

AUTO BREAKS UP BALL GAME

Glossy Finish Reflects Sun's Rays Into Eyes of Players.

RESULT IS MANY BAD ERRORS

Umpire Orders Studebaker Moved, but Owner Covers Mirror-Like Sides and the Game Proceeds.

A long day's run across Studebaker "Six." C. A. Cleveland arrived in the out-...

The developments came thick and fast. The Dubois catcher grabbed blindly to his right for a third strike on an opposi-...

The umpire later added his presence to the conference. Then the entire cortege moved toward Mr. Lemmon's position.

"That's what's doing it," declared the arbitrator, and advanced toward the puzzled party in the Studebaker.

"Sorry, sir," he remarked to Mr. Lemmon, but if you don't move that car I'll have to call this game.

"Call it? What for?" replied the astounded motorist.

"Why, on account of reflection, I guess. The sunshine hits it in a dozen places and reflects back into the players' eyes so they can't see the ball."

"Well, that's the highest compliment for automobile finish I ever heard," laughed Lemmon, "but I guess we can fix matters up."

By covering the entire side and front of the car with linen dusters, supplemented by robes secured from other motorists in the parking space, the side of the Studebaker "Six" was finally swathed from the sun's rays and the game proceeded with the players handling the ball as accurately as their adherents had a right to expect.

Goodrich Service For Motor Trucks

The Goodrich tire renewal shops which are established throughout this country are in line with the general tendency throughout the truck industry to reduce to a minimum lost time.

"When trucks are idle, production stops, and the various quick loading devices designed for their use of saving time reflect the necessity of keeping the truck going all the time."

"Before the advent of the service station, a tire replacement meant the loss of much valuable time, because the truck could not work while the tire was being replaced."

Now, with present truck tire service, the passing of a tire means but the loss of a few minutes. Should tires go bad, emergency trucks with skilled tire men

go out at once. Calls for such service are made even up to twenty miles radius of the service station.

Overland Band to Go to Convention of Rotary Clubs

A startling contrast as well as a touch of human interest is found in the personnel of the Overland Band, which is to accompany the Rotary club of Toledo to the international convention held in Houston the week of June 21.

The appearance of the musicians in their handsome braided blue uniforms is vastly different from the picture they make in their workday overalls at the large factory of the Willys-Overland Co., in Toledo.

The band, which is regarded by many critics as the best amateur organization of its kind in the country, is composed of men employed in thirteen different departments of the big automobile plant. Its manager is one of the vice-presidents of the company, who is a member of the Rotary club. One of the solo clarinet players is an employe in the iron foundry. Other members are blacksmiths, painters, bookkeepers, electrical workers, upholsterers, motor testers and expert craftsmen from many other widely diversified departments of the factory.

Chandler Enters the Chicago-Boston Run

The Chandler Motor Car company of Cleveland has entered two Chandler light weight sixes in the Chicago to Boston nonstop run, which will be conducted by the Chicago Automobile club this month.

The run will start from Chicago on June 23. In giving the reason which prompted the Chandler entries C. A. Emlise, sales manager of the Chandler company, said:

"We are attracted to the run by the fact that it will undoubtedly show the actual gasoline consumption of cars. There are so many misleading statements regarding unofficial tests that a run of this kind should settle this matter in the minds of the public, at least so far as the cars entered are concerned. The Chandler company feels that the public is entitled to this information, for fuel economy is coming to be a more and more important factor in deciding the purchase of a car."

Autos Are Becoming Popular in Japan

Japan, at first slow to adopt the motor car, is now taking very kindly to the automobile, and in fact during the last two years the industry has made very rapid progress in all the countries of the far east. Glowing reports of this advance are made by Henry W. Andrews, Yokohama agent for the Cadillac, who is visiting in California.

"Two years ago," declares Mr. Andrews, "there were not 100 motor cars in Japan. This year more than 1,500 are registered."

"The aversion to the motor car which was so apparent a short time ago is rapidly disappearing. Not many years ago the sight of the motor car on the streets of any but the large cities brought forth storms of protest, usually accompanied by stones hurled at the driver and occupants of the offending car. Happily this has entirely disappeared."

"The greatest drawback for the American motorist in Japan would be the price of gasoline. It is easy to obtain, but trust or no trust, the price is 22 cents a gallon."

Nebraska Leads All States in the Number of Fords

"If we consider the number of Ford cars in proportion to the population of the various states, we find that these cars are more popular in Nebraska than they are anywhere else. The Department of Commerce at Washington has issued an estimate of the population of each state July 1, 1914, as based on the census bureau's figures of 1910. Assuming the census bureau's figures to be correct, it is a little unfair to base the comparison on the population calculated for July and Ford registrations in April, as it gives the Nebraska a three months' start over Henry Ford. However, these dates are the closest it is possible to get at this time. It is safe to say that the March record of 2,171 Fords which passed out of the factory doors during the month will be continued, in which case our figures are cheating the Detroit manufacturer to the extent of 86,136 cars."

