

## JUDGMENTS

AWN TENNIS is beginning to take on even more importance than its most ardent followers had dared to predict. The announcement from Chicago of the formation of a Western Lawn Tennis association will be welcomed by all interested in the game, for it means that lawn tennis is to be put on a more substantial footing than ever. Last week The Bee published the constitution of the United States Lawn Tennis association, the central governing body of the sport, to watch with annual care during the coming summer, not to mention the professionalism which might creep in and mar the sport. The new organization will be in a position to supplement this work, but will have an even more important function to perform. An immense area will naturally come within the scope of the Western Lawn Tennis association, where the game has made much headway during the last few years. Players here have only recently felt the influence of the United States Lawn Tennis association, knowing it vaguely as a body to fix the dates for the annual fixtures of the sport, to adopt rules governing the game, and in some ways to exercise supervision over the general aspects of the game. The close touch that indicates interest in individual clubs is lacking, though, and the need for a body of some sort that would bring the control closer to the many clubs of the great west was imperative. The good of the game will surely be enhanced by the new organization. Locally a great deal of satisfaction arises from the appointment of Mr. Conrad H. Young as one of the directors of the organization. Mr. Young is one of the old guards in tennis, and for a score of years has kept the game alive in this part of the world. His personality as well as his interest in clean, honest sport fits him for the position.

One or two more Burns-O'Brien affairs will about put prize fighting back where it belongs. It has no place among high-grade sports, for it is brutal in its essential qualities, and the moral character of the men who pursue it for a livelihood has always been questionable. It is true that some men have attained high fame in the ring whose rugged honesty was undoubted. The mighty John L. Sullivan, still the idol of the followers of the prize ring, is one man whose honor has never questioned. Jim Corbett is another. But so far as late history goes these are about the only ones. Bob Fitzsimmons admits he fought a fake with Jim Hall, and the Lord only knows how many he fought that he doesn't admit. Joe Gunn admits faking, and so it goes through the whole list. Prize fighting has been commercialized to a degree beyond that of any other sport, and principals and promoters alike are out for the money and nothing else. Only those of the amateur class can tell what the result of the alleged contest is to be, and the money which is the prize for the victor is the only thing that counts. The prize fight is a contest, however brutal, in which the outcome depends on the skill of the contestants, but the "prize fight" of the present day has about as little to attract public attention as the average foot race between professionals. Foot racing, one of the finest of sports, was killed by the unscrupulous methods of those engaged in it. The prize fight, which has been all but exterminated by the "strong-arm" methods of the sure-things gamblers who came into control of the race tracks, and now the prize ring is going the same way. And honest sporting men say with one voice: "Speed the day," when they think of the prize fight.

Manager Rourke is fortunate in at last having secured for Omaha a field captain of real ability. Francis is a general of no mean qualifications and is handling his team of youngsters with rare skill. He has taken hold of base ball from the right angle, and his life is not always to be spent in directing the affairs of a minor league team; if present indications are good evidence "Rube" will come day be the guiding star of a national champion team.

President O'Neil is reaping the reward of a well directed effort to improve the condition of the league of which he is president. Those who were most ardent and persistent in criticism of his career last season are most earnest now in his praise. His excellent staff of umpires has wrought the change. Omaha has seen all of them, and must heartily endorse their work.

The "Big Nine" is beginning to take notice of Nebraska and Michigan, and getting along very nicely, and the chesty conference colleges are finding out that there are others. A little liberality is not amiss, even in college amateur sports.

The Omaha Country club's dip into tennis is evidently earnestly intended. The means that the city tournament next summer will be of more importance than ever. Omaha can stand it to have Kenwood and Onwentsla repeated here.

Al Thomas has been reinstated and will be seen in his sulky seat during the summer racing at the track. The means that the city tournament next summer will be of more importance than ever. Omaha can stand it to have Kenwood and Onwentsla repeated here.

Barney Oldfield continues cutting records, but the chief interest in the automobile sticks at its possibilities for business or pleasure. Racing locomotives is not likely to ever become immensely popular in America.

Little is heard these days from the Cut-Off or Manawa, sailors, but the summer races on the lakes will lose much of the flavor because the skippers and tars are silent during the tuning-up days.

The amateur parks will all be busy today. These are the high schools for the professional clubs.

