

JUDGMENTS

FRANK CHANCE would probably give more than a month's pay if he could live over a few seconds of his life on the Brooklyn ball field. His friends will willingly forgive him for the one dark mark on his splendid career as a ball player, but they will not be able to forget that their idol's feet are made of clay, after all. No one knows better than Chance that his conduct was inexcusable, even in the stress of the game, and under all circumstances, the professional athlete must have the perfect control of his temper as he has of his muscles. This Chance did not have. His provocation was extreme, but he might have borne in patience a few moments longer the abuse that was being hurled at him from the bleachers, as well as the pop bottles that were harmlessly falling around him. Two men were down in the ninth inning, and within at least two minutes the third would have been out and the game was already in Chicago's certain grasp. For just that instant Chance forgot himself and stained his record. Ball players all over the country have lost control of their tempers at different times, and the game has been marred by many disgraceful wrangles and episodes, but none of these were ever of championship stuff; and this time McGraw, who has won for himself the position of premier among rowdies. He was not a real champion. On Frank Chance rested the hopes of all who favor clean ball, and his act was a serious disappointment to his friends.

The incident forces attention to a phase of the game that has been slowly developing for several seasons, until it has reached a point where some serious attention must be paid to it. For several years the authorities of the game have devoted all their attention to the rowdy player, until he has been nearly eliminated from the game, and base ball has reached a high place as a contest of skilled and ready witted athletes. It is now the unruly spectator who must be dealt with. All due consideration must be made for the fact that the fan has been keen to see the home team win, but no stretching of this allowance will cover some of the assaults that have been made on visiting clubs by spectators during the last few days. When Cleveland was playing in St. Louis recently in one game both Hinchman and Bradley were made the targets for a continual fire of bottles from the bleachers. Once Hinchman had to abandon an attempt to catch a foul in order to protect himself from serious injury from the volley of bottles hurled at him. Bradley suffered similarly, and no effort was made by the St. Louis management to stop the onslaught. The practice of throwing bottles has become such a menace that it needs immediate and vigorous treatment. If the rule requiring the home team to police the grounds were interpreted so as to include forfeiture of the game in case the visiting players are subjected to such violent assaults as are indicated by the bottle throwing, the home management would find some way of subduing its unruly patrons. The foul language can hardly be checked, but the bottle throwing can, and it ought to be. The game of base ball is one that appeals to more than any other of our sports to fairness and good sportsmanship as brought forth in the "Poodle Dog" episode as brought forth in the "Poodle Dog" episode as brought forth in the "Poodle Dog" episode.

If anybody doubts that the Western league race is a fierce one, let him look up the record of the last three weeks. There's nothing to equal the game team win, but Des Moines, Omaha, Lincoln and Davenport have fought for games during this time. Anybody who can pick the sure winner now is wise enough to win a lot of money. Omaha has a slight advantage just at present in the long string of home games, but Des Moines is just as well fixed, and the home grounds mean more in Des Moines than anywhere else on the circuit.

Having had time to look about since the event, Tommie Burns finds that the punch he handed Bobbie Bink didn't put him on the lot higher up than he was. He got the "cut," but here comes a welterweight from Boston with an offer to fight him. And Jeff is opening a combination boose parlor and lodging house at Los Angeles that will make even the "Poodle Dog" look cheap. Burns' title has a hollow sound, but he has the consolation that the money was real.

Ex-Omaha pitchers cut some ice at Philadelphia during the week. Tommie Brown went to the Cubs very prettily; then, just to show there are others, "Almer" Brown went in and whitewashed the Quakers. What would have happened if it had been Brown against Brown even Charley Dryden couldn't describe.

Tennis men will soon have the spotlight. The United States open begins at Englewood, N. J., from August 1 to 10, and on all over the country the courts will be busy. Next week the Omaha City starts, and this, as a precursor for the middle west, promises to be of uncommon interest this season.

The Naps are not giving the White Sox a chance to breathe. Maybe Jones & Co. would appreciate it if Lafole and his band would let up for a minute, just long enough to allow the champions to catch their breath. It looks, though, as if the Naps were going to run the Sox to a finish.

