

Automobiles

Along Auto Row

Kansas City-Omaha Run to Start Monday—Road Test in Minnesota—Another Relay Across Continent.

In the Kansas City-Omaha run, to start from Kansas City tomorrow, will be a large list of entries representing practically every automobile. It is safe to say that all will watch with interest the performance of one car, that of the "Gleason," built by the Kansas City Vehicle company, at Kansas City, Mo. This car is specially adapted to and designed for use on all kinds of roads such as are found in the west. The Gleason is not a motor buggy, but a motor car built to meet road conditions as they usually are. It will be the only car of this type ever entered in an endurance run. In general design the Gleason differs but slightly from the standard make of automobiles. Medium height wheels giving high clearance, special two-inch beaded tread solid tires, the best twenty horsepower motor built, extra heavy back driving gear, full magneto equipment, first speed forward so geared to enable the car to negotiate any road that a horse-drawn vehicle can.

An economy test of the kind that appeals strongly to the owner was that which figured as a part of the annual endurance run held at Minneapolis recently. The run was to Duluth and back and every ounce of gasoline, oil and water put into the contesting cars was measured and records of the supplies kept. The cars were also weighed with their passengers in and in this way it was possible to obtain accurate comparisons of the ton mileage of each car. Many one-gallon tests have been held during the year, but in almost all of these the fuel supply has been limited to one gallon of gasoline and—even more important—the courses over which they have been held invariably have been paved streets or good country roads. On the Minneapolis-Duluth run, however, the driver of a car could take on as much gasoline as he pleased, but the amount counted in his final score. And the road-experienced drivers say it will scarcely be possible to find worse ones in the country. In some places it was necessary to use the power of the motor in descending grades, so heavy was the sand. The route included over forty miles of corduroy roads. At its best it presented actual road

HAD FIFTY SPASMS IN ONE DAY

No Doctors Could Give a Medicine That Would Have Any Effect on Them.

EPILEPSY WAS THE CAUSE Story of a Little Girl Who was Quickly Relieved by United Doctors' Treatment.

So many cases of epilepsy have been cured by the wonderful new treatment of the United Doctors, who have their Omaha Institute on the Second floor of the Neville Block, corner 14th and Harney streets, that these cures are now taken as a matter of course by the people in general, who have ceased to be surprised by any cures made by these master medical specialists, even in the worst cases. But these cases continue to excite much interest among the doctors as they point to a coming revolution in medicine. They prove that the old method of treating symptoms must soon be abandoned and the doctor of the future must study deeper and treat the cause of the disease, for only by removing the cause of a disease can a real cure be made.

The following letter tells of another case of epilepsy successfully treated by the United Doctors' new system of medicine.

Danville, Ill., Aug. 25, '09. I desire to add my testimony to that of others in this community as to the worth and real value of treatment of chronic and apparently incurable cases that the United Doctors are accomplishing.

I have a little daughter only eighteen months old who was most grievously afflicted with epilepsy, having as many as forty or fifty spells a day, and nothing had the slightest effect toward controlling them until I took her to the United Doctors and after a talk with them. They said they thought they could practically control and, eventually, cure her. I had them put her under treatment to the great joy of both myself and wife their promise has been verified. Those awful attacks which were slowly killing our only little girl stopped almost as if by magic.

We cannot too strongly endorse their wonderful success in our household, where the blight of disease had fallen with a heavy hand, and what seemed to us without hope. We would recommend them as being absolutely trustworthy.

A. J. LAPE AND WIFE, 302 Alexander st.

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conditions that are experienced every day by tourists throughout the country.

The Transcontinental relay run, carrying a message from President Taft to President Chubbuck of the Alaska-Yukon-Pacific exposition, left the office of the Philadelphia Press at noon Saturday and will reach Omaha Tuesday morning, where H. E. Fredrickson will pick up the courier and messenger and carry them to Columbus in the Chalmers-Detroit. Two couriers will take turns carrying the message and change from one machine to another in waiting about every 100 miles.