"Nevertheless, based on these two dates, Nebraska has one Ford for every 199 people in the state; Iowa, which is second in the total number of Fords owned, also is second in the per capita Fordage, with one for every 108 people; North Dakota shows up with one Ford for every 150 in the state; California has a Ford for every 184 people; Michigan, its home state, is at the boiling point, with one Ford for every 212 people; in Ohio every two hundred and eightieth person owns a Ford and in Illinois every three hundred and sixtieth. In New York you have to count 479 people before you come to a Ford owner and in Alabama it takes 2,000 people to make a Ford family."

"When it is considered that there is an average of five people in each family, the ratio shows up even better. For instance, in Nebraska every twentieth farmhouse would have a Ford in front of it if it were not for the fact that the latter probably is on the road taking the butter and eggs to town. As a matter of fact, in the agricultural states fewer than twenty farm houses would be passed before one of the little cars was found, but the average is brought down by the less comfortably situated city population."—Motor Age, May 19.

Auto Pulls Road Drag

T. Thompson tried out a new road drag Thursday which he has invented and applied for patent. He pulled it over rough roads with his Studebaker car and it left a smooth track behind it. It is certainly a great improvement over the old kind of drag.—Washington (Iowa) Press.

Studebaker Pathfinder

A Studebaker "Six" was the pathfinder car for the Philadelphia Inquirer's recent Atlantic City run. This car, driven by H. R. DeGroat, also acted as pilot car for the tour itself, and distributed the confetti.

Standing in Line

Charles Steinbach purchased a Studebaker car early last week. Who's next?—North Chilton Correspondence Chilton (Wis.) Times.

2-Piece Angle-Iron Construction

LEAK PROOF Piston Rings

Strong, Elastic and leak-proof. All Supply Motors, Garage and Repair Shops.

TOMB OF OSIRIS IS FOUND

Death Chamber of Egyptian King-God Located by Scientists.

TEMPLE OLDER THAN PYRAMIDS

Large Granite Building Discovered Nine Yards Below Surface of Desert Midway Between Assuan and Cairo.

PARIS, June 13.—Prof. Edward Naville, the Egyptologist who has been directing 600 men and boys in excavations to unearth the temple and tomb of Osiris, has returned to his chair at the University of Geneva elated with the belief that he has penetrated to the actual funeral chamber of the ancient Egyptian king-god, and that another winter's work which is already assured under auspices of the Anglo-American Egyptian Exploration company, will bring to light important details bearing upon the history of Osiris.

The legend is that Osiris, a wise and beneficent king who reigned the Egyptians from savagery, met a sudden and premature death by the scheming of his wicked brother, Seth, who, with seventy-two fellow conspirators, invited Osiris to a banquet and induced him to enter a cunningly-wrought coffin. They shut down the lid and cast the chest and its body into the Nile. Isis, faithful wife of the beloved king, recovered the body. The legend continues that Seth and his fellow conspirators then cut the body into fourteen pieces and scattered the parts all over Egypt—each piece being entombed by worshippers of Osiris—which accounts for the numerous tombs to him. The faithful Isis, however, gathered the pieces and brought them back to the Temple of Abydos.

Older Than the Pyramids. This temple, where Prof. Naville has been conducting the excavations, is, he is sure, the true burial place of Osiris.

The place is about equidistant between Cairo and Assuan, in the desert about eight miles westward from the Nile.

Prof. Naville believes this temple is older even than the pyramids. Relating some details of his work to The Associated Press correspondent at Geneva, he said:

"We worked from December 21, 1913, to March 11, 1914, and during the eleven weeks we experienced some anxiety and excitement. At nine yards under the soil we found a large building constructed of granite and very hard, red sandstone. This edifice is divided into three naves, which are surrounded by sixteen large cells all identical in size and shape. They have no inscriptions on the walls whatever. This proves that the building is very ancient as the walls of more modern edifices in Egypt are covered with inscriptions."

"In front of the cells is a stone platform supported by ten huge blocks of granite. Skirting this platform we came upon the reservoir—or wall of Osiris, which undoubtedly is that mentioned by the Roman historian Strabo. While the reservoir has not yet been explored, it is probable that its waters had been popular at one time for their supposed curative virtues."

Tomb of Osiris.

"On the opposite side of the temple to that where we entered we found the burial place of Osiris, as the Book of the Dead and the inscription on the walls of the funeral chamber, twenty yards by five, proved to us beyond all doubt. You can imagine that we were greatly delighted at the discovery."

"We found also that in some remote past Egyptian thieves had been at work there. They had entered the funeral chamber by piercing a hole in the wall, but of course it will never be known what the thieves carried away. Did they take the sarcophagus of Osiris? All Egyptologists in the course of their researches in the ruins of Egypt have come across traces of thieves who were considered to be the cleverest in the then known world. They formed themselves into associations and gangs with the special object of robbing tombs, as it was

the ancient custom among Egyptians to bury valuables with their dead. There was a superstition of the tombs, but this the thieves seem to have avoided easily, judging by their exploits.