If the weather man could only look at the base ball gate receipts he might relent.

Anyhow, they can't take that one game away from Brooklyn.

**Dr. Lyon's**  
**PERFECT**  
**Tooth Powder**  
Cleanses and beautifies the teeth and purifies the breath.  
Used by people of refinement over a quarter of a century.  
Convenient for tourists.  
PREPARED BY  
**J. H. Lyon, D.D.S.**

## TIRES FOR THE AUTOMOBILE

Investigation as to What is Proper Size and Material for Safety.

INTERESTING TESTS ARE CARRIED ON

Standardization the Aim and the Number of Sizes in Use is Reduced by More Than Half as Result of Inquiry.

Tires and their standardization, a problem that has confronted the automobile industry from its inception, is to be the next big work of the mechanical branch of the Association of Licensed Automobile Manufacturers. The success of the association's screw standard, its standardization of tire sizes, its various experiments in metal and oils and its many educational tests, will be followed by a series of tire tests and adoption of standards which will be of material advantage to all motorists and manufacturers. Tests show that the part of the tire nearest the ground and what is known as tread rubber, to give the best results, should be of compound rubber, as pure rubber would not stand the continuous friction caused by coming in contact with the road surface. Near the center of the tire comes the "breaker strip," made up of two or three layers of canvas, separating the tread from the next layer of rubber or "cushion stock." The "cushion stock" is usually of the highest class rubber, being only slightly compounded; the next layer toward the center is a five or six-ply fabric, friable inside and out. The tread of the tire is made of a compound of rubber, to be obtained by the specific gravity of the rubber. It being known that the specific gravity of pure rubber is between .950 and .960. The ash, after burning the rubber at a low degree of heat, represents the degree of compounding independent of the sulphur used for vulcanization. To determine the strength, a strip of rubber is cut from the center of the different layers of qualities in the tire, one-fourth inch wide and one-eighth inch thick. One end is gripped and weights are then added to the other end until the strip breaks. A Para rubber shows high strength and the cushion rubber low strength. In determining the elasticity a similar strip is cut from the tire one-fourth inch by one-eighth inch and a measured length of ten centimeters is taken. The strip is then stretched by new nails on a board until the ten centimeter length becomes a five-inch length. It is kept in this position for twenty-four hours, then released, and ten minutes after release the permanent set taken. A good rubber has small permanent set; a poor and a cheap rubber has much permanent set.

Relative Size of Tires. Considerable discussion has been given to the relative merits of different size tires on front and rear wheels. The size of tire, of course, depends on the weight of a car and its gearing. Many manufacturers have found it to advantage to use a smaller diameter tire on the front wheels than on the rear, and careful investigation seems to prove this to be wise. First, it is much easier to steer, it having a smaller friction area on the ground surface, this makes the wear on the tire, as the whole, considerable less, with chances for puncture decreased. It has less weight in itself and is nearer proportion to the weight of the vehicle which is, of course, heavier in the rear. For high powered cars, that is, cars required to attain a speed of from forty to sixty miles an hour, the smaller the diameter of the front tire, the less the danger in case of a puncture. A French driver, a Frenchman, an English driver, has made several tests to determine the relative shock caused by punctures, of different size front tires with the result that with a three or three and one-half inch tire, a car going fifty miles an hour would be thrown over six or eight feet, while with an explosion of a five-inch tire it would be thrown from thirty to forty feet. Economy and safety call for a smaller diameter front tire. Many do not think it an economy to carry two size tires, but in the long run, it will be found more advantageous. For racing purposes, a French driver will not use over a ninety millimeter tire on the front wheels. One of the first recommendations of the tire committee of the mechanical branch of the automobile manufacturers is the use of tires that is, the wheel size. Up to the time the mechanical branch took hold of the matter there were twenty-three sizes of tires in the market, many of which were incapable of doing the maximum amount of work required, owing to their being of wrong proportion, not only for the weight of the car, but the area of the ground surface. The committee has now reduced the number to a reduction of this number and the adoption of eleven sizes.

Uniformity in Rims and Felly. A great difficulty that has confronted the automobile manufacturers is the various sizes of rims on the market. This caused considerable confusion in the tire makers. Many of the rim makers of single piece rims had a uniform size diameter and depth of rim, but not all. Through the efforts of the branch the rim makers have all agreed to a standard size rim to be in-spected and passed by the tire makers who will guarantee any tire bearing the rim association's stamp.