Henry H. Van Brunt of Council Bluffs, who is touring Europe with Mrs. Van Brunt, is expected to return about October 1.

W. L. Herring, president of the Atlantic Automobile company of Atlantic and Council Bluffs, has received a shipment of the Ford, modeled after the winning Ford in the New York-Seattle contest.

Corkhill & Butler, who spent last week in the east making contracts for the 1910 Apperson, expect to begin receiving a new shipment of the Jack Rabbits next week.

W. L. Huffman is showing the Interstate cars which were exhibited at the Indianapolis show. They were painted especially for the Indiana exhibit and attract a great deal of attention in Omaha.

The Franklin 1910 models, which were so much admired last week, have been lapped up by Franklin enthusiasts.

Drummond brought out the 1910 White last week.

John P. Davis, general manager of the Pioneer Implement company, has a contract for 100 Jacksons this season approximating \$2,000,000.

The Invincible Schacht, represented in Omaha by the Central Implement company, comes out this season with many new features. This is a high-wheeled car and has proven popular in the west.

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The Oakland is one of the cars which has made good in Omaha in this section of the country. The Liggett Implement company is distributing agents for the Oakland and Wallace & McIntyre are local agents. The 1910 models will begin to arrive during the coming week.

The new Cadillac Thirty will retain its present name in spite of the fact that the horsepower has been increased—incorporates larger engine, larger wheel base, larger wheels, larger tonneau, more power, increased efficiency, larger tires, more room, two new ignition systems and greater hill climbing ability. The cylinder bore of the 1910 engine is one-fourth inch greater than in the 1909 model. The cylinders now being four and one-fourth-inch bore and four and one-half-inch stroke. The engine, with its increased size, will embody the same standardized construction which brought the DeWitt trophy to the United States in 1908. The Cadillac Thirty for 1910 is possible to start the motor from the seat, on the magneto. The new car incorporates two ignition systems which are absolutely separate and independent and each complete in itself. Either, without the aid of the other, is sufficient for starting and operating the car. There are three changes in construction—lengthening the wheel base to 110 inches and accordingly lengthening the suspension between the axles by four inches, increasing the size of the wheels from thirty-two to thirty-four inches and increasing the tire from 32 3/4 inches to 34 1/2 inches. The tonneau will be much more roomy. Had it been possible to build 20,000 cars for 1909 the public would have absorbed them. The 1910 Cadillac will be sold complete with an equipment of three oil lamps, two gas lamps and generator, horn, magneto, larger wheels and tires, larger tonneau, increased comfort, for \$4,000.

The H. E. Fredrickson Automobile company has delivered five carloads of Chalmers-Detroit '09s and are still thirty-eight orders behind on the same make, they have not accepted any agency business as yet. This sets a high mark for fall selling and indicates that 1910 is going to be an extraordinary year.

One of the most beautiful limousines ever delivered in Omaha was received last week by Mr. Frank Colpeizer, being a 6-6 Pierce-Arrow 1910 model. The finish is a blend of greens that are both rich and restful, and the equipment is the most elaborate known to the automobile. Mr. E. A. Cudahy has also ordered a Pierce limousine.

