

Oakland

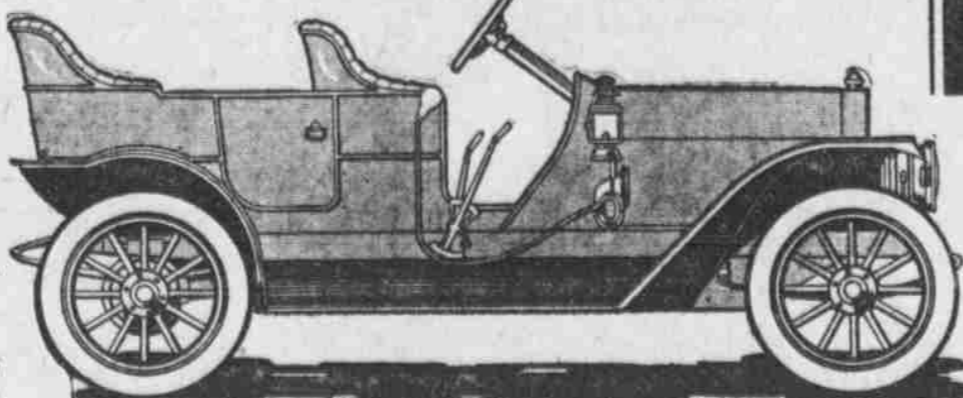
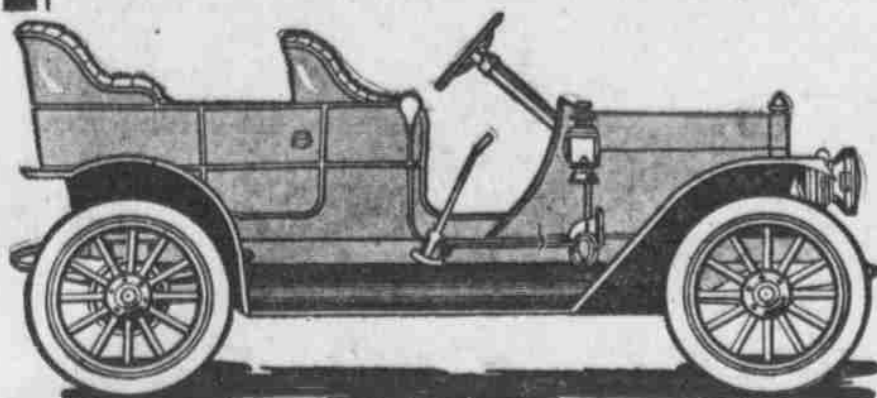
THE OAKLAND MOTOR CAR CO.

Pledge themselves to continue their unique policy of representing American intelligence by advertising without EXAGGERATION or deception.

The New Oakland 4-cylinder "Forty" at \$1,600, and the Oakland "Twenty," with its incomparable two-cylinder vertical motor, at \$1,250, usher in an era when highest grade automobile construction goes hand in hand with prices in the reach of the average buyer.

20 H. P. Touring Car or Touring Roadster \$1,250
20 H. P. Runabout \$1,200

40 H. P. Touring Car \$1,600
40 H. P. Touring Roadster \$1,600



Shaft Drive

This is the new OAKLAND Model B, refined in construction and design, and ready for 1909. Last season it created a big sensation with its vertical two-cylinder 20 H. P. vibrationless motor. It is the lightest car of its power and capacity on the market. Weight 1,450 pounds. Price, \$1,250. Full equipment includes two gas lamps, two side oil lamps, one tail light, generator, horn, tools, jack, pump and batteries.

Shaft Drive

Our big surplus this year is a four cylinder car at an astonishingly low price. NOT A LITTLE TRAPPY FOUR, but a big FORTY 21. P. MOTOR of the simplest, most substantial design ever put into an automobile. The same OAKLAND virtues, great strength combined with light weight, (1900 lbs., straight line drive, long wheel base (110 in.) and quiet, smooth operation at a price of \$1,600, make the OAKLAND the materialized dream of the power worshipping driver. Nothing but the scientific OAKLAND construction makes possible LESS THAN 50 lbs. weight to each H. P.

Why the Oakland Costs Less to Run

OAKLAND prices are lowest because every dollar of total cost in shaft-drive OAKLANDS buys more miles of satisfactory service than can be secured from any other motor car in the world. Strength, efficiency, light weight and simplicity means less gasoline, less oil, less tire cost, less repairs and less attention for every mile traveled and every passenger carried. The mechanical efficiency is higher and the weight lower in an Oakland than in any other car of equal strength, capacity and roadability. The efficiency is higher because their mechanism is simpler and more substantial. The weight is lower because every part is made of the material best adapted to the duties of that particular part, and every part is shaped and placed to best fulfill its duties and to require the least material. If the Brooklyn Bridge or the Singer Building were an unscientific in construction as is the average automobile, they would fall of their own weight.

