carload of males was received here the other day by Gray Brothers & Huntington for 23 head of Clay county hybrids. The animals were bought by J. H. Overfelt of Clarence, Mo., at an average price of \$415 a head.

Most Modern Factory in the World for Cadillac



By R. H. COLLINS,
President and General Manager, Cadillac Motor Car Company.

The most modern automobile factory in the world! That is the way engineers describe the new plant now being erected for the Cadillac Motor Car company in Detroit.

From the standpoint of railroad facilities, the site could not be surmounting six in all, and the main line of the Michigan Central railroad on one side, and the freight tracks of the Lake Shore & Michigan Southern on the other.

The buildings of this new plant will contain 2,100,000 square feet, or 46 acres of floor space, room enough for 700,000 people to stand without too much crowding.

All the buildings will be four stories in height, but to allow for the inevitable expansion, they have been so designed that two additional stories can be added at any time, making six in all.

The construction of this new factory, a number of interesting features have been worked out by the Du Pont Engineering company of Wilmington, Del.

To the eye all buildings of the plant will be harmonious combination of exposed concrete columns, horizontal bands and red brick walls framing the vast areas of steel sash.

On the concrete floors will be laid heavy maple flooring to provide for the smooth, level surface on which to stand all day.

Of the eight buildings comprising the factory, the largest is the Manu-

facturing building, 800 feet long and 600 feet wide, with a total floor space of 970,000 square feet as at present being built, or 1,750,000 square feet when it is carried to its ultimate height of six stories.

The space between the wings will be covered with glass roofs at the height of the first floor ceiling. This will give an area on the first floor 800 feet long and 600 feet wide or 480,000 square feet.

Conveniently located near the Manufacturing building will be the second largest building in the plant, 800 feet long and 300 feet wide, with a total floor area of 620,000 square feet. As in the Manufacturing building, this court will be covered with a glass roof giving an unbroken area on ground floor of 188,000 square feet.

A considerable portion of the Assembly building will be devoted to painting operations on chassis, wheels, bodies and metal parts. The body is upholstered and trimmed up generally in this building, which will also contain the enameling equipment for enameling fenders, hoods, radiator covers and dozens of other metal parts.

The space occupied by the final painting and enameling operations will be supplied with air from which all dirt has been washed so that no stray speck of dust will set-

tle on a freshly painted surface. The Storage building for finished cars and service stock parts, adjoining the Assembly building, will be 480 feet long and 140 feet wide. More than half of this building will give storage for 1,000 finished automobiles, which will be of great assistance to the factory in making prompt deliveries to customers. The remainder will be devoted to the storage of service stock.

Directly adjoining the storage building will be the "loading dock" with trackage for the placing at one time of 50 railroad cars for the delivery of finished Cadillacs.

In the Administration building, 225 feet long and 50 feet wide, will be located all the executive offices required for the operation of the factory, and the purchasing, selling and advertising and all the other administrative activities which are a part of an enormous industry.

From the power plant fronting on Clark avenue, will be delivered steam, electricity, compressed air, water and the heat required for the operation of the factory. In order that dependable power will be assured at all times, no expense has been spared to make this building a model of its kind.

The same careful consideration which has been paid to all features of the plant has been given to the provisions for handling the 7,000 men that will be required for this factory, so that these workers can get to and from their work conveniently, safely and in the minimum time.

In one wing of the assembly store and say "Can you spare me 10 gallons of gas and a qt. of oil if it's too much trouble?"

However east or west they're nothing like it and they will be more cars than ever on the roads this coming yr. what with all the millionaires I. W. W. buying them, but don't let that scare you out of buying 1 for yourself because while the car is going to cost a little more than the roads a little, it won't be so hard to drive because as I say most of us is going to be sober.

Accidents at Night.
Besides with it has been this bird's experience that most of the smashes comes when they're the least traffic abroad. About 3 mos. after I had bought my first horseless carriage I got the cute idea at 2 o'clock 1 morning that it would be nice to drive out to the Wayside inn which was a place about 15 miles outside of Chi and I don't know how to describe it only it wasn't a church. Well when I landed out there the inn was all lit up like a cemetery but I went up and banged on the door and finely waiter let me in and lighted a candle in the parlor and went back to sleep while I enjoyed a few hours practice on the piano. Well I got back in Chi between 7 in the morning and come back to Lawrence's ave. and they was only 1 vehicle besides myself on the street and this was a lawrence's ave. st. car and you would think when they was only 2 vehicles romping around in a town as big as Chi why the odds would be about a million to 1 that they wouldn't hit each other. But on this occasion the long shot win and when I regained consciousness and ast for my car they showed me the chassis with no more on it than Aphrodite. The body and the top and so forth was all on the st. car going west.

On another occasion I was out taking the air on Mich. av. something between 5 in the morning and this time they wasn't nothing else on the st. but the lamp posts sticking up in the middle of it, and the one at the intersections of Mich. and 13 st. jumped right out in front of me and bit off a wire wheel. So you see it isn't the lawrence's ave. which causes the danger but it is just some piece of carelessness like on the part of the st. car or the lamp post that had their mind on something else.

No Special Advice.
They's no special advice I can give new beginners on how to avoid these accidents only say to me who's head like the fellow I remember reading about in Chi that was driving 1 night torps 1 of those bridges across the river that when they's a boat coming through it razes up in the middle which is split open to give the boat a chance to go through without bumping its beam. Well this guy didn't hear the bell ring or something and he was pretty near the middle of the bridge before he seen that the section he was on was getting pretty hilly but it was to late to stop himself so he give her all the gas he would take and she lept over the gap and lit on the other section and then he throwed on the brakes and stoped before he got to the bottom of the down hill side. Some of his friends kind of hinted afterwards that when he stepped on the gas going up he really meant to step on the brake which would of been kind of fatal but any way he got away with the story in the papers. Critics may point out that this guy used his foot instead of his head but some people's brains is located in different places the same as their diseases.