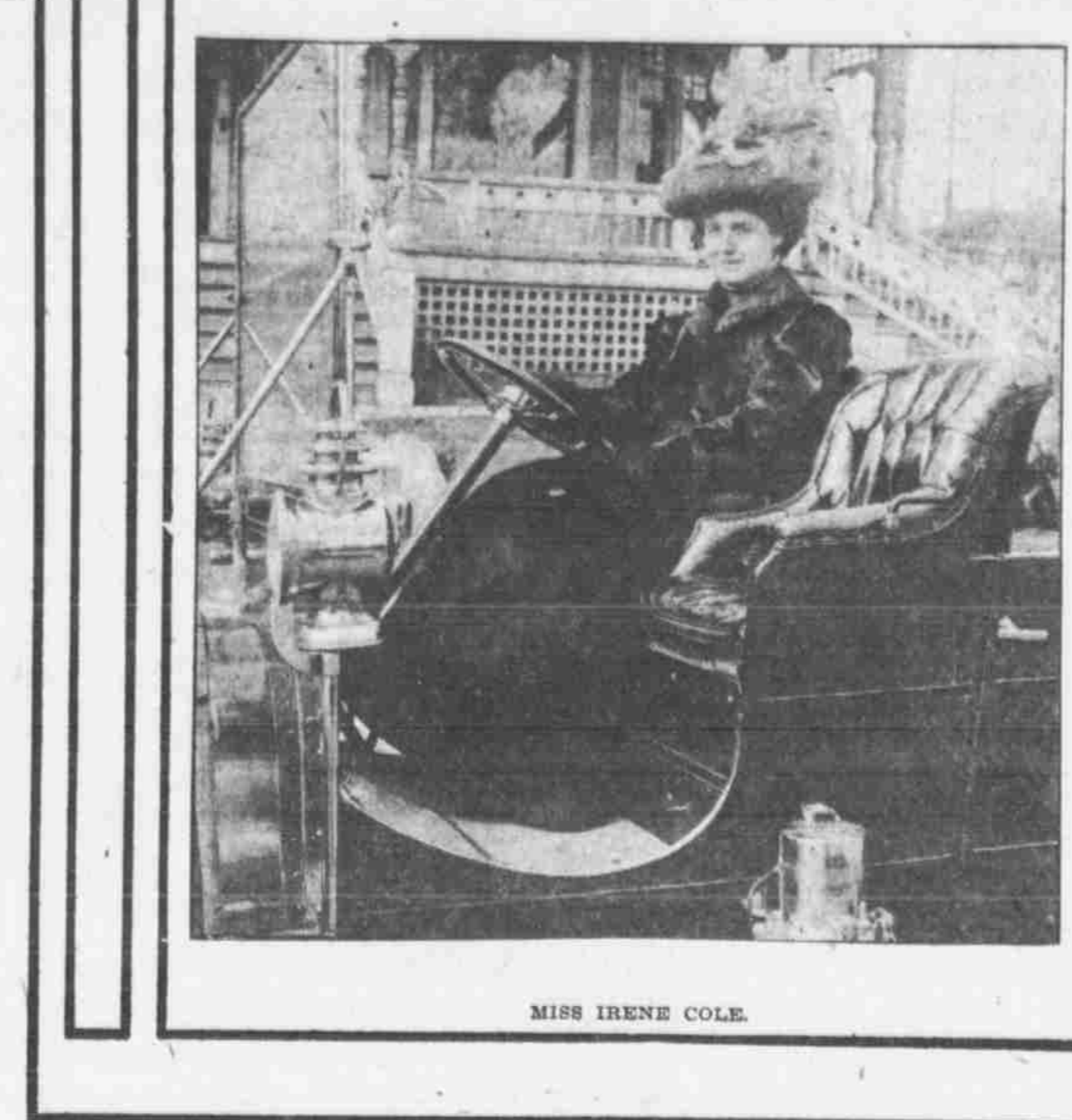
Manager Wigman of Fredrickson's said: "The records of the factory's sales department show that more than one-third of the Chalmers-Detroit output for 1910 has already been sold to individual customers, and that the entire output of the factory was contracted for by dealers before they ever had a car ready. The factory is of necessity exerting every effort in an attempt to catch up, and is succeeding admirably under the circumstances. We are getting our deliveries as promised, which I understand is the case with the other Chalmers-Detroit agents. Business prospects were never better."

Denise Barklow, proprietor of the Electric garage, announces that the Packard 1910 model will be in Omaha within a few weeks. This is expected to be one of the greatest cars shown in the country. The new Baker Electric, Rouch & Lange and the Detroit will be in stock about the same time.

The Coit Automobile company will show two of the greatest Rambler and Mitchell cars ever turned out of their factories when the 1910 models are exhibited next week.

Freeland Bros. & Ashley will announce the arrival of the new Mason & Midland next week.