Our Motors and Their Designer

Mr. Bush's record is unparalleled. Inventor of the only car that ever sold for six consecutive years and still sells without material change. His later designs of widely differing types promise to eclipse the record of his earlier work. The "experts" prophesied "That Oakland Motor" will be "no good." Ask them now or investigate the OAKLAND "20."

The perfect OAKLAND control is only one case where the carrying of OAKLAND principles of construction farther has meant an undreamed of approach to the ideal. To assert that the control of a gasoline car can be made SIMPLER—EASIER—SMOOTHER than the control of an Electric sounds too impossible to carry conviction.

Write for Catalog and Agency to

LININGER IMPLEMENT CO., OMAHA, NEB.

To prove our claims of reliability for the OAKLAND we entered the Glidden Tour, 1,667 miles of the hardest going to be found. The OAKLAND made a perfect score—more than which no car at any price accomplished. In this tour, the OAKLAND carried a full load, four persons, as many as was carried by the largest cars in the run. This is a record never equalled by a car in its first year.

AHEAD OF

Hatty Black and his brother BEN
If one kant sell you the other KEN
It's not a question of why—but WHEN
We're ready—get busy—come on MEN!!

THEM ALL



\$2.50

HATS



Fancy Fall Furnishings for Finicky Fingers

Shirts, Gloves, Hose, Kerchiefs for the nose,
And Neckties that certainly can be classed as dingers.

BLACK, THE HATTER, 109 S. 16th St., OMAHA

Libbey-co.

Seven Men Who Spend Their Waking Hours at Den of Ak-Sar-Ben



LOUIS BAUMGARTNER,
Custodian of Den.



CHARLES EATON,
Electrician.



THOMAS BUFORD,
Papier Mache Artist.



R. E. JOHNSON.



"ARTHUR" SORENSON.



WILLIAM MARX.



JAMES BUFORD.

THE WRIGHTS REALLY FLY

Aeronauts' Long Quest for Successful Flying Machine.

PUBLIC INDIFFERENCE AND DOUBT
A Practical Airship the Result of Years of Study and Sacrifice—Struggled On When World Called Them Cranks.

Although there have been occasional more or less successful flights with machines heavier than air for several years back, it is probably fair to say that the aeroplane experiments of the last two weeks have been more convincing to the public at large, always skeptical as to the practicability of aerial navigation, than all the efforts of the preceding years put together. The heroes of the events have been the two young Americans, Orville and Wilbur Wright, one flying in his aeroplane at Fort Myer, Va., before a committee of army men, and the other at Le Mans, France, in a similarly constructed machine. A few years ago the Wrights were regarded, except by a few privileged witnesses, as belonging to the imaginative class of cranks devoting their time to a dream. When Orville Wright remained in the air for two minutes more than one hour at Fort Myer one day and increased the time to

sixty-five minutes the next, achieving at times a speed of nearly a mile a minute, he was hailed far and wide as the foremost living aeronaut, with a genuine solution of the problem that had baffled scientists through the ages. So much has been written about the Wrights, silent and modest though they have been about their studies of the air, that it is hard to separate the true from the fanciful. One fact, however, stands out in regard to their success—it has been the result of careful scientific investigation, tireless zeal in the face of apparently insurmountable difficulties, and not the caprice of luck or the outcome of daredevilry. The Wrights are students, not adventurers. Their profession, when begun as their pastime, has been pursued with serious aim, disregard for heroes and indifference to public clamor for spectacular races and fancy exhibitions. Today the governments of the world are clamoring for an opportunity to get their ideas. Recently, in taking out patents in France, the brothers made public most of the detail measurements and devices of their machine, but they say they have no fear of an appropriation of the designs, on the theory that they have retained in their heads enough technical knowledge of the invention to render its successful copying impossible for anyone who has not given the same years of hard study to the subject that they have given.

Work in Their Bicycle Shop.
In appearance Orville and Wilbur Wright would pass for merchants or clerks in some inland city, and that approximately

what they were before their entrance into the flying field. The sons of a bishop of the United Brethren church, with no inherited means, they used to have a bicycle shop. As boys they had been fond of mechanics and they drifted into that line of work in the course of the bicycle craze. In their shop at Dayton, O., they made a good living, mostly at repair work. They built bicycles, too, buying the standard pieces from large factories and putting them together. From childhood they had experimented with kites, but there had been no thought of seriously studying aviation until twelve years ago. Beginning their investigations on a small scale, with the personal of all the books on the subject as a starter, until they were familiar with the achievements of Lillenthal, Mouillard, Chanute, Professor Langley, Sir Hiram Maxim, and the other would-be air navigators in the aeroplane division, they finally undertook to make a flying machine. That was when they still made bicycles. Since then they have built many aeroplanes, each an improvement of the other. One must hear the Wrights describe their slow progress in order to realize the hugeness of their task. Between machines, there were months of research and study. They found that nobody had yet formulated properly the action of air currents against surfaces of different shapes, placed at different angles; that the slightest variation of the angles or curves of a flying machine's wing meant new and hitherto undreamed-of complications for the aviator. They tested many times the effect

