

THE OMAHA SUNDAY BEE

WONDER STUNTS OF THE AUTO

Some of the Marvelous Doings of the Hummer on Wheels.

LESS AGENTS DO THE BUSINESS

Imbuing Mountains and Capitol Steps, Turning Churns and Saws, and Found Useful as an Incubator.

The press agent has been the means of the automobile climbing up Pike's Peak, the capitol steps at Washington and also the Colorado state capitol steps, a 43 per cent grade, and other marvelous feats too numerous to mention.

Street cars have already made the perilous trip up the rocky sides of Pike's Peak, but the latest of these was a little runabout. From the base of the mountain to the summit along the path it was forced to take is a distance of 23.5 miles. This little car struggled along for eight hours up the slope of the mountain. For the most part the grade ran as high as forty-five degrees. The driver says the greatest obstacles he had to overcome were the obstructions in the trail, frequently it being found necessary to fill in washouts and try away from the path. Sometimes the car jumped off the edge of ledges two and three feet high. One washout which was encountered was so deep that it was useless to think of filling it, and so strips of wood were placed across it and over these the car was run.

The Downward Slide.
After a short rest at the Summit house, at the top of the mountain, the car started on the downward journey, the homeward trip being just as exciting, and even more so, after the gasoline tank was punctured by a jagged rock and all, except a gallon, of the precious fluid was lost. For the greater part of the trip the car had to coast, but this was not so difficult. For its upward struggle the wheels were bound with rope to give them more traction.

For the sake of advertising this same little car was sent flying up the steps of the Colorado capitol building. On the front wheels shot up the stone steps, the driver was thrown back in his seat, and he had to cling desperately to the steering wheel to prevent being pitched out. Everything had to be done in an instant, and as much depended upon the agility of the driver as upon the capability of the car. Automobile "stunts" are becoming as common as fire around a molasses barrel. Some of them are not performed in the interests of publicity. There is the case of a doctor out in Michigan last summer, who is the owner of a light runabout, costing \$600. There are four members in his family. When vacation time arrived he built a sectional rowboat, bought a seven by ten tent, with two folding poles, two tent cots and a fishing outfit, strapped them all on the rear of his car, placed his wife and two children in his one seat, sat on a box himself, and drove away to the camping ground. Had the boat been a little wider it would easily have floated the automobile. If occasion had demanded, the enterprising motorist have put their automobiles to some queer uses. A Yankee up in Connecticut jacked up his car and rigged it so that it would run a circular saw, and in one day he sawed enough wood to last him the entire winter. The proud possessor of a motor car with an ingenious turn of mind and a number of Jersey cattle turned his car into an auto-churn. He is authority for the statement that it turns out a fine grade of print butter. Out on Long Island another motorist with the aid of a block and fall raised a windmill that would have required two teams of horses to do the work.

An automobilist and a chicken raiser says he has made his car do the duties of a hen, for when his incubator broke down the car took its place and brought forth a fine brood of chickens, which he has named his autohens. They are not afraid of a car, he adds, and instead of cackling make a noise like an exhaust.

The automobile is invaluable on the farm, and can do everything, from ploughing to thrashing wheat, cutting hay and milking cattle. It is just in its infancy, however, and no one can tell what the future will bring forth.—New York Tribune.

JEFF IS COMING BACK HOME

Will Make Things Warm for Jack Johnson.

NEW YORK, Oct. 2.—James J. Jeffries is not going to give Johnson much time for thought. He will start after the negro as soon as he arrives in New York. Jeff is expected home next week, and after a few days in this city, will start for Chicago, where he expects to meet Johnson. The latter will come east a day following his fight with Ketchel, and Jeff will meet him half way. As soon as Jeff has signed the final papers he will hike for Los Angeles and devote his time getting into condition for the big show, which will probably take place in February.

Owen Moran, so Charley Harvey says, will sail for this country on October 6, and Charley says he is very busy looking over the lightweight fight for an opponent for Owen. He will have to look no farther than Tommy Murphy. And that would be some fight.

Murphy has accepted the offer from Kansas City to fight Tommy Mowatt on October 6. After that Ray Brownson will be taken on in a twelve-round bout in Boston.

