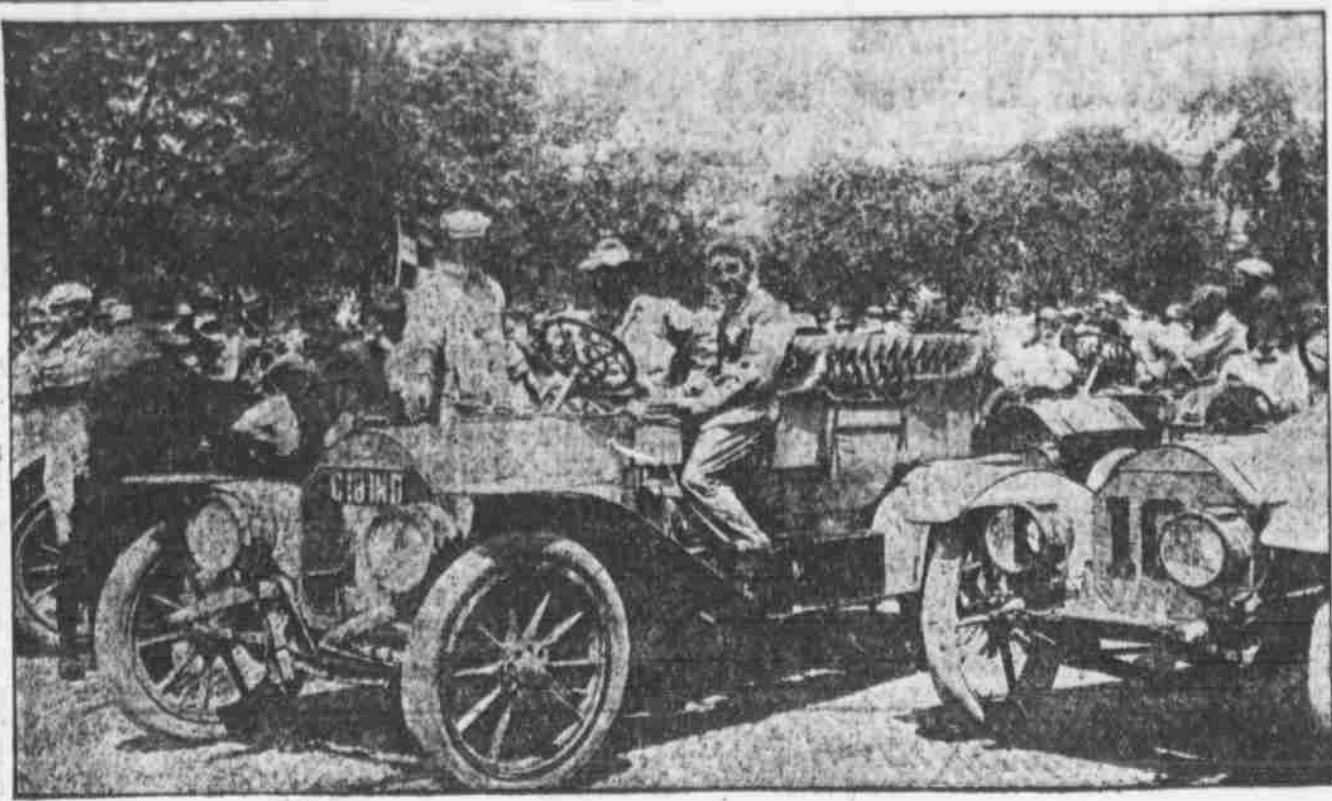


CONTESTANT IN THE GLIDDEN TOUR.



PREMIER.

WRITING WANT AD STORIES

Hundreds of Young Writers Compete for Bee Prizes.

WINNERS WISH TO TRY IT AGAIN

Children Write of Gratification at Success and Announce Intention of Further Efforts to Achieve Cash Awards.

To children \$5 is a big sum of money to earn by their own efforts and it is a special gratification to them to be able to win a sum like that in an open competition in which the result is determined by their ability to write an amusing and agreeable story.