C. F. Louk has just returned from the east, where he visited the factories of the cars represented by him here. They are the Marmion, the Haynes, the Halladay and the Empire. The Haynes and the Empire will be in his garage during the coming



MISS IRENE COLE.

week. Both are well known cars and will be popular in this territory.

Kimball has received his 1910 model Stevens-Duryea and Cadillac. The big Stevens is the car in which the president will ride tomorrow, the property of Mr. Arthur Smith.

Another shipment of Auburns has come and gone. The Omaha Automobile company expects the Rider-Lewis during the coming week.

W. D. Hoenford, manager of the automobile department of the John Deere Plow company, returned from Lincoln last week, where he exhibited the Veils.

William S. Hathaway, district manager of the Maxwell-Briscoe company of Kansas City, will be in Omaha this week to make some arrangements looking to the opening of his new garage on Farnam. Mr. Hathaway is reported to be worth more after a half dozen years in the automobile game than any man in this section.

C. A. Whitaker, sales manager of the Studebaker cars of Kansas City, is expected in Omaha during Ak-Sar-Ben in the interest of the E. M. F.

Manager Sidle of the Buick agency of Lincoln expects to have the Buick in stock in Omaha during the coming month.

Colonel Deright announces the arrival of the 1910 Stoddard-Dayton. He said that this is one of the "cleanest, most forceful and powerful pieces of machinery ever produced by the Dayton people. These cars will attract attention during Ak-Sar-Ben carnival.

The big Stevens driven last week in the Sioux City parade is in charge of Nelson, who has made a reputation for driving that car.

He was a stout man and ran for about all that he was worth to get out of the way of a two-cylinder car. Then he brushed his brow and said: "That would have been the most ridiculous incident of my life to have been run over by the smallest car in Omaha."

Here is the way Neuman, the record breaking automobile man, said it. Neuman is the man who drove the Stevens-Duryea like a bullet at Ormond Beach. This was the day that hands went up by the thousands and the thousands of throats gave out that shout never to be forgotten by the man who won the race: "Goodness, I didn't know it. She went along like a bird. I didn't have the goggles. The wind was splitting my eyes, but I just see the dust gets on the glass and I'm just afraid, to tell the truth, I wouldn't wear 'em. Once I looked back and saw the fellows coming. I moved up the spark and went on. I kept the lead awhile then, and it was no trouble. After that the fellows began to give their speed-powerful speed. I heard 'em coming. I listened at my car. She was moving smooth as a whistle. I wasn't alarmed at all. I knew that she'd treat me fair and square if I was only good to her. Just to humor her, I said, 'Fit it up now, sis—mind you, she was doing some better than sixty now. I ran my finger along the spark to the last. Man, that car looked as if she was human. I seemed to hear her say, plain as anything, 'Come on, I'm hard to follow,' and she left the track a foot. She just doubled up like a Jack rabbit—got a regular hump in her back, and the engine barked like a coyote coming. I said in my thoughts, 'I'd to speak, 'Well, if I go down, we'll go down flying.' Then was when the Vanderbilts and Goulds and them threw up their hats. They saw that my car was invincible and they told me so afterward. Won't! Well, I should say. Here's my picture at the time. Ain't I sailing?"

THE SIoux CITY PART OF THE EAGLES PARADE. The Stevens Duryea, Stanleys and Cadillac were furnished by Kimball and decorated for the occasion. Dr. Nelson is driving the big Y.

sets in west of Bering strait, runs in a northwesterly direction toward Franz Josef Land, and thence southward to Cape Farewell, the southerly apex of Greenland. The other starts east of Point Barrow, and runs northwesterly around and through the American Arctic archipelago, part of it courting down the east coast of Greenland and a part through Jones Sound into Baffin Bay. Though starting in opposite directions, the currents finally meet at Cape Farewell, and then run southward toward Labrador and Newfoundland. To explain their deflection from the pole it was supposed that there was undiscovered land of about 4,000 square miles in area at or near the center of the polar basin. Nansen's soundings showed depths of more than 2,000 fathoms, proving that the continental shelf of Asia and Europe ended at or near the islands now known. New Siberia and Franz Josef Land mark its northern limits. We have some soundings on record of the sea north of Alaska, which also indicate oceanic depths, and that the shelf of the North American continent in this direction is of no great extent.