It's almost time to trot out the list of injuries, etc., from which the foot ball team is suffering. An indication of the progress of the season is found in Prof. Stagg's announcement of his summer school for foot ball players at Chicago.

"Buck" Franck's great head is shown in the fact that he is the leading run getter and base runner of the league. The captain not only theorizes for his men, but he sets them the example. He is the "Peerless Leader" in the Western, all right.

Some enthusiasts have proposed that Nebraska have a crew at Poughkeepsie next season. Might be arranged, if the others would agree to a return date on the classic Salt Creek.

A new firm: "Banders & McNeely, Whitefishers. All jobs look alike; satisfaction guaranteed; for terms, apply to 'Buck' Franck."

HOME-MADE OR FOREIGN FEAR

Differences in American and European Construction.

OPINION OF EXPERT ON TOPIC

Yankee Builders Are Adopting French Details and Designs Fast Enough to Produce Much Better Results.

Mr. Berne Nadall, the Canadian engineer and automobile expert, writes to the Motor Way an interesting and valuable article on "Differences in American and European Construction." In which he says: "The American makers are fast discarding the old-fashioned details of their engineering job. I can almost see in the last few months by perusal of the various motor papers the rapid change the American manufacturers are making in the proper direction, viz: The four-cylinder automobiles with vertical engines in front, sliding gear transmissions, magnetos, ignition, Cardan shafts, etc. are being abandoned. There are still a good many points with regard to detail that need attention on this side of the water. One particular point I notice in the American cars of the four-cylinder type, and that is the great height of the front end. The American cars on the main roads are pretty rough, and while it is necessary to have good road clearance, it is just as easy to have good road clearance from a chassis with a low engine as it is with a high engine. If the Frenchmen and the Italians would still keep their engines low and increase the chassis height to suit the road, another difference I notice between the American and continental practice is the use of the accumulator or battery. American makers use the accumulator or battery against the accumulator or battery. The American makers use the accumulator or battery against the accumulator or battery. The American makers use the accumulator or battery against the accumulator or battery.

TOURING PARTIES THE ORDER

Omaha Auto Owners Are Busy on the Road.

Touring parties are the order of the day in automobile circles in Omaha. Several of the Omaha owners are at present touring through the eastern states, some started yesterday. The season has just begun, and the season of the year for touring, for the warm weather soon drives the roads and the tourists are able to resume shortly after a shower, or even a heavy rain.

Several Omaha owners left yesterday for Rock Island to attend the Transmississippi Golf association tournament, which will be held beginning tomorrow, on the government links at the arsenal. Fred Hamilton took his chauffeur, Hunter, Mr. and Mrs. J. T. Stewart and Mr. and Mrs. W. T. Burns. T. V. MacInch took his high-powered Olds runabout, taking a goodly supply of food and other things. They will travel together Friday. Mr. Hamilton telephoned around Iowa and found several bridges out between Des Moines and Iowa City, so they have decided to follow the more northern route of the Northwestern.

Word has been received from G. W. Wattle that he has been to the factory, secured his new machine and is now touring New England.

IN THE AUTOMOBILE WORLD.

Wheeled carriages were first used in France in 1858. The longest way around often is surer than a main road beset with police traps. W. C. Warwick, representing the Automobile Club of America, is at the lower garage last week. Arrangements are already under way for the Automobile Club of America, a New York City organization, now claims to be the largest club of its kind in the country. It has nearly 1,500 members. "Corn poppers" is the term invented by Philadelphia motorists for the motorists who hoist their horns on fourth spring and flourish but for a season. R. S. Buckman of Colorado Springs, en route from the Rocky mountains to the Pacific coast, is making a record for the last week, overhauling his machine. Nearly \$4,000 was spent in Paris to the late motorist who did so much for motoring both in France and in England. At the Atlantic City Auto Carnival, beginning August 5, about \$5,000 worth of cups will be distributed to the winners of the sixteen events on the program.

