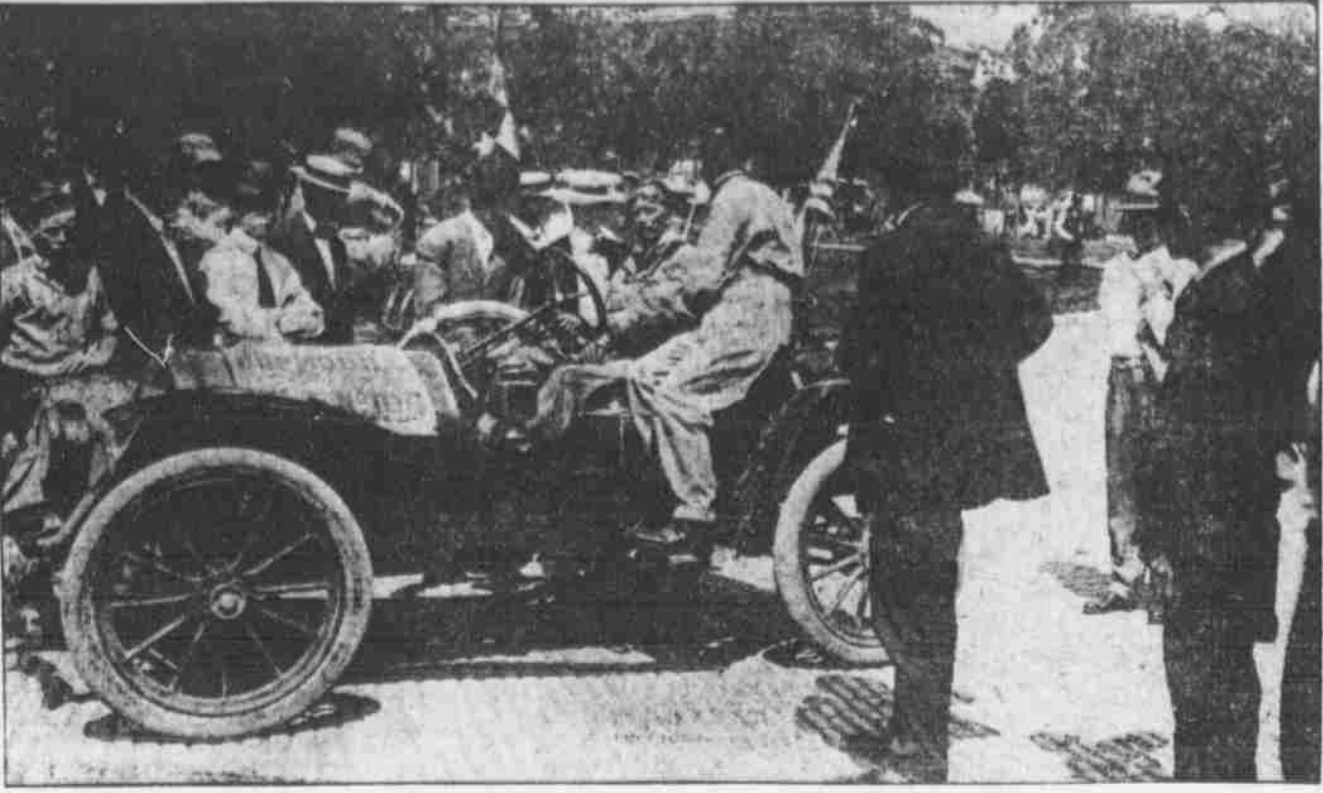


CONTESTANT IN THE GLIDDEN TOUR.



HUPMOBILE, ONE OF "THE CUTE LITTLE CARS."

WAR CLOUDS HOVER IN SOUTH

Rupture Between Bolivia and Argentine is Complete.

BOTH MINISTERS ARE RECALLED

Popular in La Paz Present Monster Petition Asking to Be Enrolled in the Army—Boundary Dispute the Cause.

LA PAZ, Bolivia, July 21.—Official circles now admit that a rupture has occurred between Bolivia and the Argentine republic and that all diplomatic relations have been severed. The recall of the Argentine minister, Senor Forasca, who has been stationed here throughout the disorderly events leading up to the present crisis was followed almost simultaneously by the recall of the Bolivian minister stationed at Buenos Ayres. On the departure of the Bolivian minister from Argentina he has been ordered to turn over the archives to the American, Chilean or Brazilian legation.

