

1910 Winner of the Kansas City 700 Mile Endurance Run



Thirty

Arrived. Call for Demonstration

R. R. KIMBALL

Douglas 6904

2026-28 Farnam St.
Omaha, Nebraska.

YANKEE ACCENTS ARE HEARD

Down Easterners Stop to See What Omaha is Like.

STREET CAR MEN SHOWN CITY

No Such Reception in Staid Old Boston if Westerners Stopped There, Says the Bostonian at Head of Party.

Two special trains of street railway an interurban men and their wives arrived in Omaha Saturday morning, but they were not strike breakers and took no hand in the Omaha situation. The first train was from Boston and the second from New York. The Boston folk stopped, but the New Yorkers went right on through.

"Well, I don't think any club in Boston would turn out this way if a group of westerners came through," said James F. Shaw, president of the American Street and Interurban Railway association.

This is the association which holds its annual convention next week at Denver and it is to this convention that all these special trains are bound.

"It takes the westerners to show hospitality. How can all these prominent business men afford to leave their places of business, come here to entertain a crowd of total strangers? I never saw anything like it in my life and I'm sure the entire party appreciates the thoughtfulness."

Many such expressions were heard from the ninety-two people who alighted from their splendid electric-lighted special train and found a score or more of automobiles waiting to drive them around Omaha to show places of interest. The Commercial club had charge of the arrangements.

A new scheme was tried in making the drives and it worked admirably. Instead of sending the machines around in a long procession, raising a cloud of dust to the discomfort of those following, each driver was instructed to strike out in any direction he chose, just so he included the Omaha Field club on his route and arrived back at the station in time for the continuation of the journey west.

Life Saving Station at Club.

At the Field club an informal entertainment was prepared. A canopy was set up on the lawn and, as the cars drove up, the occupants were given refreshments and cigars, with flowers for the women. Many of the men made enthusiastic special train and found a score or more of automobiles waiting to drive them around Omaha to show places of interest.

Some of the most prominent street railway and interurban men in the country were in the Boston party and these capitalists did not miss words in praise of Omaha for its wonderful material growth. Some had been here a few years back and 'twas marveled at the wonderful changes.

E. W. Holst, Boston; E. B. Kidson, Boston; Richard T. Laffin, Seattle; Clarence E. Larned, Boston; Harry L. Libbey, Mrs. E. L. Mills, Hoboc Falls, N. Y.; F. A. McCormick, agent Boston & Maine; A. L. McDonald, Brookton, Mass.; G. C. Morse, Tauton, Mass.; J. F. McCabe, Springfield, Mass.; T. N. Carter, Newark, N. J.; J. C. Melzell, Scranton, Pa.; W. F. Narey, North Adams, Mass.; G. A. Nash, Boston; Francis H. Johnson, Nahant; Henry C. Page, Worcester; C. C. Pierce, Boston; H. E. Reynolds, Boston; James W. Rollins, Jr., James F. Shaw, president American Street and Interurban Railway association, Boston; Maurice P. Spillane, Boston; B. V. Swenson, New York; J. Brodie Smith, Manchester, N. H.; Charles I. Thayer, Brookline, Mass.; A. J. Thornley, Providence; J. R. Wells, Springfield; E. I. Wellington, Rindge, N. H.; E. S. Wilde, New Bedford; Paul Windsor, Boston; H. L. Wilson, treasurer Boston Elevated Railway company.

CAMPING FEVER IN ENGLAND

Men and Women Alike Have Taken to the Road.

FAVORS THIS STYLE VACATION

They Travel in Caravans and on Bicycles and Camp at Night in Fields Or by the Roadside.

LONDON, Sept. 15.—The famous old "Pilgrim's Road," which Chaucer pictured in his "Canterbury Tales" as alive with travellers on their way to Canterbury, is once again peopled with pilgrims—pilgrims who are wandering not to any particular city but in search of health.

The friars and knights and ladies have vanished, and nowadays the pilgrims are men in knickerbockers and sweaters and women in short tweed skirts and heavy boots who use caravans and bicycles to convey them on their journeys. Once again at night all along the road camps are set up and fields and wooded paths are packed, this time with toilers from London shops and offices snatching a week or two of outdoor life or with more wealthy wanderers who prefer this sort of vacation to any other. The explanation of all this is that England has the camping fever more virulently than ever before.

The Pilgrim's Road is the most popular one with the campers because it winds through beautiful, fertile Kent, but on almost any road in England this summer one could encounter caravan and bicycle campers in great numbers travelling by easy stages from town to town, the greater proportion of them being women and girls.

A caravan drawn by one horse can be obtained for something like \$5 for two weeks. Its exterior is painted in vivid colors. Little curtained windows dot either side, while the door is at the back. Its interior is fitted up with a chair fastened to the floor, a tiny stove, a few kitchen utensils and a bed.

Sometimes four women take one of these caravans. They bring extra bedding, a tent and various other necessities. One of them drives and looks after the welfare of the horse, always a gentle, elderly beast. One volunteers as cook, a third will keep the caravan neat and the fourth will forage for food and spots in which to camp. If the weather is fine the bed in the caravan is in small demand, as sleeping out of doors is half the fun of the trip.