The want ad story contests of The Bee have brought into the office the best efforts of hundreds of young writers who work hard for the prizes and who when lucky receive their good fortune with modesty and a desire to try again.

That they take an interest is proved by the number of stories submitted, and the letters which they write when they get the prizes show that they are more than pleased with their success.

Ella Egan of Nebraska City, who won a first prize, writes as follows:

The Bee Publishing Company, Omaha, Neb.—Gentlemen: I wish to acknowledge the receipt of your letter enclosing a draft for \$5 for which I am very thankful.

Your award of first prize will tempt me to try again. And while I may not be so successful, I hope to get honorable mention at least. Very respectfully yours,

ELLA EGAN.

The little girl who got second prize is proud not only of the fact that she was awarded \$2, but also because she saw her work in the columns of The Bee. She writes:

Want Ad Story Editor Omaha Bee, Omaha—Dear Sir: I received the check for \$2 for the second prize story. I am very grateful and feel highly honored that my story was considered worthy to appear in your paper. Sincerely yours,

ADALINE WYKOFF.

337 North Twenty-third street, Omaha.

The girl who won the third prize of \$1 also lives in Omaha and she writes as follows:

Dear Editor: I received the dollar which I won as a prize and I want to say you very much for it. I am sending a story called "Harry and the Circus." I will close now, remaining yours truly,

VERNA KIRSCHBAUM.

Marjory Bodwell of Beatrice was lucky in getting a book for her prize, as she says that she is fond of reading. In her letter she says to the want ad editor:

I received the book you sent me as a prize, and it is very nice. I sent a story the other day, and I hope I won a prize for that. I just love to read and sometimes I read a whole book in one evening. Thanking you again for the book, I remain, your friend,

MARJORY BODWELL.

PUBLICITY BUREAU'S PLANS TOLD THE REAL ESTATE MEN

C. C. Rosewater Outlines Aims and Efforts of Exchange at Noon Meeting Wednesday.

The methods and problems of the Commercial club's newly organized bureau of promotion and publicity were outlined to members of the Omaha Real Estate exchange by Chairman C. C. Rosewater at the Wednesday noon meeting.

The bureau, said the speaker, is proceeding to systematize the securing of conventions here, with a view to getting the most good from a given convention, but with the primary idea that of the numbers attracted by a convention, some will be favorably inclined to adopt Omaha as their permanent place of residence. The net result of many a convention so far as immediate money return is concerned, is not large, being balanced by expenditures for entertaining and so forth. Permanent population increase is the real and ultimate good therefrom.

The bureau, declared Mr. Rosewater, will be rather chatty about paid advertising campaigns. It is the sentiment of the committee in charge that there is a good deal of random firing in this respect by cities and commercial exchanges and this

can be easily avoided by first analyzing the problem and then organizing the campaign.

The publicity efforts of the bureau, said the speaker, dovetail pretty closely with other aspects of its work, so that it is not easy to differentiate them. The advertising of the principal shows of Omaha, the Corn exposition, Ak-Sar-Ben, the Electric show and others, will be carried on by the bureau co-operating with the management of these institutions.

Little Dog His Guide and Guard

Faithful Pet Leads His Blind Master Through Crowded Streets Wherever He Goes.

Leading his blind master, Tom Quinn, around the streets with a skill and intelligence that is noted by everyone who sees him, a little white and tan dog is attracting much attention in the downtown district. Quinn says he has been blind since he was born, 52 years ago, and the dog has been his guide from place to place for ten years. It precedes him a short distance at the end of a little chain, and carefully makes its way through the most crowded streets and over crossings.

"Did you raise the dog?" Quinn was asked.

"Yes," he replied, dryly, "but it didn't get much raising. It's not very high off the ground."

SHEEP AND CATTLE WAR

Incidents of the Conflict for Grazing Lands in the West.