The rupture of diplomatic relations was announced after extended official conferences held throughout yesterday, at which efforts were made to meet the aggressive attitude assumed by Argentina and at the same time allay the growing popular agitation in Bolivia. The spirit of the people was shown in monster petitions asking to be enrolled in the army, the petitions asserting unconditional support of the government in case of an armed conflict. The feeling that hostilities may occur is shown by the continued departure of many Argentine and Bolivian residents.

The cause of Argentina's breaking off of diplomatic relations as stated here, is a circular issued by President Montez in the provincial governors of Bolivia, referring in slighting and offensive terms to Argentina's decision against Bolivia in the pending Peru-Bolivia boundary dispute. Argentina also takes offense at President Montez's orders to the municipality of La Paz to suspend the centenary fetes which have been going on, in view of Argentina's adverse action, which is regarded as a national insult. These two steps by President Montez are construed by Argentina as incompatible with a dignified continuance of friendly diplomatic relations. The recall of their minister thereupon followed and this in turn was followed by the recall of the Bolivian minister at Buenos Ayres.

LAND DRAWINGS NEXT MONTH

Department Announces Lottery for Three Western Reservations August 9.

WASHINGTON, July 21.—Drawings for the opening of the Flahed, the Coeur d'Alene and the Spokane Indian reserva-

tions will take place at Coeur d'Alene, beginning August 9. This was announced at the general land office today.

MACHINES THAT DO NOT FLY

More Than Two Hundred Constructed by Rivals of the Wright Brothers.

It has been remarked that if all the flying machines off duty should suddenly take a leap into the air there would be an aerial fleet large enough to fortify every coast in the world, to say nothing of the fright it would give the inhabitants. It is estimated that there are now more than 200 flying machines constructed in the



PRESIDENT MACRAE of the Council Bluffs Auto Club.

United States, and with the exception of the Wright brothers only one other inventor has actually flown in public. The desire to conquer the air is as contagious as measles, and almost every town boasts of an inventor who is sure that he has solved the problem. Every one of these 200 machines, according to its inventor, is going to fly as soon as a proper engine can be had and the weather will permit of flying. The failures that are being charged up against the weather man and the engine builders would melt a heart of stone. The engines are either too heavy or too light, and the wind will insist upon blowing in the wrong direction.

New York is favored in having a colony of inventors. There are at present more than twenty of its inventors constructing wings with which they hope to fly. They vary as to the best method of obtaining flight, and the assortment of ideas would make the tongues of Babylon seem like one language. One of them will tell you he intends to soar by the monoplane route, while another will say that the monoplane is all wrong and that he has solved the

problem in a biplane, and another is sure that the only safe and sure means of flight is the triplane.

A wise and observing inventor has copied a bird and calls it an ornithopter. "We all know the bird can fly," says this inventor, "and of course, I am right. This particular bird has never tried its wings, but there may be a reason. This bird was built in the garret of a Jersey house and after it had been finished the inventor discovered that in order to get the bird out it would be necessary to remove the roof. A better idea struck him, so he cut the bird apart and fastened it together after it was in the air.

The bird evidently resented the treatment and has persistently refused to soar. Another tells you that he has great confidence in his glider because it has been tried on the family dog and it worked fine. "You see," he said, "I didn't want to go up in it myself until I was sure that there was no danger, so I sent the dog up and he came down all right." By coming down all right he further explained that the dog is a first class high jumper and landed on his four feet instead of his head. The dog made so successful a flight that his owner has since been giving exhibitions with him at county fairs.