Tests and experiments are being made for the standardization of quick detachable tires and demountable rims, results of which when completed will prove of considerable advantage to all tire users. To demonstrate the practicability of their theories and in order that the progress made during the year in perfecting the automobile may be seen, the members of the Mechanical branch of the Association of Licensed Automobile Manufacturers will hold a two days' session in Hartford, the early part of May. On May 28 the convention of the branch will be held at the laboratory. The principal subjects to be discussed will be lubrication and cooling systems. The salient points of the splash, gravity or force feed systems will be taken up and the merits of internal or external oil leads given consideration. The discussion of radiator versus air-cooled motors will undoubtedly develop some interesting data. Under the first, points for deliberation are types and makes of radiators, pumps, the capacity of pumps, piping, water inlet and outlet and their sizes. For the air-cooled motor, fanges and fans will be reviewed.

The second day's meeting will be given over to a demonstration of some of the work accomplished by the branch during the past year. It is expected that cars of all members of the licensed association will be on hand and tried out under the direction of the test committee for the benefit of the various members of the branch.

In Automobile World. Chicago motorists are making efforts to establish fixed rates and repair rates. The police authorities of Detroit are about to purchase two automobiles with which to pursue auto-thefts.

Michigan motorists are rejoicing, the drastic anti-speeding bill, containing all sorts of annoying restrictions, has been killed. Among the greatest foreign devices is a warning mirror which enables the motorist to take at a glance all the traffic behind him.

A. Edgewood of Missouri Valley, Ia., has just placed his order for a four-cylinder Buick.

J. W. Woodrough has bought from H. E. Fredrickson a touring car which he is leasing to a local business man.

Dr. C. C. Wood of Logan, Ia., was in the city last week and drove home in a Buick, which he purchased while here.

Detroit's new speed ordinance limits the rate to eight miles per hour in the business district and twelve miles elsewhere in the city.

C. W. Hull has his little fifty-horse-power car and is making a record for himself. M. B. Smoot of Schuyler has just placed his order for a four-cylinder touring car.

Several real estate dealers in Omaha are selling automobiles to show their property.

France has increased the tariff on automobiles imported from the United States and Great Britain from 50 to 60 francs per 100 kilos.

An automobile school for instruction of its members is a leading feature of the California Woman's Automobile club of San Francisco.

The nature of the Massachusetts speed law is such that an officer may not arrest without a warrant a motorist who exceeds the speed limit.

Among the interesting contests in France this month is one for cars designed especially for purposes of medical and other professional men.

Two automobiles, one for the official use of the mayor and the other a child of the fire department, are to be purchased by Kansas City.

The centenary of the Memorial day of the United States will be celebrated by the United States Automobile association will be a 10-mile race, the first of the kind ever run in Omaha.

H. E. Fredrickson has this week received one of the Thomas forty-horse-power runabouts. This is one of the most powerful and speedy cars in Omaha.

Lee Sprattlin has his new car and says there is nothing like a spin in a machine, which you know has the power to take you where you want to go.

In a sixty-horse power car Barney Oldfield broke the world's automobile record for one mile at San Diego, Cal., April 21, doing the distance in 51.4 seconds.

The Cincinnati salvage corps has found that it cost \$27.14 less to maintain and operate a motor wagon last year than two two-horse wagons the year before.

Luxurious electrically-driven auto chairs will be operated on Atlantic City's board walk the coming season if their promoters can obtain the necessary franchises.

Rutland, Vt., has the distinction of an automobile club with the chief executive of the state, Governor D. Frothingham, as chairman of its board of governors.

The Rhode Island supreme court has declared invalid all speed ordinances passed by towns in the state, on the ground that the state law fully covered the subject.

The Kansas City Automobile club is holding a committee is negotiating with railroad officials for a run on rails this summer, after the fashion of the "Flying Dutchman."

Mayor Harry M. Rubin of Macon, Mo., has been elected president of the new state association. W. B. Smith of St. Louis is vice president.

A number of touring cars are being used by motorists of the section known as "Flying Dutchman," located near Benton Harbor, Mich., to scour the country in search of converts.