HIS AUTOMOBILE NAMED DOBBIN

Illinois Man Finally Buys a Machine and Tells Why He Did It. W. A. Merriam of Lagrange, Ill., has finally bought an automobile, much to the relief of the dealers of Automobile Row, Chicago, who have been tried in vain to sell him a machine for five years past. Demonstrations, endurance tests, economy runs—every known method of selling a "prospect" have been showered on Mr. Merriam by the agents of the best known machines for two years past, but Mr. Merriam was proof against them all. He finally bought a machine, and an interesting story should prove instructive to automobile dealers generally. "You see," said Mr. Merriam, "I wanted an automobile to take the place of my horse. Now, my horse never tried to go sixty miles an hour; if he did I would have taken him out and shot him. Now I can go sixty miles an hour, and I can go through mud like a flying machine; if he did I would have to get rid of him, for what I wanted was comfort and safety for myself and my family. When the dealers used to take me out in their flying de-vils—or whatever they call their crack cars, I'd hold on and say nothing, but I thought to myself, 'I'm glad the family ain't with me,' and I made up my mind to wait; that the right machine wasn't made yet—for a family man like me. But last week the Oldsmobile man came around, right after breakfast, and said: 'I've just run up, and I've got a new machine for you. It's a new machine to do it; that's quicker than harnessing a horse, isn't it? Let me take you to town.' So we got in, and while we didn't speed up any at all, we made the trip in less than half the horse's time. Now, said he, 'I'll suppose it's good weather for the machine, but I'll take you to my office, so we'll leave the machine here until noon. No one can steal it; I lock the wheels,' which he did. Then at noon we took my family home to lunch. After lunch he showed how, in a day or two, my wife could run the machine and he said: 'I'll take you to a horse vet. Then he got my grandfather interested, who feels too old to safely manage a horse, and blamed if the old man wasn't running the machine in a few minutes. Then the nurse and baby were taken out, and when we found how it was impossible for the machine to go any faster than a horse, much safer than any horse vehicle could possibly be, I began to look at automobiles in a different light. All told

AUTO RACES AT BRIGHTON TRACK

Program of Much Interest for the August Meeting. CONEY ISLAND, N. Y., July 13.—Judging from the list of events which have been arranged for the Brighton beach automobile race of August 9 and 10, this affair should be the sport of its kind in the history of the great city. The feature event is a twenty-four-hour endurance endurance derby, with a gold and silver trophy for the owner of the winning car, and \$1,000 in gold coin, to be divided between the two drivers. Preceding this contest two five-mile, two ten-mile, a fifty-mile, and a 100-mile race will be run off. The entry blanks for the Brighton meet have been sent out, and the early receipt of a goodly number of entries is expected, particularly for the long distance races, in which the number of starters will be limited. The fifty, 100, and twenty-four hour contests are open to all drivers under 21 years of age. There is a \$100 prize for the winner of the 100-mile race, and a \$100 prize for the winner of the 24-hour race. The 100-mile race will be run off on August 9, and the 24-hour race on August 10. The 100-mile race will be run off on August 9, and the 24-hour race on August 10. The 100-mile race will be run off on August 9, and the 24-hour race on August 10.

Covering for Torn Tire Casings.

A very good "man-hour" for covering a torn or cut tire casing is a horse. A strip three or four inches longer than the rupture in the tire casing should be cut from the casing of a horse shoe and should be worked rapidly between the casing and the tire. It should then be fastened to the casing with a strong cord to a leather thong serving for the purpose, care being taken to anchor the thong to one of the spokes so that it cannot come out.

THE OMAHA SUNDAY BEE: JULY 14, 1927

HOME-MADE OR FOREIGN FEAR

Differences in American and European Construction.

OPINION OF EXPERT ON TOPIC

Yankee Builders Are Adopting French Details and Designs Fast Enough to Produce Much Better Results.

Mr. Berne Nadall, the Canadian engineer and automobile expert, writes to the Motor Way an interesting and valuable article on "Differences in American and European Construction." In which he says: "The American makers are fast discarding the old-fashioned details of their engineering job. I can almost see in the last few months by perusal of the various motor papers the rapid change the American manufacturers are making in the proper direction, viz: The four-cylinder automobiles with vertical engines in front, sliding gear transmissions, magnetos, ignition, Cardan shafts, etc. are being abandoned. There are still a good many points with regard to detail that need attention on this side of the water. One particular point I notice in the American cars of the four-cylinder type, and that is the great height of the front end. The American cars on the main roads are pretty rough, and while it is necessary to have good road clearance, it is just as easy to have good road clearance from a chassis with a low engine as it is with a high engine. If the Frenchmen and the Italians would still keep their engines low and increase the chassis height to suit the road, another difference I notice between the American and continental practice is the use of the accumulator or battery. American makers use the accumulator or battery against the accumulator or battery. The American makers use the accumulator or battery against the accumulator or battery.