"The whole of the vast edifices we discovered is in a bad state of ruins because it and its surroundings were used as a quarry in the time of Ramses II." Professor Naville, who is an elderly man, insisted upon paying honor to his "brave assistants," Messrs. Wainwright and Gibson of London, and Thomas Wittemore of Tufts college, Massachusetts.

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Danish Policemen Threaten to Strike

COPENHAGEN, July 11.—The Danish policemen are threatening to strike because the new women police started out at a greater salary than male novices. The women police are being appointed to deal with delinquent and detective women and children, and the new appointees are to receive \$300 more a year than regular men police when they first enter the service.

If the strike should occur, the police chief will probably use the new women police as strikebreakers by putting them on the beats of the strikers.

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The Most Careful and Courteous Attendants in the City.
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A New High Power GASOLENE—Highest Test of Any Sold in Omaha. At Filling Station Price.
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A Sure 25% Saved on Tires

16 makes of tires now sell above Goodyear prices. Half of them sell about one-third higher. As between them and Goodyears, you are sure of one saving—right at the start—of 25 per cent.

Arrogant Prices

The evidence is that Goodyear tires are the best tires built today. They outsell any other. And they won that place by millions of mileage tests.

If that is so, an extra price means simple arrogance. Or it is used to infer an extra quality, which doesn't and cannot exist. Or it is forced by limited, high-cost production.

None of those reasons warrants you in paying the higher prices.

Our Latest Saving

Price is our latest saving. For years we worked solely to increase the Goodyear mileage. No-Rim-Cut tires then cost you more than others.

We reached the limit in good tires, then turned our efforts to reducing cost. Now No-Rim-Cut tires cost you half what they used to cost. Last year's reductions totaled 28 per cent. And many of the tires which once undersold us, cost you more than Goodyears now.

The reason lies in

GOOD YEAR
AKRON, OHIO
No-Rim-Cut Tires
With All-Weather Treads or Smooth

our factory efficiency—in our matchless output—in our modern equipment. It also lies in our modest profit, which last year averaged 6 1/2 per cent.

Things Others Lack

These four features of No-Rim-Cut tires are found in no others, whatever the price:

First, our No-Rim-Cut feature.

Second, our "On-Air" cure—done to save the countless blow-outs due to wrinkled fabric.

Third, our patent method for combating tread separation.

Fourth, our All-Weather tread—our double-thick, resistless anti-skid, yet as flat and smooth running as a plain tread.

These are all costly features. One of them adds to our tire cost \$1,500 per day. Yet we offer them all in No-Rim-Cut tires, and no high-priced tire offers one of them.

If these facts appeal to you, ask your dealer to get you Goodyear tires.

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO
This Company has no connection whatever with any other rubber concern which uses the Goodyear name.

Any Dealer can supply you Goodyear Tires. If the wanted size is not in stock he will telephone our Local Branch.



Overland

The Strict Maintenance of this Price is Your Guarantee of Security

THIS list price is established and maintained all over the country. It makes no difference whether you purchase your Overland in New York or New Mexico—this price never varies.

Recently, ten friends decided to each get an Overland. They went to an Overland dealer in a body—said they would take ten cars on the spot if he would give them 5% off. He refused. They argued that his neighboring competitor had already offered them 10% off on the car he represented. The Overland dealer then replied that if they would wait a few days longer the man next door would probably give them 20% off! They did wait a few days—then bought ten Overlands at the full list price.

Now—these men bought the Overlands, not because they knew

so much more about the car, but because they had complete confidence in the Overland dealer who had the one fixed price and absolutely no confidence in the competing dealer who had a variety of prices.

It does not take any great amount of intelligence to see through the weaknesses, drawbacks and insecurity of a cut-price car proposition. Either the car, or the factory behind it, or the dealer, or all three cannot be relied upon.

Remember—that in purchasing an Overland you get a great deal more than just the best car for the least money; you get service that is dependable, permanent and international.

denced by the following record breaking figures:

Up to date we have delivered over \$42,000,000.00 worth of nineteen fourteen Overlands. Right now the public is investing over \$250,000.00 a day in Overlands.

If we did not out-class (both in car value and service) those who are continually cutting their price how could we continue to get the greatest volume of business?

The Overland is a larger car; a more powerful car; a more comfortable car; a more complete car and a more thoroughly made car than any other for the price.

And it costs you 30% less than any other similar car.

Why don't you have an Overland demonstration?

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The Willys-Overland Company, Toledo, Ohio

\$950 Completely Equipped

\$1075 With electric starter and generator

Price f. o. b. Toledo

BRIEF SPECIFICATIONS: Electric head, side, tail and dash lights. Storage battery.

11-horsepower motor. 31 x 4 O. D. tires. 11 1/2-inch wheels.

Mohair top, curtains and seat. High-grade speedometer.

Clear vision, water-tight, windshield. Electric horn.



Manufacturers of the famous Overland Delivery Wagon, Garford and Willys Utility Trucks. Full information on request.