The City and Country Motor club of Greater New York has decided to admit women to full membership in the club. The club of Rochester, N. Y., is arranging for its annual summer symphony for an "Orpheus" day outing, a hill climbing contest and polo, a run to Jamestown, covering 80 miles.

Upon declaration that a car is temporarily imported for touring purposes, no duty is required on entering Denmark, but a license from the owner's native country or state is necessary.

Fred Metz has received his splendid Stoddard-Dayton. It is the show machine, which was shown in Paris and is a highly polished star at the automobile show at the Auditorium.

"The horse" will be supplanted by the auto in five years, said Benjamin Briscoe, president of the Automobile Manufacturers association while in Omaha last week. He probably did not mean on the farm.

The new automobile club which has been formed by Philadelphia society women is so up to date that it has taken the name Esperanto, "Moving Auto," literally translated.

As Omaha's second oldest automobile becomes a more useful adjunct, many beautiful homes are being built this summer, several miles from the city, where cars and autos are used to get to the city.

Chicago motorists are planning to enter the Chicago Tourist Right road during their two days stop in the Windy City. The Chicago Automobile club and Chicago Motor club will unite in playing host.

Although a Toledo oculist blames motorists for certain eye troubles, he also says that, as the practice becomes more nearly universal, nature will come to the relief of motorists by producing tougher eyeball muscles.

Motor-cyclists of both Baltimore, Md., and New York, N. Y., are expected to obtain the annual convention of the Federation of American Motor-cyclists for their respective cities in the near future.

Indiana motorists are loudly praising Attorney General's decision to allow them to obtain the annual convention of the Federation of American Motor-cyclists for their respective cities in the near future.

British automobile owners are up in arms over a decision of a judge to allow them to obtain the annual convention of the Federation of American Motor-cyclists for their respective cities in the near future.

A bill introduced in the New York legislature that has caused more anxiety than any other bill introduced in the legislature, is a bill to prohibit the use of automobiles on the grounds of the state capitol.

The postoffice department has established a model automobile mail delivery line between New York and New Orleans, with stops at New York, New Orleans, and intermediate points.

The competing cars in the race for the German emperor's cup are to be started on a 100-mile race, starting from New York and ending in New Orleans, with stops at New York, New Orleans, and intermediate points.

So long as a motor has perfect fitting cylinders, it will run smoothly and efficiently, but it is difficult to start from the seat on the spark. The explanation is that the spark plug is not in the right position and the cylinder head is not in the right position.

In reassembling the parts of a car, if a bolt hole in any part does not line up exactly with the corresponding hole in the adjacent part, it is not a bolt hole, but a hole made with a hammer or mallet, but find and remove the cause for the holes being out of line.

An enterprising supply company is now offering a "chauffeur's liability bond," guaranteeing that the chauffeur shall honestly perform his duties and not cause any damage to the employer for loss or damage to the motor car during its unauthorized use by the chauffeur.

After thorough experiments the Austrian ministry of commerce has decided upon an extensive motor car race, to be held in the form of a postal service. Elaborate plans are being made for serving remote towns and villages in all parts of the country from the nearest railroad stations.

Though not absolutely necessary, a passport from the United States is a good thing to have handy when touring Europe. It may be procured by writing to the passport bureau of the state department at Washington; costs but \$1 and is good for two years.

It seems to be cheaper to kill a man in Mexico than to merely injure one. An American recently touring that country ran over and killed a native with his motor car and was fined \$50. The next day his chauffeur blackened a native's eyes with his fist and was sent to the state prison for six months.

The Albany (N. Y.) Board of Supervisors has granted permission to the Albany Automobile club to close state roads, extending in a line from Albany to the city, on the afternoon of September 11, when the club will hold an amateur automobile race tournament. The route will be traversed five times.

The municipal council of Paris has granted the use of city's new automobile ordinance, holds that cars sent out by manufacturers to prospective purchasers are approved by the city's police and that manufacturers have a right to shift their registration numbers around from one car to another, saying that the car carrying the number. The ordinance also is held to apply to horse-drawn vehicles.