TOURING PARTIES THE ORDER

Omaha Auto Owners Are Busy on the Road.

Touring parties are the order of the day in automobile circles in Omaha. Several of the Omaha owners are at present touring through the eastern states, some started yesterday. The season has just begun, and the season of the year for touring, for the warm weather soon drives the roads and the tourists are able to resume shortly after a shower, or even a heavy rain.

Several Omaha owners left yesterday for Rock Island to attend the Transmississippi Golf association tournament, which will be held beginning tomorrow, on the government links at the arsenal. Fred Hamilton took his chauffeur, Hunter, Mr. and Mrs. J. T. Stewart and Mr. and Mrs. W. T. Burns. T. V. MacInch took his high-powered Olds runabout, taking a goodly supply of food and other things. They will travel together Friday. Mr. Hamilton telephoned around Iowa and found several bridges out between Des Moines and Iowa City, so they have decided to follow the more northern route of the Northwestern.

Word has been received from G. W. Wattle that he has been to the factory, secured his new machine and is now touring New England.

IN THE AUTOMOBILE WORLD.

Wheeled carriages were first used in France in 1858. The longest way around often is surer than a main road beset with police traps. W. C. Warwick, representing the Automobile Club of America, is at the lower garage last week. Arrangements are already under way for the Automobile Club of America, a New York City organization, now claims to be the largest club of its kind in the country. It has nearly 1,500 members. "Corn poppers" is the term invented by Philadelphia motorists for the motorists who hoist their horns on fourth spring and flourish but for a season. R. S. Buckman of Colorado Springs, en route from the Rocky mountains to the Pacific coast, is making a record for the last week, overhauling his machine. Nearly \$4,000 was spent in Paris to the late motorist who did so much for motoring both in France and in England. At the Atlantic City Auto Carnival, beginning August 5, about \$5,000 worth of cups will be distributed to the winners of the sixteen events on the program.

HIS AUTOMOBILE NAMED DOBBIN

Illinois Man Finally Buys a Machine and Tells Why He Did It. W. A. Merriam of Lagrange, Ill., has finally bought an automobile, much to the relief of the dealers of Automobile Row, Chicago, who have been tried in vain to sell him a machine for five years past. Demonstrations, endurance tests, economy runs—every known method of selling a "prospect" have been showered on Mr. Merriam by the agents of the best known machines for two years past, but Mr. Merriam was proof against them all. He finally bought a machine, and an interesting story should prove instructive to automobile dealers generally. "You see," said Mr. Merriam, "I wanted an automobile to take the place of my horse. Now, my horse never tried to go sixty miles an hour; if he did I would have taken him out and shot him. Now I can go sixty miles an hour, and I can go through mud like a flying machine; if he did I would have to get rid of him, for what I wanted was comfort and safety for myself and my family. When the dealers used to take me out in their flying de-vils—or whatever they call their crack cars, I'd hold on and say nothing, but I thought to myself, 'I'm glad the family ain't with me,' and I made up my mind to wait; that the right machine wasn't made yet—for a family man like me. But last week the Oldsmobile man came around, right after breakfast, and said: 'I've just run up, and I've got a new machine for you. It's a new machine to do it; that's quicker than harnessing a horse, isn't it? Let me take you to town.' So we got in, and while we didn't speed up any at all, we made the trip in less than half the horse's time. Now, said he, 'I'll suppose it's good weather for the machine, but I'll take you to my office, so we'll leave the machine here until noon. No one can steal it; I lock the wheels,' which he did. Then at noon we took my family home to lunch. After lunch he showed how, in a day or two, my wife could run the machine and he said: 'I'll take you to a horse vet. Then he got my grandfather interested, who feels too old to safely manage a horse, and blamed if the old man wasn't running the machine in a few minutes. Then the nurse and baby were taken out, and when we found how it was impossible for the machine to go any faster than a horse, much safer than any horse vehicle could possibly be, I began to look at automobiles in a different light. All told