Marvelous Values in Slightly Used Automobiles

These are Genuine Snaps. QUICK ACTION IMPERATIVE IF YOU WANT ANY OF THEM.

Rambler, 2 cyl., 10-h. p., entry type, 2 pass., at \$100.
Winton, 2 cyl., 10-h. p., detachable top, 2 pass., at \$100.
Cadillac, 2 cyl., 10-h. p., just repainted, \$125.
Knox Truck, solid tires, will carry two tons \$120.
Pope-Hartford, 2 pass., fine running order, \$100.
Orion, light delivery wagon, brand new, \$100.
Haynes-Appleron machine, top, horn, lamps, tools, etc. \$100.
Stanley Steam Car, runabout, just overhauled \$125.
Ford, 2 cyl., 10-h. p., full outfit, top, lamps and tools, \$100.
Autocar, 2 cyl., 10-h. p., just repainted \$100.
Glenmont, runabout, wheel, just repainted \$100.
Buick, 2 cyl., 10-h. p., 2 pass., just repainted \$100.
Cadillac, model "V", 2 pass., brand new, \$100.
Eaton, 2 cyl., 10-h. p., 2 pass., excellent value, at \$100.
Franklin, 2 cyl., 10-h. p., 2 pass., \$100.
At \$100 each, our monthly payment plan.
The Times-Square Automobile Company. This will help you in selecting a car.

TIMES SQUARE AUTOMOBILE COMPANY,

1242-1244 Michigan Avenue, Chicago, Ill.
Branch Houses—New York City, 23 West 43rd St.; Kansas City, Mo., 1701-1703 Main St.; St. Louis, Mo., Cor. 15th and Pine Sts.

Along Auto Row

Frederickson's Drive from Omaha to Columbus One of the Finest of Great Cross Country Relay Race.

Showing a continuous speed that has perhaps not before been equalled except on a specially prepared course, Mr. H. E. Frederickson on last Tuesday fairly flew on his dash from Omaha to Columbus carrying the message of President Taft on the Philadelphia auto relay race to Seattle. Driving with a skill that has made him famous for his road work, he crowded the Chalmers "30" to its limit for miles after miles, seldom slackening except for the most abrupt turns. Making an average speed of forty-two and three-fourths miles per hour, it was necessary to hold close to a sixty mile speed wherever the road conditions would permit.

The trip was a hair raiser from start to finish. The terrific rush of air had torn the flags from the car, before the mile after mile of Omaha had been passed and the banner attached to the hood was the only thing to indicate its mission and it was impossible to read the inscriptions on this. When the macadam on the Dodge street road was reached the hum of the motor changed to a roar that never ceased until the arrival at Columbus. Roads that were considered rough were passed over so quickly that they offered hardly a jar to the car. One bridge with an oval approach was jumped over entirely clearing a distance of over twelve feet. The wheels would oftentimes leave the ground and with the full power of the motor behind them attain a velocity that would fairly cause the tires to scream when they again came in contact with the road. On this run of 100 miles the two rear tires that were new at the start were worn down to the fabric.

The fastest running time of the Union Pacific between Omaha and Columbus is two hours and forty minutes. The Chalmers "30" covered the same distance in two hours and fifteen minutes. This seems incredible, but it is a matter of record and official timing by the Western Union. It makes a new figure for this route. It emphasizes the construction put behind a moderate priced car. It gives a local driver the distinction of driving the fastest lap of the Transcontinental race.

When Mr. Frederickson announced last fall that in a Chalmers "Forty" he would endeavor to drive from Omaha to Chicago in less than twenty-four hours, many sneered at the idea. While bad conditions of the roads caused a postponement of this trial and business later prevented making the trip, the time in which the Columbus run was made, if maintained for the entire distance would have brought him to Chicago in 11:15, giving him a leeway of 12:45, in which to make good.

The only special preparation made for the trip was to remove the top and strap the frame to the axles so as to protect the springs. One of these double tug straps was torn out by the violent tossing over a stretch of rolling road and at times the car bucked like a broncho. The streets of the towns through which the car passed were jammed with curious onlookers who scrambled to cover as the Chalmers dived through the path that was kept open for it.

Lewis E. Doty, manager for the Maxwell-Briscoe Omaha company of Omaha, has received the 1910 Q cars and is showing

them in his garage on Eighteenth, near Farnam.