Occasionally a bit of tragedy creeps into a situation. One inventor claims that af-



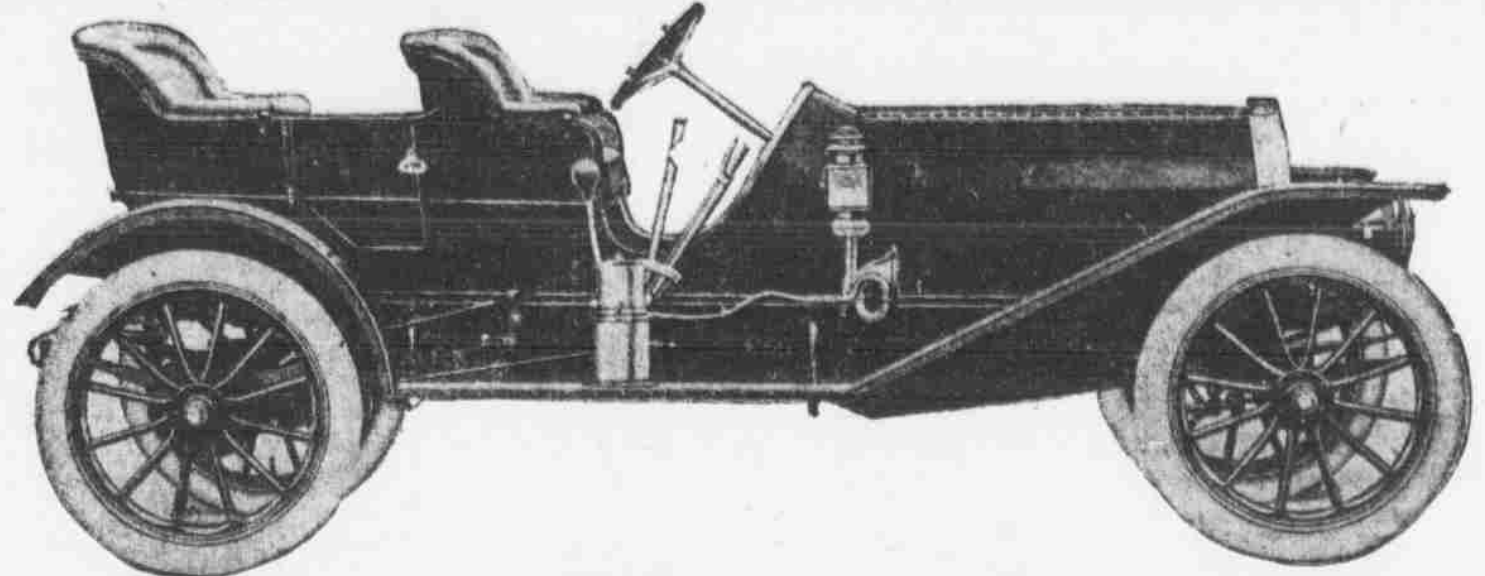
SECRETARY HANNAN of the Council Bluffs Auto Club.

ter his machine had been tuned up for a flight a jealous rival invaded his shed at night and tampered with it so that he would have been killed had he attempted to fly. Do these inventors show signs of jealousy? You should talk to one of them. He will confide to you that he is the discoverer of the whole business and any ideas the other fellow may have been stolen from him. Usually a man who attempts to build a flying machine terms himself a genius, but occasionally a chap comes around looking for information, and to supply this demand a school has

*Overland*

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The Overland

Is no experiment. It has established a reputation the equal of any car at any price. The extraordinary simplicity of its design, coupled with the quality of material and workmanship employed, make it absolutely fool-proof.

The most exacting driver can get all the speed, all the power, all the service and all the pleasure that he desires from it. It is everybody's car, and does not belie its name. Write for catalogue, or, while in to see the Glidden Tourists, inspect the OVERLAND. Several models from which to select at popular prices.

Van Brunt Automobile Co. Council Bluffs, Iowa.

been established. The master, while much interested in the subject of aeronautics, has really never constructed a means of flight.

A visitor to the school was much impressed with the interesting models that dangled from the walls and the learned explanation of the problem given by the professor, who made it so simple that almost any one could take wings by giving the subject a few days' thought. Outside the building the visitor was shown how distance and height made by the models at intervals showed how the height was calculated, while the distance was estimated by stakes placed at intervals. The visitor, not wishing to miss an opportunity to witness a real flight, asked the professor to demonstrate one of his models, but it seemed all the working models were off duty on the particular day.