Many suffragettes have been spending their holidays in caravans this year. The chances of winning over converts under those circumstances is very great, and fresh air and sunshine after the winter's struggle are of benefit. Besides these campers with a purpose there are hundreds of other women who take their holidays in this way and gain health from them.

English farmers were at first somewhat suspicious of the women caravaners, but now they chuckle at their idiosyncrasies and willingly allow them to camp on their premises. Some farmers charge for the use of their fields and for the grass the horse eats, and of course for milk and fresh eggs, but there are others who will not take a penny from the campers and treat them as guests.

ON TRAIL OF A YOUNG CROOK

Probation Officer Looks for Youth Who Trims Bankers for Small Sums.

Probation Officer Bernstein is on the trail of a young financier who has been working Omaha and Council Bluffs' bankers for small sums of money. The boy puts up the plea to the bankers that he is a newsboy out of money and cannot get his first installment of papers unless he has \$5 to deposit. His plea is so effective that he usually lands his victim without much trouble.

He has been going under the name of Frank Thomas and has given fictitious addresses on Vinton street. Three Omaha bankers and two in Council Bluffs have fallen before his wiles.

Falls Through Elevator Shaft

William Steinhauser of Omaha Crockery Company Breaks Arm by Dropping Three Stories.

The parting of an elevator cable caused William Steinhauser, foreman of the Omaha Crockery company, to fall three floors, the accident resulting in a badly broken arm, a severe scalp wound and the tearing of one ear almost off his head.

Steinhauser was on a freight elevator on which one car had been loaded. A second was rolled on and instantly the elevator fell. It struck the bottom with a terrific crash and men rushing up found Steinhauser unconscious from the fall. He was taken to the office of a physician in the Paxton block.

Prompt recovery from the injuries is expected.

RECORD HEAPS OF JUNK

Monumental Piles Regret from the Refuse of the San Francisco Fire.

The largest scrap heaps the world has ever known, relics of the great conflagration of April, 1906, are located in San Francisco. One scrap heap is forty feet high, 100 feet square and contains 20,000 tons, all piled in equal lengths of eighteen inches, and piled in one solid mass, with the sides as smooth and solid as a brick wall. This is the only one of four, of equal size and proportions, remaining intact, in its original size and shape, the other three having been drawn upon as the material was needed.

Many other scrap heaps are piled about the bay awaiting shipment, some as big as a house and others mere hillocks, scattered over acres of ground.

Since the fire, one company has handled 150,000 tons, which constitutes the major part of all old material shipped or melted. It has six large shears in operation to cut the iron and steel, either that it may be better handled for shipment or for the furnaces. Besides the four heaps which are piled in ship-shape trim, there are other piles of uncut scrap, forming heaps, rearing their tops way above the high fence surrounding the scrap yard.

Little of this scrap is used in San Francisco, the bulk of it being shipped to the Atlantic coast or to European ports, to be returned to San Francisco, in part at least, as a manufactured article. Thus California loses the money which would be paid in wages for converting the scrap into fabricated articles, and has to pay the freight for hauling the scrap away and bringing the iron and steel back for use.—Iron Trade Review.

means of balloons and eagles, by Jakob Kleserer, published at the expense of the author by Herr Loschenko, Kohlmarkt, Vienna, 1861." It is an elaborate treatise on aviation in which a balloon is steered through the air by eagles which have been "trained and deprived of their talons." Minute instructions are given as to how the birds should be harnessed and suggestions are made as to the employment of double teams and relays. The author-inventor expresses the hope that his idea may be employed first to expedite the delivery of letters and dispatches and that persons competent as trainers of giant birds will carry his "wonderful idea" into execution.—New York Tribune.

Chamberlain's Colic, Cholera and Diarrhoea Remedy is today the best known medicine in use for the relief and cure of bowel complaints. It cures griping, diarrhoea, dysentery, and should be taken at the first unnatural looseness of the bowels. It is equally valuable for children and adults. It always cures. Sold by all druggists.

An Early Aviator. A book has been discovered in Vienna bearing on its title page this legend: "About the invention of air navigation by

means of balloons and eagles, by Jakob Kleserer, published at the expense of the author by Herr Loschenko, Kohlmarkt, Vienna, 1861." It is an elaborate treatise on aviation in which a balloon is steered through the air by eagles which have been "trained and deprived of their talons." Minute instructions are given as to how the birds should be harnessed and suggestions are made as to the employment of double teams and relays. The author-inventor expresses the hope that his idea may be employed first to expedite the delivery of letters and dispatches and that persons competent as trainers of giant birds will carry his "wonderful idea" into execution.—New York Tribune.

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A Word About Automobiles

The first consideration in the purchase of a car is durability coupled with reliability. You want a car to go there, and to go there without breaks. To these requisites you want power and speed. You not only want a car to go and come, but it's performance must be quick. It's reserve force must be adequate for all purposes.

The Midland The Mason The Apperson

were constructed along these lines—with these ends in view. They have made records that no other cars have made

As Hill Climbers As Sand Pullers They Stand Peerless

We are glad to show these cars in our garage this week. If you are at all interested it will be the most pleasant as well as the profitable hour of your stay to let us demonstrate to you what a real automobile is.

We can show you quite enough about the Midland, or the Mason or the Apperson to set you wild for one of them. They are the pink of perfection in modern automobile construction. Phone us or let us see you.

FREELAND BROS. & ASHLEY

1102 FARNAM STREET