A middle-aged, foreign-born American, Swanson had gradually acquired a small flock of sheep. Always a hard worker, he was also sober and respected, a stubborn man, tenacious of what he felt to be his rights. Consequently, when he heard that the sheep and cowmen in their respective associations, had selected as a dead-line the boundary between Delta and Mesa counties, two of the divisions shown off the western portion of "Old Gunnison," he resolutely decided to disregard such restriction to his grazing rights. Therefore, in the late autumn, some three years ago, he drove his sheep from summer pastures down across the Uncompahgre valley, westward past the thriving little city of Delta, on toward Kanna creek and the White-water, on across the dead-line. A single herder, only, was with him. Suddenly, with a hoarse shout, a party of masked men rode upon them.

"Swanson, up with your hands. By God! you shan't enter the cow land with that bunch of sheep," cried the leader.

Up went the leader's hands. Like a flash came Swanson's rifle.

"I'm an American citizen," said he, spiritedly. "This is government land. I'll stand to my rights."

One of the riders raised his carbine. Swanson covered him—his gun snapped. A puff of smoke from the riders and "Pete" Swanson was dead. The herder was promptly tied and gagged. Then, bending low in their saddles, the horsemen dashed in among the sheep, clubbing, clubbing, right and left. In a few minutes the butchery was completed.

A stake now marks the spot. Though locals and Pinkertons have striven for the \$10,000 reward offered by the Uncompahgre valley sheepmen for the apprehension of the murderer, he is still at large. Some say that he might be found near the Ute Indian reservation, but whoever would secure that reward must needs be quick on the trigger.

Some months after this tragedy a body of masked men rode in upon a flock of a thousand head grazing in the Gunnison country. Hid away behind a crag, the owner fingered his 30.06 carbine, counted the twenty maskers butchering his sheep, then, opening an extra box of cartridges, drew a bead on a rider. With a groan he

lowered the gun. "I might get five or six," he muttered, "but the others would put me later, even if they failed today. And I have a wife and children."

"Every sheepman is for himself, only, and they're all cowards," so say the cowpunchers, sneeringly.—A. W. North, in Harper's Weekly.

All Johnson in Minnesota

No Bryan Sentiment in North Star State for the Nebraska Democrat.

"We have no anti-Johnson forces in Minnesota; in fact there is no politics in Minnesota at present," said J. B. Sheehan, general attorney for the Omaha road, who now lives in St. Paul and is visiting in Omaha.

"Governor Johnson is a very sick man and there was some doubt as to his recovery. It is altogether too early to talk national politics, but if Mr. Johnson recovers and desires the Minnesota delegation to the national democratic convention, he can have it at any time, notwithstanding the Peirce's Leader."

Mr. Sheehan said that he was now in the railroad business and entirely out of politics and that his observations were wholly from the outside, but that what he had stated was the general opinion of all.

SAFETY GUARD IN ACTION

Meyer Device to Prevent Street Car Accidents is Successfully Tried on Farnam Street.

An effective demonstration of the Meyer Safety Guard company's device for street cars is being furnished on the West Farnam street line. A car equipped with the guard is making regular trips east and west.

The guard represents the recent improved and patented device of the company for open cars and consists of a broad strip raised and lowered along the side of the car and hung so far out that passengers can stand on the footboard. The device is constructed on a so-called "gravity principle," the visible part being balanced by hidden weights. A lever operated by the motorman raises and lowers the protecting strip, which swings inward at its highest elevation.

The guard has been shown by these trial trips to be a thorough success. It fulfills its first essential—that of keeping passengers from jumping on or off a moving car and keeps those already on from being thrown off or from falling.

The guard will appeal to street car companies because it will reduce the number of accidents and consequently the number of damage claims and suits. Its operation is speedy and the local data show that the regular schedule is not delayed by a second.

One hundred and thirty-seven street car companies have asked a demonstration by the Meyer Safety Guard company of its mechanism.

WHEAT NOT GOING TO CHICAGO

Grain is Great in Nebraska and is Not Being Hauled to the Windy City.

Reports show that in spite of rumors that Nebraska wheat is being hauled to Chicago, such is not the fact. The Burlington is at present loading only about twenty cars of wheat a day in Nebraska and the Union Pacific ten. No heavy movement has started, although the increase in grain loads is about 100 per cent over July 1.