One of the first things that the new beginner should out to do when you get a hold of your car is throw a lot of things out of it like the tools and the curtains that don't do no good and just weight the car down and make it heavier. The curtains is one of the best practice jokes connected with motor life. If you want to have the factory put them up when you first get your machine and then leave them up!

Tips on Driving.
As for me giving my readers advice on how to learn to drive your car after you get a hold of it, why they can't be no fixed rules layed down as the laws is so different in different parts of the country. For instants where I live in Connecticut before you can get a license, you half to take a drivers examination, and you are supposed to study in a book and find out what is the penalties for different violations of the law and be able to tell them when they question you. Out in Illinois you don't take no test, but the judge give you all that information, a piece at a time.

Out west you stop at a garage and say "Gimmie 10 gals of gas and a qt. of oil." But in New York state you stop in front of a grocery

THE AUTO MAKES LIFE GLAD SOME DOWN ON FARM

Neighbors Are Brought Nearer and Visits to Town Are More Frequent With a Car.

"One of the automobile's most valuable services to the nation is the manner in which it has made farm life more attractive," says W. A. Oldfield, local dealer in Chevrolet passenger and commercial cars and transport trucks.

"Not only has it placed all farm products within easy reach of the city markets, but it has also put the farm family in touch with centers of social activity and progress.

"The automobile enables the farmer to accomplish greater production in less time and with less effort. It enables him to turn over his products quickly and to better advantage. Therefore it affords him the enjoyment of greater profits.

"His trips to town are more frequent because more convenient. He has more opportunity to grow familiar with modern improvements represented by city life, and with interesting things and people to be found there. His outlook is not limited to his acres.

"The effect of this is reflected in his home. Living comforts and conveniences and even luxuries heretofore associated only with towns are becoming commonplace of the modern farm house.

"At work or at leisure the farmer who is equipped with motor transportation is fully abreast of the times. More and more people have taken to farming as the advantages of the automobile have been realized. The effect has benefited all who depend on the farm for supplies."

Floods In France Explained As After-Effect of the War

Paris, Feb. 29.—One of the most curious and at the same time disastrous consequences of the war in France is the unusual frequency and extent of floods in all rivers passing through the shelled areas. Recent high water in the Seine and Marne rivers threatened a repetition of the disastrous Paris floods of 1910 and swamped scores of villages in the Marne valley, destroying millions of dollars' worth of property.

The official explanation is that the Marne now flows through a stretch of war-stricken country denuded of all trees and heavy undergrowth. Trees and vegetation absorb much of the rainfall, which in their absence flows directly down the watersheds.

A storage battery will run down very quickly if the terminals occasionally touch the cover of the steel retaining box.

Marriage No Longer Regarded as Being The Death of Art

Paris, Feb. 29.—In the world of Bohemia, whether it be Murger's extant Latin Quarter or New York's pseudo prototype down Greenwich Village way, there was no invariable rule—the artist must not be married. He was supposed to devote his entire time to the cultivation of art. Feminine charms were, of course, not outlawed. They were, on the contrary, indispensable to the development of his genius. But the marriage bond was regarded as a hindrance, the death of all talent. "Tisn't so any more. The French government has so decreed. And, far from acting in an arbitrary manner, in an attempt to crush budding genius—the government has merely listened to the appeals of the artists themselves.

M. Leon Berard has decided that the ban on marriage hitherto preventing a Prix de Rome artist from taking to himself a wife must be lifted. Moreover, the minister of fine arts will ask Parliament for funds to enable the artists sojourning at the Villa Mediceis in Rome to take care of the extra expense of maintaining a household.

Those who imposed the condition of celibacy on the winners of the Prix de Rome acted in concordance with the view that the artists would study better if they lived in common in the villa, occupying their leisure time in esthetic discussions and sipping their coffee over harangues about the Muses.

You Never Have to Apologize for Selling REX PLUGS



The Genuine India Mica Insulation is daily protecting thousands of Rex Plugs on cars, trucks, tractors and stationary engines.

The reputation of Rex Plugs is a known quality in the automotive world. Rex Plugs have overcome every conceivable spark plug trouble and have proved themselves everlastingly capable. It is better known among buyers of plugs—not alone through advertising—but by that greater standard of value—"What it will do."

If you are not selling Rex you are passing up a mighty profitable proposition that deserves quick action. All standard sizes.

SOLD BY
OMAHA LUBRICATING CO.
Accessories of Merit
2010 Farnam St. Omaha, Neb. Circulators Sent On Request.

LONG-LIFE Kokomo TIRES AND TUBES

The Silver Anniversary year of the first pneumatic automobile tire made in America is at hand. For a full quarter century Long-Life Kokomo Tires have measured the roads of America—in mud, sand and snow—over deserts and mountains. And as Kokomos have made tire history they have speeded the development of the automobile and hastened the growth of the industry.

The first American "horseless carriage" was equipped with Long-Life Kokomo Tires. Ever since then Kokomos have been preferred for dependability.

In this advanced day of motor car design you will not tolerate faulty mechanism. You will not be bothered with the inconvenience of motor trouble. You demand tires that are as reliable as your car itself.

Kokomo tires are singularly free from tire trouble—they wear, but they wear slowly, uniformly, gradually, without chipping or cracking; and they give satisfaction to the last mile.

Before you visit the Automobile Show don't fail to examine the new Kokomo Kord Tires on exhibit at the Omaha Branch of the Kokomo Rubber Company. Kokomo Kords possess many features of construction which will interest you.

KOKOMO RUBBER COMPANY

2061 Farnam Street
OMAHA NEBRASKA