AUTO RACES AT BRIGHTON TRACK

Program of Much Interest for the August Meeting. CONEY ISLAND, N. Y., July 13.—Judging from the list of events which have been arranged for the Brighton beach automobile race of August 9 and 10, this affair should be the sport of its kind in the history of the great city. The feature event is a twenty-four-hour endurance endurance derby, with a gold and silver trophy for the owner of the winning car, and \$1,000 in gold coin, to be divided between the two drivers. Preceding this contest two five-mile, two ten-mile, a fifty-mile, and a 100-mile race will be run off. The entry blanks for the Brighton meet have been sent out, and the early receipt of a goodly number of entries is expected, particularly for the long distance races, in which the number of starters will be limited. The fifty, 100, and twenty-four hour contests are open to all drivers under 21 years of age. There is a \$100 prize for the winner of the 100-mile race, and a \$100 prize for the winner of the 24-hour race. The 100-mile race will be run off on August 9, and the 24-hour race on August 10. The 100-mile race will be run off on August 9, and the 24-hour race on August 10.

Covering for Torn Tire Casings.

A very good "man-hour" for covering a torn or cut tire casing is a horse. A strip three or four inches longer than the rupture in the tire casing should be cut from the casing of a horse shoe and should be worked rapidly between the casing and the tire. It should then be fastened to the casing with a strong cord to a leather thong serving for the purpose, care being taken to anchor the thong to one of the spokes so that it cannot come out.

THE OMAHA SUNDAY BEE: JULY 14, 1927

HOME-MADE OR FOREIGN FEAR

Differences in American and European Construction.

OPINION OF EXPERT ON TOPIC

Yankee Builders Are Adopting French Details and Designs Fast Enough to Produce Much Better Results.

Mr. Berne Nadall, the Canadian engineer and automobile expert, writes to the Motor Way an interesting and valuable article on "Differences in American and European Construction." In which he says: "The American makers are fast discarding the old-fashioned details of their engineering job. I can almost see in the last few months by perusal of the various motor papers the rapid change the American manufacturers are making in the proper direction, viz: The four-cylinder automobiles with vertical engines in front, sliding gear transmissions, magnetos, ignition, Cardan shafts, etc. are being abandoned. There are still a good many points with regard to detail that need attention on this side of the water. One particular point I notice in the American cars of the four-cylinder type, and that is the great height of the front end. The American cars on the main roads are pretty rough, and while it is necessary to have good road clearance, it is just as easy to have good road clearance from a chassis with a low engine as it is with a high engine. If the Frenchmen and the Italians would still keep their engines low and increase the chassis height to suit the road, another difference I notice between the American and continental practice is the use of the accumulator or battery. American makers use the accumulator or battery against the accumulator or battery. The American makers use the accumulator or battery against the accumulator or battery.

TOURING PARTIES THE ORDER

Omaha Auto Owners Are Busy on the Road.

Touring parties are the order of the day in automobile circles in Omaha. Several of the Omaha owners are at present touring through the eastern states, some started yesterday. The season has just begun, and the season of the year for touring, for the warm weather soon drives the roads and the tourists are able to resume shortly after a shower, or even a heavy rain.

Several Omaha owners left yesterday for Rock Island to attend the Transmississippi Golf association tournament, which will be held beginning tomorrow, on the government links at the arsenal. Fred Hamilton took his chauffeur, Hunter, Mr. and Mrs. J. T. Stewart and Mr. and Mrs. W. T. Burns. T. V. MacInch took his high-powered Olds runabout, taking a goodly supply of food and other things. They will travel together Friday. Mr. Hamilton telephoned around Iowa and found several bridges out between Des Moines and Iowa City, so they have decided to follow the more northern route of the Northwestern.

Word has been received from G. W. Wattle that he has been to the factory, secured his new machine and is now touring New England.