of the wind upon each kind of aeroplane, each size of tail or rudder, each weight of propellers and machinery. They met winds of various force, sailed against and with them, and studied the effect of stray gust and steady blow upon their machine under every conceivable condition. Time and again they discovered that some supposedly established theory of their predecessors must be laid aside as ridiculous. They were, in short, exploring a region in which every so-called fact had been only half verified, every conclusion largely a guess, and each achievement a basis for erroneous deductions. **Began to Study in 1896.** Without attempting to enter into the technicalities of aeroplane building it is not hard to see that the Wrights had cut out for themselves a lifetime work. They began serious study in 1896, and experiments four years later. Until a very few years ago, while building and repairing bicycles, they regarded the aeroplane game as a diversion and spent in its pursuit only what earnings they could afford to spend for amusement. It was after they became confident of success that they retired from their business and decided to devote their time exclusively to aviation. In the meantime, after several experiments at Dayton, they got down to real tests on the sand hills of eastern North Carolina as early as the fall of 1899. The machine of that year, although they intended to fly in it, was not up to expectations and they had to sail it like a kite at the end of the small boy's string, directing its movements from the ground,

with nobody aboard. In the next three years experiments were repeated annually, and by 1900 the aeronauts succeeded in remaining up in the air a minute at a time. A power machine, with motor and propellers, was tested near the close of 1900. It stayed up about a minute and traveled nearly 500 feet. This was the first flying machine that had ever raised itself by its own power with a man in it. The next two years' flights were at Dayton. Occasionally, through the newspapers, the public heard of them, but generally in a half-scoffing way. They were not taken seriously beyond the circles of the Wrights' intimates. In Dayton, as the brothers have often recalled good-naturedly, most people called them cranks. Yet a real machine was making real ascents in the town at close intervals, and so great was the efficiency attained that before the end of 1905 the operator of the machine was able to travel in curves, rise or descend almost at will and remain in the air several minutes consecutively. At last, whether anybody else believed it or not, the Wrights were sure they had a practicable flying machine. They built several of the type in 1905. The first public experiments, however (and they were unofficial), were at Kill Devil hill, north Carolina, last May. Then, for the first time, the nation seemed to take the Wrights seriously. On May 5 they started out with a short flight. Five days later it was estimated that the machine made a speed of forty-one miles an hour for a distance of about a mile. On May 14, following the other successful flights, the flyer was smashed,

after a trip of five miles in about seven minutes. That ended the Wrights' flights until the recent appearances in France and at Fort Myer. Wilbur made his first ascent at Le Mans on August 8, a little more than a month ago, and remained in the air one minute and forty-six seconds. On August 10 he flew 1.3 miles in one minute and forty-three seconds. Two days later he was in the air six minutes and fifty-two and two-fifths seconds. Then there was a mishap to his machine, and the limelight was deflected to a French aeronaut, Leon Delagrangé, at Issy, by two flights that lasted for twenty-nine and thirty-one minutes, respectively. M. Delagrangé's claim to the world's record was short lived, however, for Orville Wright smashed all the records with his performances at Fort Myer—first fifty-seven minutes in the air and later sixty-two and sixty-five minutes. **Men of Few Words.** The Wright brothers are silent, business-like men. Both are tall and rather slender. Orville wears a black moustache and has some hair, but not much. Wilbur has no moustache and his head is almost bald. They look the part of students, if one goes beyond their rather shabby dress and their hands roughened by mechanical work, with traces of machinery grease generally visible when they are in the field. They are remarkably alike, in manner and appearance. Wilbur was born on April 16, 1876, and Orville on August 19, 1871. Something more than a year ago they made a visit to New York. They had heard of a prospective prize for aero-

nautical achievements and, while they did not care to enter a race, they needed the money. That was before they made their plans to sell their machine to a government, either the United States, or if this country did not want it, to a foreign power. After some searching here they found the officers of the Aero Club of America. The officers were surprised—and at a loss how to entertain the inventors, for the Wrights wanted to do nothing but talk air-flying. They wouldn't dine out. They wouldn't smoke at the club. They wouldn't indulge in a sociable drink. After interviews that seemed fruitless for both sides they went away from New York as quietly as they had come. **The Trackless Trolley.** The trackless trolley is not an idle dream as fourteen of them are being very successfully operated in Europe. In general outline and construction the trackless trolley looks not unlike its prototype which needs must keep on a track. The same electric motors drive the new trolley but the electricity is gathered from the overhead trolley wire by a flexible connection. The trolley wheel runs on top of the trolley wire and is connected to the car by a wire cable. The vehicle is steered with a wheel like an automobile. The cars carry thirty passengers. A number of Pennsylvania capitalists are planning to operate a trackless trolley line from Chattanooga to the top of Walden's Ridge, Tenn., a distance of fifteen miles. So far the trackless trolley has seen its greatest development in France.