Nebraska is in a fair way to have a bumper crop and the Burlington superintendent's report to General Manager Holdrege says of corn:

"It is, of course, altogether a question of prospects up to this time, but it is safe to say that not for many years have the prospects been as good as now for a big corn crop. Corn is well advanced for this season of the year. In many places it is tasseling and is too large to cultivate."

DISCUSS ASKING G. A. R. MEET TO OMAHA NEXT YEAR

Nebraska Veterans Will Have Candidate for Commander-in-Chief at Salt Lake Encampment.

Arrangements are in progress for a special car for the Omaha delegations to the national encampment of the Grand Army of the Republic, at Salt Lake, August 5-14. An effort to secure the national encampment for Omaha in 1911 is also under consideration. The encampment will probably go east in 1910, as the rule has been to alternate the national encampment between the east and west. Nebraska will present a candidate for commander-in-chief at Salt Lake. In the person of Captain C. E. Adams of Superior, Captain Adams was strongly talked of for this office at the Saratoga and Toledo conferences.

THREE MEN BLOW A BANK

Secure Nineteen Hundred Dollars from Institution at Tulare, South Dakota.

REDFIELD, S. D., July 21.—The State Bank of Tulare, south of here, was robbed at an early hour this morning. The safe was blown and \$1,900 secured. Three men were in the gang and it is thought they escaped on an early morning train.

W. L. Huffman & Co. Keeping everlastingly at it, always on the job, never say die, has placed this concern in a flourishing condition.

W. L. Huffman, put three new cars on

Why the Franklin Won the Endurance Contest

Because it is provided with an air cooled engine, while the rest have water cooled. Because it is simple and light weight.

The best working temperature of an automobile gas engine is approximately 350 degrees. The nearer the cylinder temperature is kept to this point the greater the amount of energy obtained from the gasoline. As water boils at 212 degrees it is difficult, if not impossible, to operate the water-cooled engines at the most efficient temperature. Before the engine reaches the most efficient temperature steam pockets form, the circulation system gives trouble, overheats, and there is a reduction in the engine's efficiency.

That air-cooling, if it cools, is the best system is an acknowledged fact.

Does the Franklin engine cool perfectly? For eight years the Franklin has been air-cooled. Over 7,000 Franklins are in daily use in all parts of the country.

Is the Franklin engine efficient and economical? Look at the every-day service and the economy records held by the Franklin. The Franklin made the greatest of all economy records by covering 87 miles on two gallons of gasoline. It also had the lowest gasoline consumption in the Long Island Economy Contest, covering 242 miles on 9 gallons. Being lighter than other automobiles of equal ability, it has less load to carry. It is naturally more economical to maintain.

As to the ability and staying qualities of the Franklin engine, the Franklin was the first automobile to cross the American continent in less than 60 days. It holds the San Francisco-New York record of 15 days, the Chicago-New York record of 40 hours, and the 1909 Franklin has won perfect scores in the most severe contests ever held. In the Worcester contest it was the only one of 14 contestants that withstood the rigid examination after the run, and it was awarded the only perfect score.