The small boy has caught the flying fever and is going in lively on models and kite-flying. The kite-flying is particularly fascinating to the small boy, who wants quick results for his labor. Various contests have spurred him to action, and along about vacation time the air will be full of flying, and the inventors will have a keen rivalry in those youngsters.—New York Sun.

H. E. Fredrickson Automobile Co. From the sale of a very few machines the first season, and these handled as a side line in connection with the carriage and bicycle business, the establishment of H. E. Fredrickson has continuously and constantly grown and changed in character until it occupies the proud position of handling each year more machines at retail than any competitive concern in the state of Nebraska. At the time of this incorporation Mr.

Fredrickson was joined in business by Mr. Sidney L. Edholm, who became secretary and treasurer of the firm, and his present success in the automobile business was surely justified by his best successes in the business world.

Mr. W. F. Kemp, who for the last nine years has had charge of the mechanical work in the large automobile establishments of Omaha, also became a member of the firm and took complete charge of the mechanical interests of the firm.

Mr. T. M. Bromwell, who has spent seven years in Omaha and Minneapolis selling cars, was given charge of the sales department.

With this organization backed by some of the best agencies to be secured, the business reached a scope during 1909 that had never before been acquired by its predecessor.

It has been the policy of the firm to sell high-grade, short-discount cars at retail and look after its own customers, a policy that has proven sound and satisfactory.

George Schuster, the man who gained fame by driving the New York-to-Paris car successfully around the world, making the trip in twenty-eight days shorter time than his closest competitor, will drive a car of the same make on the Glidden tour as the office press car.

Mr. Schuster has gained an enviable reputation for road driving and has driven the Thomas Flyer, his present car, in many competitions with credit both to himself and to the car.

In the New York-to-Paris race Mr. Schuster was banqueted here by a number of prominent men, who paid worthy tribute to the driver of the only American entry.

Mr. R. O. Patten, sales manager of the Pierce Arrow Motor Car company, arrived

in Omaha on Tuesday evening to await the arrival of the Glidden tour, four of the contestants being the cars that Mr. Patten sells.

The interest of the Pierce Arrow factory is naturally greater than most companies since they have each year won the Glidden trophy since it was first offered.

Bertschy Motor Co. This is the only concern of its kind in this section of the country having an oxy-acetylene welding plant.

This enables them to weld by the autogenous process.

In speaking of his plant today Bertschy said: "We are now able to repair broken parts of automobiles or any machinery. Every piece so welded that when smoothed you will never know it was broken.

"This means gear cases, crank shafts, cast iron cylinders, automobile frames and axles, gas engines, pumps, chilled nickel steel gears—everything from a small needle to a five-ton fly wheel.

"The broken piece may be a casting or forging. It may be of aluminum, cast iron, steel, bronze, brass, copper, German silver or nickel. The kind, quality and texture of the metal matters not—we will weld the broken part so perfectly that when smoothed the weld cannot be discerned.

"This is accomplished by our new autogenous (oxygen-acetylene) welding process. The expense is small—approximately one-fourth the cost of a new part.

"In making a weld by the autogenous process, we use nothing but heat. This is why we can guarantee every repaired part to be as strong and as perfect as the original.

"The heat is obtained by means of chem-

ical oxygen and acetylene gas combined in a torch of ingenious design. The flame from this torch produces the unheard of temperature of 6,300 degrees Fahrenheit.

"With our cutting torch the heat is so intense that it will crumble granite blocks like a piece of chalk. It will cut a hole in the side of Uncle Sam's toughest battleship in less than thirty minutes. It cuts the largest steel I-beams with as much ease as you can cut a soft plank with a sharp saw. Nothing can withstand it.

"Our plant is complete in every detail. We employ the most skilled workmen—men who are thoroughly familiar with the expansion and contraction, and the molecular stresses and properties of all metals.