Colonel Deright has received from the governor a commission as delegate to the Good Roads congress to be held in Columbus, O., October 28 to 30. The congress is to be held in connection with the joint convention of the American Road Makers' association and the Ohio Good Roads federation. Colonel Deright is a stickler for good roads and hopes when he returns to interest the good roads enthusiasts of Omaha and this section of Nebraska in better roads.

The Stearns will be handled this season in Omaha. This is one of the high grade cars, ranking along with the Packard, Pierce, Peeries, Stevens, William H. Wallace, formerly of McIntyre & Wallace, will handle the car. Wallace is one of the best automobile men in this section. He is a mechanic with ten years of actual shop practice. He has been in the automobile game more than two years. He is an expert demonstrator and has made the Oakland popular here. He will have next week for the east and arrange for a shipment of Stearns cars. He will continue business at Twenty-fourth and Farnam until spring, after which time he will establish himself in a garage erected for the Stearns.

George Reim, manager for R. R. Kimball, announces the arrival of the new 1910 Cadillac. Reim says that this is the first car to be received in Omaha with the DeLoe system. It has no coil on dash—no oiler—showing only a mahogany board with switch. The new Cadillac is the best car ever got out by the Cadillac people and is attracting a great deal of attention.

C. F. Louk has received his new Marmon, Holladay, Haynes & Empira. He has added to his list the Pol-Car. Louk has recently overhauled his garage and is prepared to demonstrate his line in the most satisfactory way.

Guy L. Smith has received another shipment of the new Franklins and his sales far exceed the sales of any previous year.

Freeland Bros. & Ashley announce the arrival of the new 1910 Midland, Morons & Appersons. These cars are attracting attention and they expect to show them during Ak-Sar-Ben.

Proprietor Avery of the Omaha Automobile company has returned from the east where he arranged for a large shipment of the Auburn & Rider Lewis.

W. L. Hoffman has returned from the factory where he procured some of the late Inter-States, Hupmobiles & Daimlers to fill his orders throughout the state.

Drummond is having a special sale of buggies and wagons to make room for a growing automobile repair business and the making of automobile tops and bodies, and a novel idea in his buggy sale was put on yesterday by driving a fine Lenox trap around the principal streets. It was hitched to a classy horse with English silver-trimmed harness, and a sign advertising the fact that \$5 would be taken off even the cut price each day until sold. Somebody's going to get a buggy bargain, and no doubt several persons will be disappointed because they will grab for it too late.

AUTO RACES IN THE SOUTH

Big Plans Laid for the New Orleans Meet in November.

NEW ORLEANS, Oct. 2.—Much enthusiasm is being evinced by local automobile followers over the auto races to be held here under the auspices of the New Orleans Automobile club on November 20 and 21. Plans for the fall meet are already under way, and it is thought that the races will be the most pretentious held in the Crescent City to date.

At a recent meeting of the club Homer C. George was elected general manager of the meet and Fred J. Wagner of New York appointed the eastern representative and starter. T. C. Campbell, president of the club, will represent the contest board of the American Automobile association. The program for the meet is now in the hands of the various committees and when it is completed it will include a number of events for every kind of car. The prizes to be offered will be of an alluring nature, consisting of purses and trophies. Every effort will be made to surpass the Mardi Gras meet of last year and to secure the star automobile drivers to pilot cars in the various events.

The racing will be over the historic fair ground track, where five world's records were established last year. The track is

in fair condition at present, but new alterations will be made.

Over 1,000 delegates are expected to attend the meeting called by Governor Sanders on November 19 of the Louisiana Good Roads association. The delegates will attend the races as well, and for this reason special railroad rates will be made, not only to them, but to other excursionists.