IN THE AUTOMOBILE WORLD.

Wheeled carriages were first used in France in 1858. The longest way around often is surer than a main road beset with police traps. W. C. Warwick, representing the Automobile Club of America, is at the lower garage last week. Arrangements are already under way for the Automobile Club of America, a New York City organization, now claims to be the largest club of its kind in the country. It has nearly 1,500 members. "Corn poppers" is the term invented by Philadelphia motorists for the motorists who hoist their horns on fourth spring and flourish but for a season. R. S. Buckman of Colorado Springs, en route from the Rocky mountains to the Pacific coast, is making a record for the last week, overhauling his machine. Nearly \$4,000 was spent in Paris to the late motorist who did so much for motoring both in France and in England. At the Atlantic City Auto Carnival, beginning August 5, about \$5,000 worth of cups will be distributed to the winners of the sixteen events on the program.

HIS AUTOMOBILE NAMED DOBBIN

Illinois Man Finally Buys a Machine and Tells Why He Did It. W. A. Merriam of Lagrange, Ill., has finally bought an automobile, much to the relief of the dealers of Automobile Row, Chicago, who have been tried in vain to sell him a machine for five years past. Demonstrations, endurance tests, economy runs—every known method of selling a "prospect" have been showered on Mr. Merriam by the agents of the best known machines for two years past, but Mr. Merriam was proof against them all. He finally bought a machine, and an interesting story should prove instructive to automobile dealers generally. "You see," said Mr. Merriam, "I wanted an automobile to take the place of my horse. Now, my horse never tried to go sixty miles an hour; if he did I would have taken him out and shot him. Now I can go sixty miles an hour, and I can go through mud like a flying machine; if he did I would have to get rid of him, for what I wanted was comfort and safety for myself and my family. When the dealers used to take me out in their flying de-vils—or whatever they call their crack cars, I'd hold on and say nothing, but I thought to myself, 'I'm glad the family ain't with me,' and I made up my mind to wait; that the right machine wasn't made yet—for a family man like me. But last week the Oldsmobile man came around, right after breakfast, and said: 'I've just run up, and I've got a new machine for you. It's a new machine to do it; that's quicker than harnessing a horse, isn't it? Let me take you to town.' So we got in, and while we didn't speed up any at all, we made the trip in less than half the horse's time. Now, said he, 'I'll suppose it's good weather for the machine, but I'll take you to my office, so we'll leave the machine here until noon. No one can steal it; I lock the wheels,' which he did. Then at noon we took my family home to lunch. After lunch he showed how, in a day or two, my wife could run the machine and he said: 'I'll take you to a horse vet. Then he got my grandfather interested, who feels too old to safely manage a horse, and blamed if the old man wasn't running the machine in a few minutes. Then the nurse and baby were taken out, and when we found how it was impossible for the machine to go any faster than a horse, much safer than any horse vehicle could possibly be, I began to look at automobiles in a different light. All told

AUTO RACES AT BRIGHTON TRACK

Program of Much Interest for the August Meeting. CONEY ISLAND, N. Y., July 13.—Judging from the list of events which have been arranged for the Brighton beach automobile race of August 9 and 10, this affair should be the sport of its kind in the history of the great city. The feature event is a twenty-four-hour endurance endurance derby, with a gold and silver trophy for the owner of the winning car, and \$1,000 in gold coin, to be divided between the two drivers. Preceding this contest two five-mile, two ten-mile, a fifty-mile, and a 100-mile race will be run off. The entry blanks for the Brighton meet have been sent out, and the early receipt of a goodly number of entries is expected, particularly for the long distance races, in which the number of starters will be limited. The fifty, 100, and twenty-four hour contests are open to all drivers under 21 years of age. There is a \$100 prize for the winner of the 100-mile race, and a \$100 prize for the winner of the 24-hour race. The 100-mile race will be run off on August 9, and the 24-hour race on August 10. The 100-mile race will be run off on August 9, and the 24-hour race on August 10.

Covering for Torn Tire Casings.