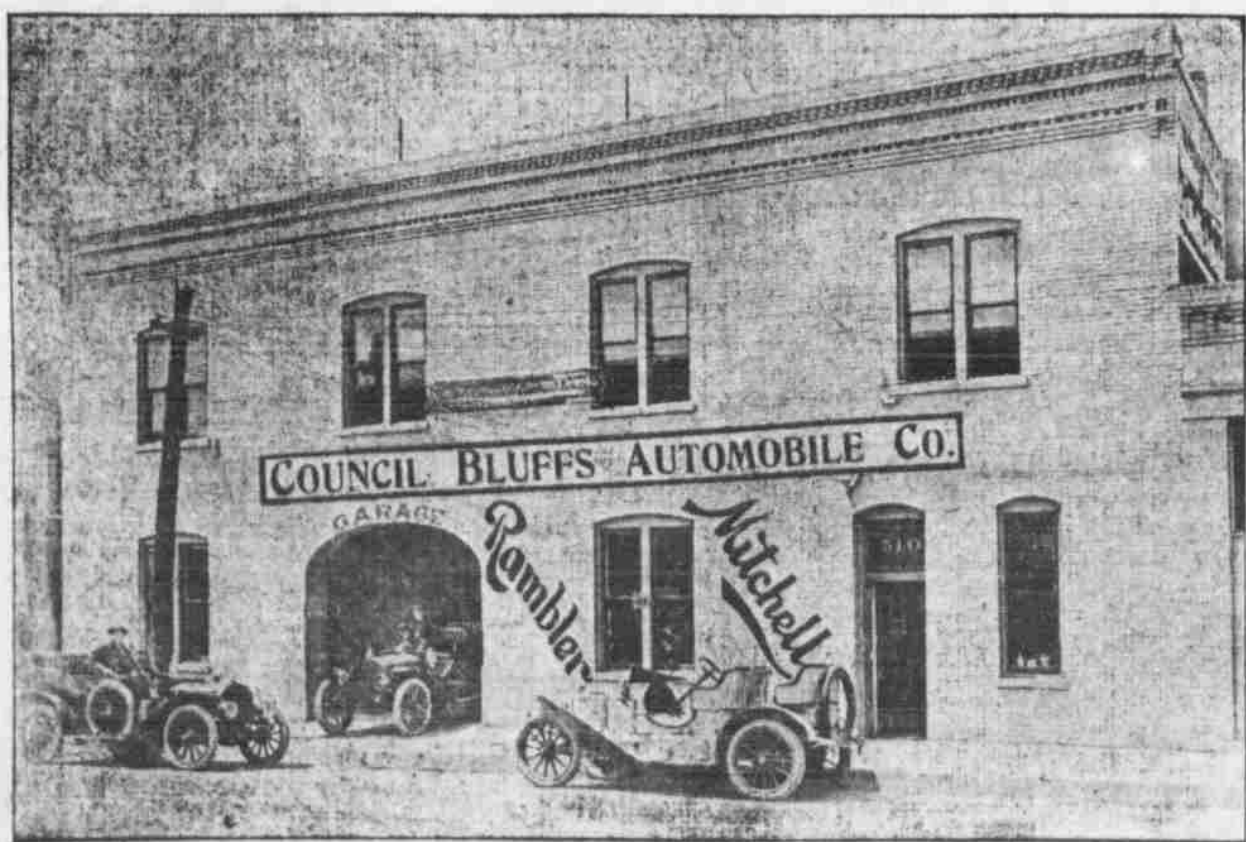
"We are prepared to handle any volume of work promptly, regardless of its character.

"We make our own oxygen and acetylene gas. The oxygen is stored in tanks for welding and medicinal purposes alike. We will be pleased to quote prices on oxygen for shipment to any part of the United States."

Western Automobile Co. The Western Automobile company, with offices at 568 Brandeis building, handles the great Western automobile. This is one of the well known cars in the east, although it is a western car.

It proposes to devote itself largely to equipping agents throughout Nebraska and will carry on a distributory or jobbing business largely.

Brick P. Kuhn. The sales of Commercial cars has been pushed more vigorously by Brick Kuhn than any other dealer in either Omaha or Council Bluffs. He has made the Holman known throughout this section.



Council Bluffs Auto Co. Rambler and Mitchell Cars

We make a specialty of repairing and storing cars—Largest garage in the city—within one block of Bayliss Park and the most convenient place for visitors to store their cars. Open all of the time.

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BERTSCHY MOTOR CO.

Expert Building & Repairing, Autogenous Welding

By this process all cracked or broken parts of the automobile made good as new at low cost.

Council Bluffs, Iowa.