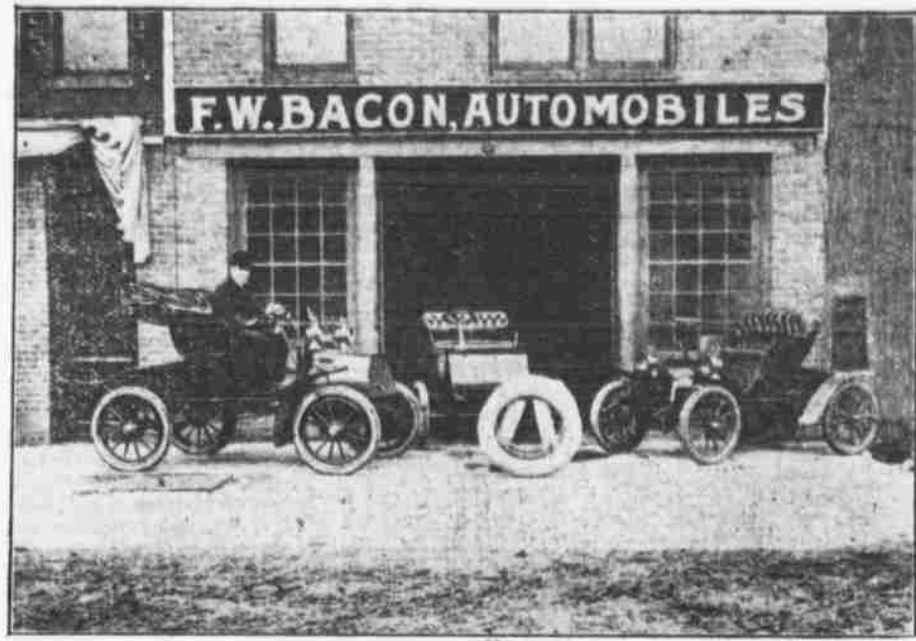


Dealers Who Sell the Big Machines



WHERE THE RAMBLERS MAY BE FOUND—T. M. BROMWELL'S HEAD-QUARTERS AND GARAGE.



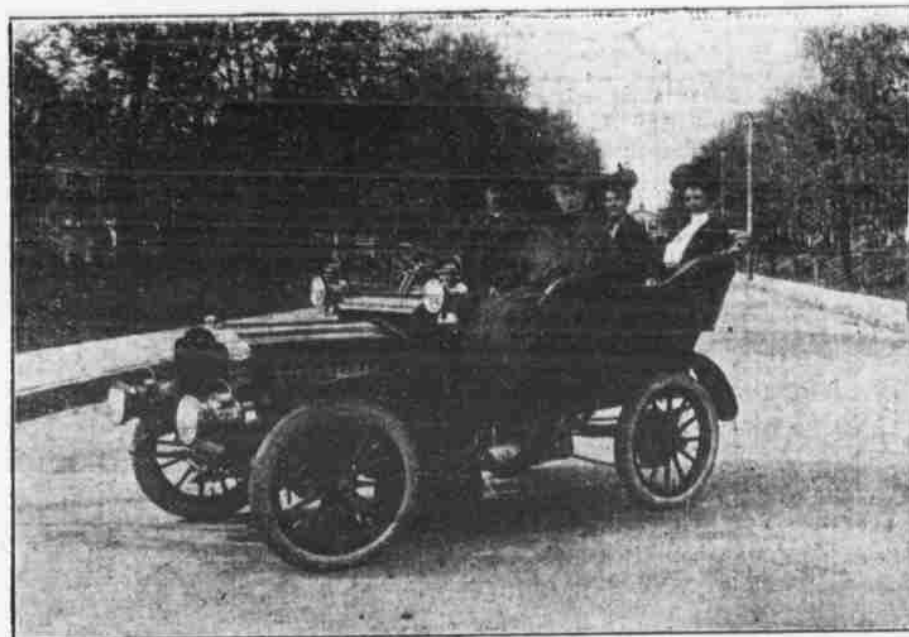
ONE OF THE LEADING MANUFACTURERS OF PARTS AND REPAIRS IS F. W. BACON.

may tend to ease of operation and which might add to the ease and comfort of the rider.

"Regarding the opinion that has gained considerable credence that the prices of the machines will be reduced this season, it is my opinion that such will not be the case, that the tendency will be to improve the automobiles at the same price rather than reduce the price. I have given the situation careful attention and have found that the Omaha market offers the best to be had at prices that cannot be improved on elsewhere, and am sure that intending purchasers will make no mistake by buying his machine right here, any of the types sold here are good. The local sales will increase many fold so soon as the weather shall have been more settled. Every factory is way behind in its orders. We received a carload of Ramblers yesterday and had orders for every one of the machines received. The automobile is here to stay and is proving its adaptability more and more every day."