The corporation counsel of Buffalo, N. Y., in interpreting that city's new automobile ordinance, holds that cars sent out by manufacturers to prospective purchasers are approved by the city's police and that manufacturers have a right to shift their registration numbers around from one car to another, saying that the car carrying the number. The ordinance also is held to apply to horse-drawn vehicles.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Big Machine Causes Comment. Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

## The Argument is all in the Bottle

BEER advertising has reached a high point of development—it is difficult to emphasize in mere words, the superior goodness of a new and really distinctive brew. All the superlatives have been used. But the superlative of beer really had not been attained until we (after fifty years of successful brewing and patient, painstaking study of the true American taste) perfected

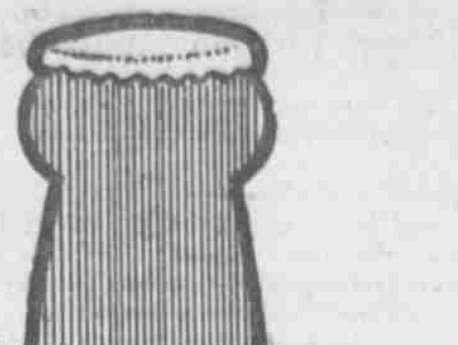


"The Beer You Like"

You are interested only in what the bottle says—the argument is all in the bottle. If that argument convinces you that "Luxus" is new and distinctive, a perfect beer and the finest brewed—why then, we are satisfied and so are you.

At your next beer inspiration, just try a cold, sparkling bottle of "Luxus"—or have a case sent home. If you do not say that "Luxus" is "The most exquisite refinement of the brewer's art"—but you will!

Brewed and bottled in Omaha by the  
**Fred Krug Brewing Company**  
"Exponents of the Fine Art of Brewing."



"Luxus" is brewed to suit the real American taste—American beer for Americans.

A Different Beer—  
A Light Beer, of utmost nourishment—  
Sparkling and Refreshing—  
Satisfying without clogging—  
Not a hindrance but an aid to digestion—  
Unlimited Enjoyment without after regrets—  
Unique and Distinctive in Piquant Flavor—  
Appetizing color and bouquet—  
Real Life and Snap—  
A beer that you really like—  
A beer that likes you—  
And an ideal beer for the Home.

## CAR OWNERS PLAN LONG TRIPS

Country Tours Becoming Popular Way of Spending Vacation Season.

KIRKENDALL MAY GO TO NEW ENGLAND

Fred Hamilton Organizing Party to Take Run to Transmississippi Golf Tournament—Real Estate Men Using Motors.

Several of Omaha's automobile owners are planning extensive trips for the summer months and several have bought new machines this season with special reference to taking jaunts through the country. The large machines have numerous conveniences for long jaunts and are equipped with extra tires and extra wheels, so that long delays will not be necessary in case of accident. As the machines are being made larger and larger each year, there is accordingly more and more room to carry the little necessities which go to make a touring trip pleasant.

Fred Hamilton is organizing a party to run over to the Transmississippi Golf tournament at Rock Island in June. He will take some of the leading golfers of both the Country club and the Field club as his guests and the men are looking forward to a most pleasant trip. Hamilton has the largest machine in Omaha and little things like hills and bad roads have no terrors for him. With his giant auto he can move down the miles like an express train and with good roads can make the trip to Rock Island in short order.

Plans Trip Through New England. E. P. Kirkendall is planning for a trip through the New England states, and what more pleasant could be imagined than to take a leisure trip through the eight districts of New England, going just as far as you like each day and putting up where night overtakes you. G. W. Watters says he would like to take a touring trip, but he doesn't know whether he can so arrange his business affairs to spare the time.

Last season L. C. Noah made several extensive drives, one to Keokuk and Minneapolis, and he is preparing for several this summer, preferring that form of vacation to any he knows. Several have made trips from Omaha to Denver and it is nothing for Emil Brandeis to run out to Grand Island and back via Lincoln.

J. J. Delight is a great hand for the long run and has fished in one place in the forenoon and if the fish did not bite he would go to some place 100 miles away for the evening fishing.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look from its very powerful appearance.

Mr. Louk of the firm of Louk & Company, dealers of New England, returned Friday from Chicago, where he went to secure some extra machines, his firm having sold all the machines they had contracted to at the opening of the season. He secured the cars.

Booting around Omaha the latter part of the week was the most impressive machine which has yet struck this town. It is the new 50-horse power Pope Toledo runabout, belonging to C. W. Hull. Having a most rare appearance it compelled a second look