MORE CARS FOR THE BIG RACE

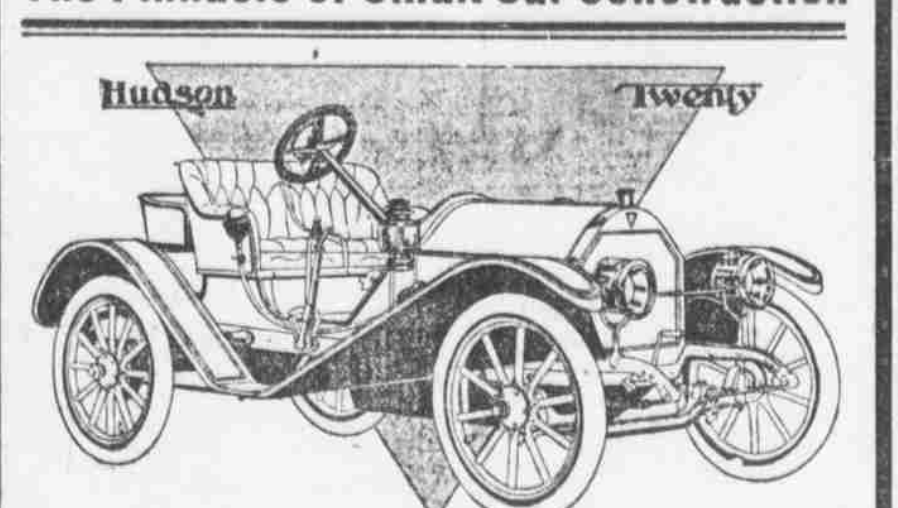
Additional Applicants Want to Enter Brighton Event.

NEW YORK, Oct. 2.—At a special meeting of the Brighton Beach committee of the Motor Racing association it was decided to run off the postponed twenty-four-hour auto race on Friday and Saturday, October 15 and 16, providing there are no conflicting automobile contests.

A request has been made to the Motor Racing association that the entry list be reopened to permit of the nomination of several powerful cars that were not ready in time for the races scheduled for last week. No action will be taken on this matter until all of the present nine entrants have been conferred with.

See Want Ads as Business Boosters.

The Pinnacle of Small Car Construction



You cannot realize how roomy, powerful and quiet this car is if you have not had a demonstration.

If you are seeking the best car that has ever been made for anywhere near the price, and want an early delivery you will give this extraordinary car your immediate attention.

1910 CHALMERS "30"

We have already sold more of these machines than we sold during the first eight months we exhibited our 1909 model. This is due to better appearance and the unusual record of reliability our 1909 cars made.

Order now if you want to use your car this fall. Also agents for the Thomas Flyer and Pierce Arrow, America's light grade cars.

H. E. Fredrickson Automobile Co.

2044-46-48 FARNAM STREET



MODEL 10-F. Seats 7. Wheel base 120 inches. Wheels 30x4 1/2. 50 H. P. \$2,900, which includes Bosch Magneto and Delco Battery System, 5 Lamps, Frost-o-Lite Tank, Horn and Tools. Top \$125 extra.

The Motor Car Unequaled at any Price

A strong statement! Intended to be strong. It cannot be made too strong! No use mincing words about an established fact.

Owners and users of "Stoddard-Dayton" Motor Cars know this statement to be true.

We want every prospective owner of an automobile to know it, too.

The "Stoddard-Dayton" always—always mark you—has been a good car. Every succeeding year has been a good car bettered. And every year it has led the advance of American automobile progress.

In the 1910 models, the "Stoddard-Dayton" is, as usual, the car "away ahead."

The man who has jumped from make to make stops when he buys the "Stoddard-Dayton." He sticks to it. YOU need not experiment. Just start right with the

"Stoddard-Dayton"

It possesses all the tried and true excellence of former years combined with the most advanced accomplishments in the automobile and mechanical world.

Moneyed men who disregard price, but who are overly exacting in choice, will buy the "Stoddard-Dayton" time after time.

Scientific, mechanical men, and heads of machinery companies compare all prominent cars and oftenest buy "Stoddard-Daytons."

An official of the Carnegie Steel Co.—a man exceedingly hard to please—is now driving his fourth "Stoddard-Dayton."

Four stockholders in an automobile factory producing one of America's highest priced cars are now driving "Stoddard-Dayton" Roadsters.

Owners of "Stoddard-Dayton" swear by their cars.

The "Stoddard-Dayton" must be absolutely the best or it would not deserve and receive such flattering patronage.

"Stoddard-Dayton" always sell at the full price, not one cent less to anybody—and still there is always a shortage in the supply of cars before the season is over.

Have us "show you" by practical demonstration that "Stoddard-Dayton" are all they are claimed to be.