1910 MODELS READY FOR DELIVERY.

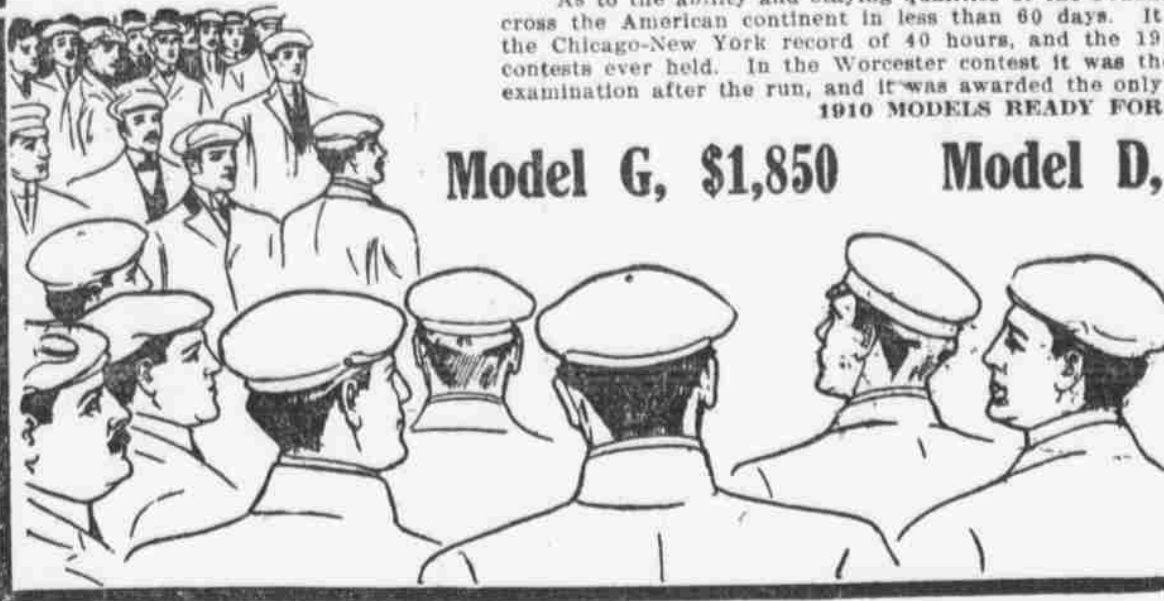
Model G, \$1,850

Model D, \$2,800

Model H, \$3,750

Guy L. Smith

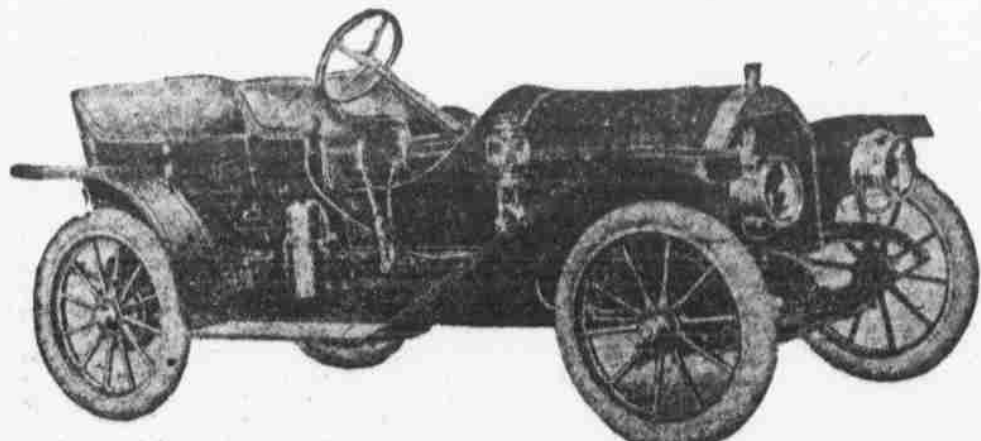
310-12 South 19th St.



Velie Automobile Company Announcement

The insistent call of our patrons has finally led us to open a local sales-room for the sale of VELIE AUTOMOBILES and we have accordingly taken the corner of 19th and Farnam streets where we shall be glad to have you call and inspect the full line at any time.

The "Car Coming" Velie 30 is just exactly two years ahead of the others. Will you lead or follow?



Velie Automobile Company

BRICK P. KUHN

The Only DEALER West of CHICAGO Handling

COMMERCIAL MACHINES EXCLUSIVELY

FRAYE-MILLER TRUCKS - DUER DELIVERY WAGONS

1812 Harney Street

truthful ones, and incidentally bringing out every point in his case. The Auburn has grown popular in this section along this line. It is known as an honest machine. Just about completed, is the result of increased business which made the present quarters inadequate.