Frank W. Bacon, who does a thriving automobile and supply business, says that when a man gets the fever it never wears off. It is incurable. Therefore if you do not wish to spend your money for an auto, don't get the fever.

"The business is picking up wonderfully" says Mr. Bacon. "The increase has not been so noticeable in Omaha as it has been in the country. Many persons in the smaller towns and cities have begun to sit up and take notice that they are missing a great deal of fun. There is little being done at present to arouse interest in automobiling by the dealers. In fact, we do not have to do much. The people are taking interest of their own accord. The only difficulty we are experiencing at the present time is to supply the demand. The demand this season will be much greater than the supply of machines turned out by the factories. Already we hear talk



J. J. DERIGHT IN ONE OF HIS BIG THOMAS GASOLINE CARS.

of a shortage, and it is my opinion that many persons before fall will be calling for machines who will not be able to secure them. The demand for second-hand machines is very great; in fact, much greater than can at present be supplied. Good second-hand autos are now selling at about 25 per cent off from list price, but of course where the condition is not good the price is not so high. At present 100 or more machines are owned in this city, and there will probably be fifty additional sold before fall. In the territory tributary to Omaha the sales of this season will probably reach 100 machines from this city."

Mr. Bacon handles the Imperial and the Marr autocar. He also manufactures ma-

chines and supplies. His trade on supplies is very heavy and extends to all parts of the United States. Several orders from England have been satisfactorily filled, for reorders have been received, and an exceptionally large one came to hand just a few days ago from across the water. The cars owned in this city range in price from \$600 to \$4,000.

Mr. C. Corkhill of the Oldsmobile company at Eleventh and Farnam streets, when interviewed on the subject, smiled broadly and rubbed his hands. "We have a good year before us," he said, "very good. Our chief difficulty is getting the machines to supply the demand. We are having a great call for four-seat city rigs of the gasoline type. And not only in

Omaha, but from country towns in the state does the call come. Most of the inquiries coming to us are for machines using gasoline, the demand for steamers seems dead, and the drawback with electric machines is the difficulty in obtaining current outside of the cities. For country use the lightweight auto seems to be the thing. Yes, it is going to be a great year for automobiling."

R. R. Kimball, representing the Stevens-Duryea road car in Nebraska and Council Bluffs, was showing a physician one of his machines in his garage the other afternoon, when the question of automobiles was discussed with him.

"I spent the winter and part of the spring at Ormond beach, Florida," said Mr. Kimball, "and while there I decided to take up the business, being fully satisfied with the practicability of the automobile as a means of locomotion, both for business and pleasure. The tendency to make the machine a factor in business is a growing one and will, in my judgment, continue to grow."

"I am not an advocate of excessive speed and believe that some of the makers have made a mistake by placing on the market machines with which speed may be obtained at the sacrifice of durability. Of the professions I think the men of medicine are particularly being enrolled on the list of chauffeurs. By the very nature of their business the automobile fills a long-felt want. It has passed the experimental stage and is a practical thing in the busy workaday world. We have a machine in the Stevens-Duryea a happy combination of all that is desirable in that class of car. At Florida it won most of the races of its class and at Boston came off with colors flying in the hill-climbing contests. Cheap machines are fast becoming obsolete; they have outlived their usefulness and will soon be a thing of the past."

To Rebuild New York

(Continued from Page Five.)

spent for steel spans across the various rivers.

The Williamsburg suspension bridge, now nearing completion, has cost, with the necessary land, which was got by tearing down blocks of houses and closing teeming streets, \$20,000,000. For the Manhattan bridge, suspension bridge, the piers for which are being constructed, a like sum is to be expended. The cantilever Blackwell's island bridge, also under way, will require \$16,000,000; while on minor bridges, affording easier access to the outlying districts of the northeast, about \$2,500,000 is being expended.

Staten Island is the one borough off all by itself. In order to bring it in close touch with its sisters, the city is shortly to spend \$3,000,000 to establish an up-to-date ferry system between it and the Battery.

Another big municipal water front improvement, now well under way, is that of nine piers, big enough to accommodate the largest ships, on the Hudson river water front, at the snug little sum of \$9,000,000.

The metropolization, so to speak, of the business centers of the city has gone forward at a wonderful rate since consolidation. During the first three years \$39,550,000 was spent for all kinds of buildings in the boroughs of Manhattan and the Bronx; while since January of 1902—two years and a quarter—\$159,000,000 has been spent in Manhattan; nearly \$500,000,000 for building in five years and a quarter in only two boroughs.