Classy—Beautiful. "Stoddard-Dayton" cars are of classy design with graceful, pleasing lines and distinctively beautiful finish, not elsewhere equaled.

Dimensions and weights are so proportioned, the springs so made and tempered, bodies and seats are so carefully shaped, and the upholstery is so expertly done, that taken as a whole the construction affords the easiest riding, the most comfortable automobile ever produced.

Silent—Smooth. "It goes like a breeze" was the way a wealthy easterner visiting here last week, expressed his approval of the silent, smooth-going "Stoddard-Dayton."

Great Power. At one time or another the "Stoddard-Dayton" has won victories over every Hill Climbing competitor with which it has ever contested. And this includes cars of the highest price. It has been in twice as many Hill Climbs as any other car, and won a much larger percentage of victories.

Speed. No car can go faster, and (equally as important) no car can go as slowly on direct drive with as much ease on the motor action.

Low Cost. This car is the lowest because you get more for every dollar invested in a "Stoddard-Dayton" than any other car made.

The second cost is the very lowest, because the Valve-in-Head motor develops 10 to 20 miles per gallon of gasoline and repair expenses are as low as the lowest.

Take your choice of some thirty styles of body and body combinations. Nowhere on motordom's map will you find a concern manufacturing such a great variety of models.

Selection of a car in harmony with your views and your purse is thus made easy, and no matter what car you select you will secure a high-class car, because all of our models and designs are high class.

Among these 1910 models are smart runabouts seating two, three, four or five passengers, rakish roadsters of varied capacity, impressive touring cars—some carrying five and the big machines seven; open cars and closed cars, coupes, limousines and landaulets.

Making more essential parts of cars than any other manufacturer, we are enabled to meet the individual requirements of prospective purchasers and deliver to each a car bearing the stamp of their own approval.

"Stoddard-Dayton" quality never varies. It is as good in the small cars as in the large ones. They are offered at a price—One Price to All—which represents an actual saving of the profit, which other manufacturers who are mere assemblers of cars must pay to the makers of those parts.

THE OMAHA BEE'S DIRECTORY Of Automobiles and Accessories

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Brush's Masterpiece
McINTYRE & WALLACE
24th—Near Farnam.

W. L. Huffman & Co. Headquarters 4 Cylinder Cars.
Inter-State \$1750; De Tombe \$650; Hupmobile \$750.
1824 Farnam Street.

BRUSH RUNABOUT

A MARVEL OF WORKMANSHIP
T. G. NORTHWALL CO.
914 Jones St.

Detroit-Electric

Pioneer Implement Co.
Council Bluffs, Iowa.

Wood's Electric

WHITE STEAMER
DRUMMOND
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H. E. Fredrickson Automobile Co. Thomas, Pierce, Rapid, Chalmers—Detroit
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Deright Automobile Co.

Stoddard-Dayton,
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Henry H. Van Brunt

Overland, Pope
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Council Bluffs, Iowa.

MARMON

The easiest riding car in the world.
C. F. LOUK, 1808 Farnam Street,
State Agent.

"Murphy Did It" AUTO

REPAIRING
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HORSE SHOEING—WAGON BUILDING

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Mattheson
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\$1750 Fully Equipped—4 Cyl., 40 H. P.
W. L. HUFFMAN & CO., 2025 Farnam St.
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H. E. FREDRICKSON AUTO CO.
2044-46-48 Farnam St.

Jackson

Detroit Electric
PIONEER IMPLEMENT COMPANY,
Council Bluffs, Iowa.

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Rambler,
Mitchell.
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ATLANTIC AUTOMOBILE CO.,
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R. R. KIMBALL

Stevens-Duryes, Cadillac, Stanley Steamer.
BABCOCK ELECTRIC
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BABCOCK

R. R. KIMBALL,
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BAKER ELECTRIC

Electric Garage
DENISE BARKALOW, Prop.
1920 Farnam St.

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REO, FORD, PREMIER
Atlantic and Council Bluffs, Iowa.

AUBURN

2 Cylinder 24 H. P. RIDER LEWIS 4 Cylinder 30 H. P.
OMAHA AUTO MOILE CO., 216 S. 19.

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In its class without a peer.
C. F. LOUK, State Agent,
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