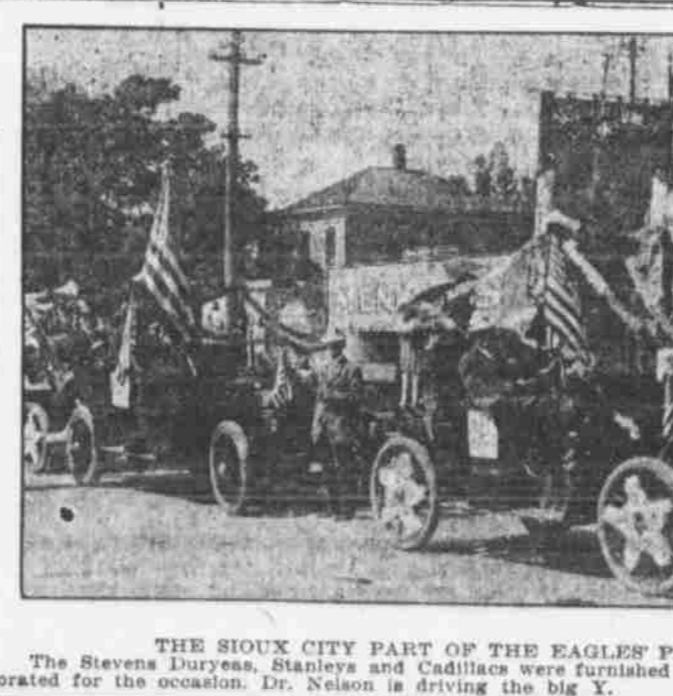
If the theoretic land of the Arctic oceanographers does exist it might rise from a submarine extension of the Greenland plateau, or it might be an independent polar continent. Peary took three soundings which tend to prove that the submarine coastal plateau of North America ends about fifty or 100 miles north of Cape Columbia, while at and near the pole the depths are truly oceanic. Cook saw land west of his route, about midway between the 94th and 96th parallels. Since it did not seem to interrupt the easterly drift of the ice, however, it was not probably of great extent. Nearer the pole and at the pole itself Cook saw no indications of land. The smooth, glacier-like surface which both explorers report to have found near the 88th parallel will have to be accounted for in some other way. So far as we know now, the circum-polar basin is oceanic from longitude 100 east to

longitude 100 west. There may be land far north in the Siberian ocean, but not at or near the pole, and the most probable location would be between De Long or Bennett islands, where the Jeannette sunk in 1881, and the longitude of Bering Strait and several degrees from the pole—Philadelphia Record.

Giants to Guard Taft. The safety of the president is becoming a very important question. When President Taft arrives in El Paso, Tex., while swinging that big circle of his this fall, he will find it literally true that he will be protected by giants to the left of him and by giants to the right of him. The "big four" who will compose this bodyguard are G. E. Fletcher, 6 feet 3 inches; C. H. Haynes, 6 feet 3 1/2 inches; C. R. Tillman, 6 feet 4 inches; and R. P. Parsons, 6 feet 4 inches. While El Paso is to be congratulated for the way it is going to protect the president, those who were students at Yale when President Taft was an undergraduate and who saw that famous tug-of-war when "Big Bill" caught hold of one end of the rope and "the rest came tagging after," say that the president needs no bodyguard—Leslie's Weekly.

Bachelor's Reflections. Village gossip used wireless telegraphy thirty centuries ago. Early marriages are best because young people can get used to it easier. It never seems right to a woman to do a risky thing which she will have to confess. A woman needs so much religion so as to be able to pray hopefully for the men in the family.

Waste of Material. In process of time it was observed that of building great houses, libraries had ceased giving costly library buildings to towns and cities. "Why is this, Mr. Canagay?" the reporter asked him. "Young man," he said, "what is the use of building great houses, libraries when all a man needs for an education is five feet of books?" Whereat they marveled, but they could not answer him—Chicago Tribune.



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