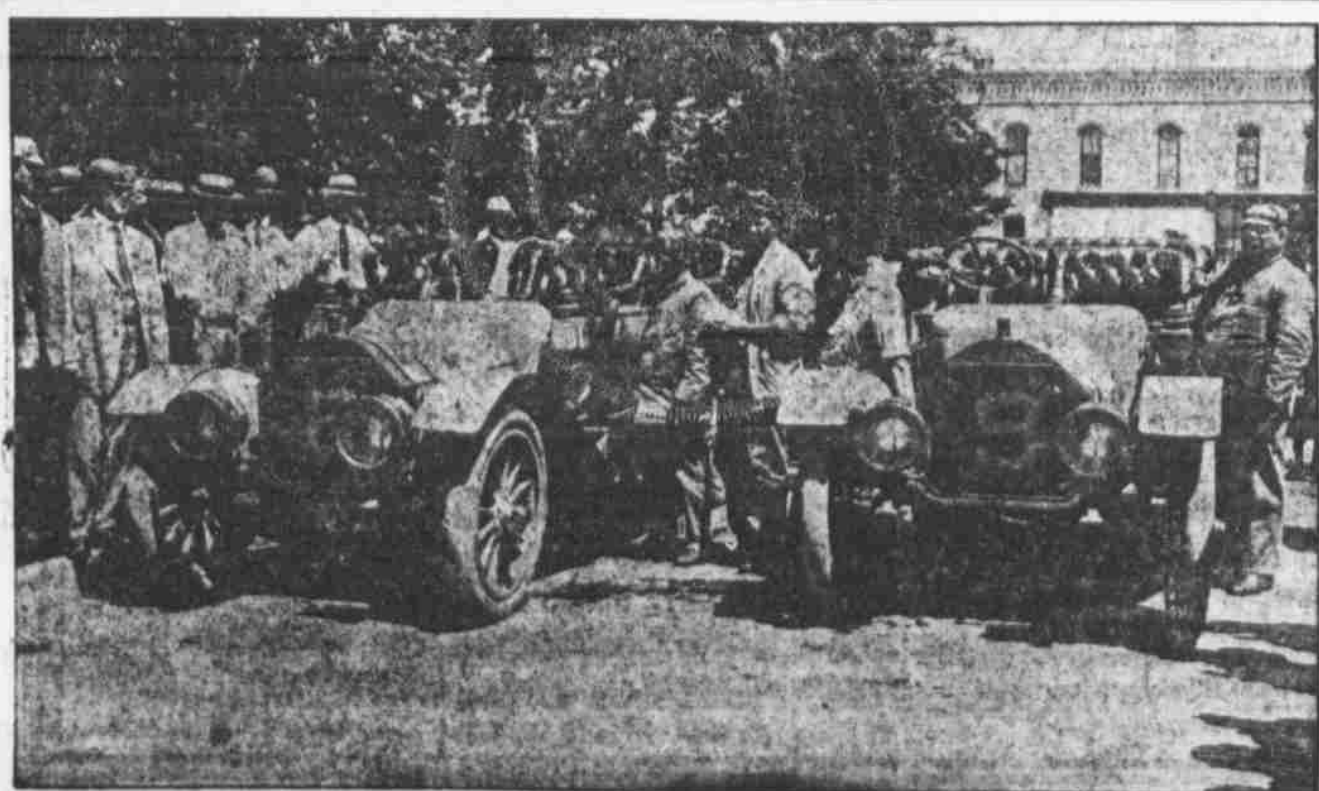
The Farnam street garage has the largest floor space of any garage in Omaha. Smith has handled the Franklin in such a way as to make friends for the car throughout this section of the state.

Drummond Carriage Co. This establishment is old and solid. It has a Scotchman at its head who will do precisely what he says he will do. William Drummond, who is its proprietor, came from back in Massachusetts more than twenty years ago and he brought west a thorough knowledge of the business which he launched.

Drummond added automobiles some time ago and supplied the city a White Steamer for its police patrol. He handles the Woods Electric and recently has taken on the Hierreschoff. His garage is on Farnam street in the busiest section of Automobile Row. William Peck, formerly western salesman for a Chicago concern, is manager of the automobile department.

The main office and plant of Drummond is on Harney and Eighteenth streets.

CONTESTANT IN THE GLIDDEN TOUR.



PIERCE-ARROW