A very good "man-hour" for covering a torn or cut tire casing is a horse. A strip three or four inches longer than the rupture in the tire casing should be cut from the casing of a horse shoe and should be worked rapidly between the casing and the tire. It should then be fastened to the casing with a strong cord to a leather thong serving for the purpose, care being taken to anchor the thong to one of the spokes so that it cannot come out.

THE OMAHA SUNDAY BEE: JULY 14, 1927

HOME-MADE OR FOREIGN FEAR

Differences in American and European Construction.

OPINION OF EXPERT ON TOPIC

Yankee Builders Are Adopting French Details and Designs Fast Enough to Produce Much Better Results.

Mr. Berne Nadall, the Canadian engineer and automobile expert, writes to the Motor Way an interesting and valuable article on "Differences in American and European Construction." In which he says: "The American makers are fast discarding the old-fashioned details of their engineering job. I can almost see in the last few months by perusal of the various motor papers the rapid change the American manufacturers are making in the proper direction, viz: The four-cylinder automobiles with vertical engines in front, sliding gear transmissions, magnetos, ignition, Cardan shafts, etc. are being abandoned. There are still a good many points with regard to detail that need attention on this side of the water. One particular point I notice in the American cars of the four-cylinder type, and that is the great height of the front end. The American cars on the main roads are pretty rough, and while it is necessary to have good road clearance, it is just as easy to have good road clearance from a chassis with a low engine as it is with a high engine. If the Frenchmen and the Italians would still keep their engines low and increase the chassis height to suit the road, another difference I notice between the American and continental practice is the use of the accumulator or battery. American makers use the accumulator or battery against the accumulator or battery. The American makers use the accumulator or battery against the accumulator or battery.

TOURING PARTIES THE ORDER

Omaha Auto Owners Are Busy on the Road.

Touring parties are the order of the day in automobile circles in Omaha. Several of the Omaha owners are at present touring through the eastern states, some started yesterday. The season has just begun, and the season of the year for touring, for the warm weather soon drives the roads and the tourists are able to resume shortly after a shower, or even a heavy rain.

Several Omaha owners left yesterday for Rock Island to attend the Transmississippi Golf association tournament, which will be held beginning tomorrow, on the government links at the arsenal. Fred Hamilton took his chauffeur, Hunter, Mr. and Mrs. J. T. Stewart and Mr. and Mrs. W. T. Burns. T. V. MacInch took his high-powered Olds runabout, taking a goodly supply of food and other things. They will travel together Friday. Mr. Hamilton telephoned around Iowa and found several bridges out between Des Moines and Iowa City, so they have decided to follow the more northern route of the Northwestern.

Word has been received from G. W. Wattle that he has been to the factory, secured his new machine and is now touring New England.

IN THE AUTOMOBILE WORLD.

Wheeled carriages were first used in France in 1858. The longest way around often is surer than a main road beset with police traps. W. C. Warwick, representing the Automobile Club of America, is at the lower garage last week. Arrangements are already under way for the Automobile Club of America, a New York City organization, now claims to be the largest club of its kind in the country. It has nearly 1,500 members. "Corn poppers" is the term invented by Philadelphia motorists for the motorists who hoist their horns on fourth spring and flourish but for a season. R. S. Buckman of Colorado Springs, en route from the Rocky mountains to the Pacific coast, is making a record for the last week, overhauling his machine. Nearly \$4,000 was spent in Paris to the late motorist who did so much for motoring both in France and in England. At the Atlantic City Auto Carnival, beginning August 5, about \$5,000 worth of cups will be distributed to the winners of the sixteen events on the program.