During this period 196 office buildings, costing \$46,000,000, have been erected on Manhattan Island. Office building in New York is another way of saying skyscraper, and skyscraper means a building ten stories or over in height.

How many skyscrapers there are in New

York it is impossible to say definitely. The first was erected around 1891. The years following they were sandwiched along lower Broadway among buildings of ordinary height; even up to 1899 nearly all were on lower Broadway. Now they are everywhere. Lower Broadway is a lane between two almost unbroken towering walls. The side streets in the financial districts are lined with them, and they have now turned the tables and small buildings are sandwiched among them. Walk on any street leading off Broadway as far up as Forty-second street and you will not take many steps before you run across "scrapers" aplenty.

The development of the residential sections of the various boroughs has also been consuming millions. Since 1899, excluding the Bronx for the last two years, 5,676 tenements—the term used in the law—have been erected at a cost of a little less than \$200,000,000 in Manhattan and the Bronx alone. The majority of these buildings have been modern apartment houses from six to twelve stories in height. Over 800 have been erected in Manhattan, mostly on the upper West Side, since 1902. That region, like the Bronx, is now torn from center to circumference with building operations, and the last of the squatter houses are disappearing with the quickness of snow under a summer sun.

Since consolidation the federal government has authorized the expenditure. In round numbers, of \$20,000,000 within the greater city's limits.

The greater part of these millions is being spent on the harbor. Four millions of dollars alone are being expended to shorten by five miles the entrance channels from the sea. Half this sum, plus \$500,000, is being expended on two important channels just inside the Narrows.

The government is giving particular attention to Governor's Island, headquarters of the general commanding the Department of the East. Nearly \$2,000,000 has been set

aside to reclaim from the sea and add to the island 161 acres of land, which will make the island about four times its present size.

Within the last five years the forts that guard New York from the sea have had tens of thousands of dollars spent on them. The heaviest improvements have been made at Fort Hamilton, where acres of adjoining land have been added to the fort until its circumference is at least five miles in length.

The new custom house, which will be the biggest structure of its kind in the world, is to cost, approximately, \$6,000,000, and \$2,000,000 has been appropriated for branch offices in the new terminals of the Pennsylvania and New York Central railroads.

This stupendous development is not purely a materialistic affair. Art, science, education, the sense of beauty and the sense of pity—all are being provided, and more money is being spent for them than is spent for similar objects in any other city in the world.

Vast sums have been laid out to provide lungs for the city in the shape of parks, unimproved open spaces and children's playgrounds. Over \$13,500,000 has been spent to acquire land for ten important parks in Manhattan alone since consolidation, while a number of smaller open spaces and playgrounds have been provided on the island at a round cost of about \$6,000,000. Representative of these parks is Jefferson park, which cost \$2,750,000.

For several years past Greater New York has spent from \$5,000,000 to \$7,000,000 annually for new parks. In 1901 its total expenditure for this purpose was \$5,355,514, while that of the fourteen next largest American cities combined was under \$2,000,000.

Five years ago South Bronx Park was a wilderness. Now it has been transformed into the finest zoological garden in the world at a cost of over \$1,000,000. Between

\$3,000,000 and \$4,000,000 is being spent for the extension of Riverside Drive in Harlem, and numerous boulevards, costing millions, have been built in the Bronx and Brooklyn.

Education has had a generous share of the billion and a half. Seventy-five new school buildings and twenty-six additions to old buildings were run up in the years from 1899 to 1902. In the last two years forty new buildings and additions have been provided. Thirty millions were spent for new schools and sites from 1899 to 1903, and in the present year \$7,000,000 will be spent. The banner year was 1902, when the figures ran to \$8,000,000—a far greater sum than any other city has ever spent in one year for new schools in the world's history.

In a few years New York has equipped itself with the second largest university in America—Columbia. It is only half finished, but already about \$13,000,000 has been spent for land and buildings, a good half of the amount within the last five years. Plans are now under way for spending another \$2,000,000.

New York university has erected a fine group of new buildings at a cost of between \$5,000,000 and \$6,000,000, and the college of the city of New York is now spending anywhere from \$3,000,000 to \$5,000,000 on its plans for a splendid home.

An educational institution which will put all its rivals in the world to shame when it is finished is the American Museum of Natural History. Two and a quarter millions have been spent on the building alone, although it is only quarter finished, but it is already the largest museum in the world. The entire square in which it is situated will ultimately be covered by the museum at a cost to exceed \$10,000,000.

Libraries are springing up all over the city. Fifty Carnegie libraries are now being built at a cost of \$5,500,000; and the new home of the New York public library will cost \$5,000,000.

RAYMOND M. THOMAS.