HIS AUTOMOBILE NAMED DOBBIN

Illinois Man Finally Buys a Machine and Tells Why He Did It. W. A. Merriam of Lagrange, Ill., has finally bought an automobile, much to the relief of the dealers of Automobile Row, Chicago, who have been tried in vain to sell him a machine for five years past. Demonstrations, endurance tests, economy runs—every known method of selling a "prospect" have been showered on Mr. Merriam by the agents of the best known machines for two years past, but Mr. Merriam was proof against them all. He finally bought a machine, and an interesting story should prove instructive to automobile dealers generally. "You see," said Mr. Merriam, "I wanted an automobile to take the place of my horse. Now, my horse never tried to go sixty miles an hour; if he did I would have taken him out and shot him. Now I can go sixty miles an hour, and I can go through mud like a flying machine; if he did I would have to get rid of him, for what I wanted was comfort and safety for myself and my family. When the dealers used to take me out in their flying de-vils—or whatever they call their crack cars, I'd hold on and say nothing, but I thought to myself, 'I'm glad the family ain't with me,' and I made up my mind to wait; that the right machine wasn't made yet—for a family man like me. But last week the Oldsmobile man came around, right after breakfast, and said: 'I've just run up, and I've got a new machine for you. It's a new machine to do it; that's quicker than harnessing a horse, isn't it? Let me take you to town.' So we got in, and while we didn't speed up any at all, we made the trip in less than half the horse's time. Now, said he, 'I'll suppose it's good weather for the machine, but I'll take you to my office, so we'll leave the machine here until noon. No one can steal it; I lock the wheels,' which he did. Then at noon we took my family home to lunch. After lunch he showed how, in a day or two, my wife could run the machine and he said: 'I'll take you to a horse vet. Then he got my grandfather interested, who feels too old to safely manage a horse, and blamed if the old man wasn't running the machine in a few minutes. Then the nurse and baby were taken out, and when we found how it was impossible for the machine to go any faster than a horse, much safer than any horse vehicle could possibly be, I began to look at automobiles in a different light. All told

AUTO RACES AT BRIGHTON TRACK

Program of Much Interest for the August Meeting. CONEY ISLAND, N. Y., July 13.—Judging from the list of events which have been arranged for the Brighton beach automobile race of August 9 and 10, this affair should be the sport of its kind in the history of the great city. The feature event is a twenty-four-hour endurance endurance derby, with a gold and silver trophy for the owner of the winning car, and \$1,000 in gold coin, to be divided between the two drivers. Preceding this contest two five-mile, two ten-mile, a fifty-mile, and a 100-mile race will be run off. The entry blanks for the Brighton meet have been sent out, and the early receipt of a goodly number of entries is expected, particularly for the long distance races, in which the number of starters will be limited. The fifty, 100, and twenty-four hour contests are open to all drivers under 21 years of age. There is a \$100 prize for the winner of the 100-mile race, and a \$100 prize for the winner of the 24-hour race. The 100-mile race will be run off on August 9, and the 24-hour race on August 10. The 100-mile race will be run off on August 9, and the 24-hour race on August 10.

Covering for Torn Tire Casings.

A very good "man-hour" for covering a torn or cut tire casing is a horse. A strip three or four inches longer than the rupture in the tire casing should be cut from the casing of a horse shoe and should be worked rapidly between the casing and the tire. It should then be fastened to the casing with a strong cord to a leather thong serving for the purpose, care being taken to anchor the thong to one of the spokes so that it cannot come out.

THE OMAHA SUNDAY BEE: JULY 14, 1927

HOME-MADE OR FOREIGN FEAR

Differences in American and European Construction.

OPINION OF EXPERT ON TOPIC

Yankee Builders Are Adopting French Details and Designs Fast Enough to Produce Much Better Results.

Mr. Berne Nadall, the Canadian engineer and automobile expert, writes to the Motor Way an interesting and valuable article on "Differences in American and European Construction." In which he says: "The American makers are fast discarding the old-fashioned details of their engineering job. I can almost see in the last few months by perusal of the various motor papers the rapid change the American manufacturers are making in the proper direction, viz: The four-cylinder automobiles with vertical engines in front, sliding gear transmissions, magnetos, ignition, Cardan shafts, etc. are being abandoned. There are still a good many points with regard to detail that need attention on this side of the water. One particular point I notice in the American cars of the four-cylinder type, and that is the great height of the front end. The American cars on the main roads are pretty rough, and while it is necessary to have good road clearance, it is just as easy to have good road clearance from a chassis with a low engine as it is with a high engine. If the Frenchmen and the Italians would still keep their engines low and increase the chassis height to suit the road, another difference I notice between the American and continental practice is the use of the accumulator or battery. American makers use the accumulator or battery against the accumulator or battery. The American makers use the accumulator or battery against the accumulator or battery.