

AUTOMOBILES

The Only Motor Car Which Has a Full Equipment

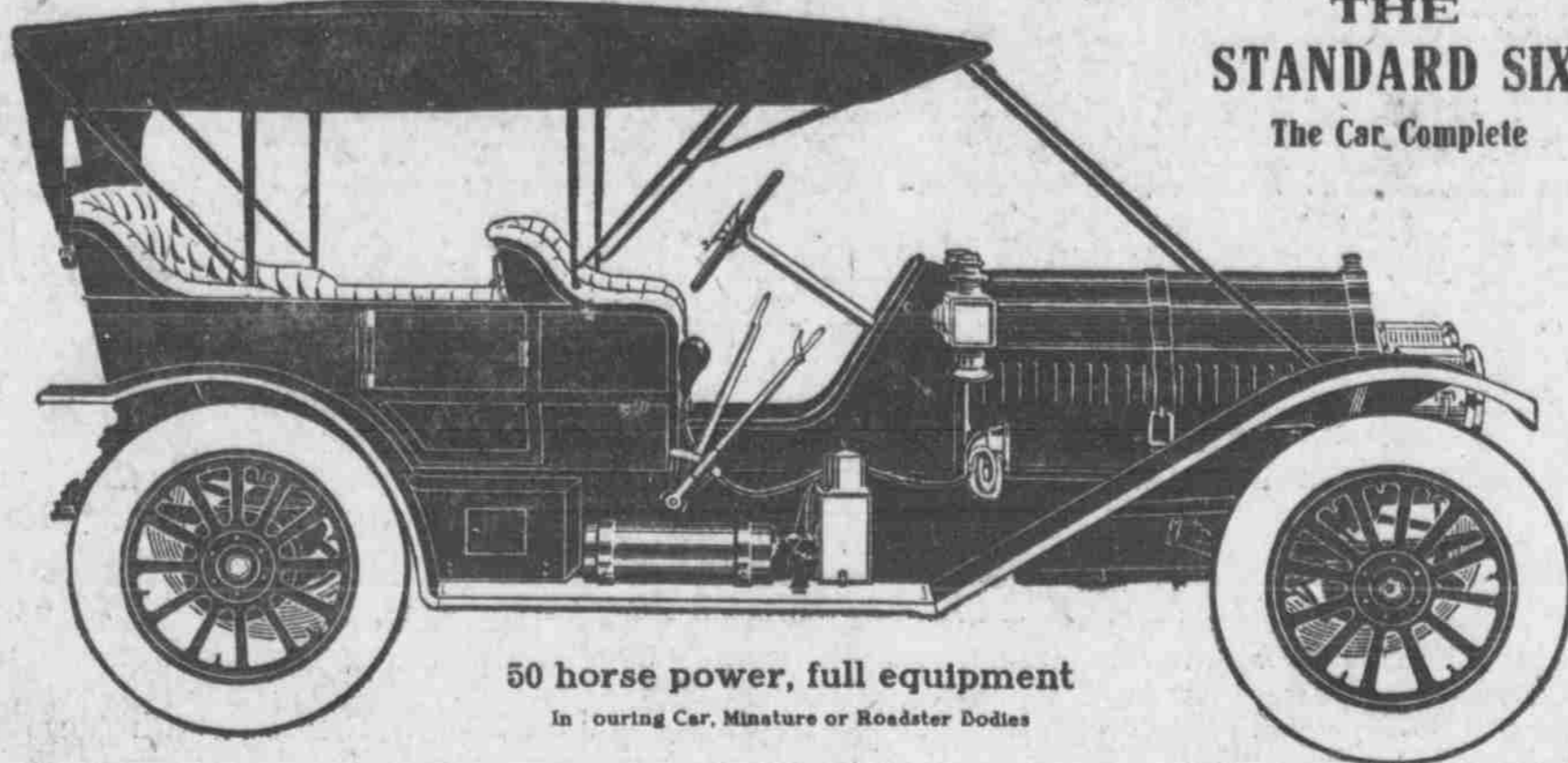
Motor

Six vertical cylinders 4 1-2 inch bore, 5 inch stroke cast in pairs of three point suspension.

Remy high tension magneto, water cooled, circulation by a driven centrifugal pump.

Transmission selective—3 forward, one reverse.

Brakes on each rear drum wheel.



THE STANDARD SIX
The Car Complete

Wheels

36 inch wheel, base 124, tires 4 inch.

Road clearance 11 3-4 ins. at lowest point.

Choice of Goodrich, Diamond or Firestone.

Steering gear is an improved worm and full worm gear type.

50 horse power, full equipment
In Touring Car, Minature or Roadster Bodies

Here is the only car in the world, sent out from the factory complete. Ready for the road—nothing lacking—nothing.

Every pin is in its place—every bolt tight—every part adjusted. Every car tried out before it is offered for sale.

A car is not complete without a top, a wind shield, head and tail lamps, or magneto, or speedometer, or horn, all of which on other cars, means an outlay of from \$400 to \$600 over and above the regular price of the car. It is complete with all of these.

The Standard Six is ready—ready right now, and it will ride just a little easier than any car you ever rode in.

It looks a fraction smarter than any car of its class in the world. The St. Louis Car Co. makes the Standard Six. It is the car manufactured west of the Mississippi. It equips its cars at less than half of what the parts would cost if bought extra as on other cars.

Here is the Standard Six equipment. Notice the completeness of it. Did you ever hear of a motor car being sold with this equipment?

- Two 12-Inch DIETZ Head Lamps, with Bausch & Lomb Lens,
 - One complete Tool Outfit, One Gas Generator, One Baggage Rack,
 - One Complete Tire Repair Outfit, Two Dietz Side and One Tail Lamp,
 - One Combination Warner Speedometer and Clock,
 - One Gas Generator, One Tire Carrier, One Horn, One Coat Rail,
 - One Top Complete With Side Curtains, One Automatic Wind Shield,
 - All Stock Cars equipped with the latest improved Quick Detachable Rims
- \$3,000, Including the Full Equipment.**

Now observe the style of the car. Look at the cut of it. Isn't it all there in a different way from others?

Notice its grace, beauty, snap.

Let us show it.

You must not miss a demonstration of this superb machine.

Standard Automobile Co.,

Temporary Office 304 Neville Block.

MANAGERS IN UNIFORM BEST

Records Show These Are the Ones Who Win the Most Games.

THREE DIRECT FROM THE BENCH

Connie Mack is the Only Bench Manager Who Has Won a Flag in the American League Since Organization.

NEW YORK, Oct. 16.—It is the playing managers who win the base ball championships nowadays. That the era of the bench general is rapidly passing away and that the manager in uniform is the man of the hour is evident at a glance at the list of leaders of the sixteen major league clubs.

Times Square Automobile Co.,

- 1222 Michigan Ave., Chicago, Ill.
- Duck Touring Car, 2 cyl., 12 h. p., 5 pass. \$125
- Antoinette Runabout, 2 cyl., 14 h. p., top, lamps and tools \$150
- Winton, 2 cyl., 22 h. p., 5 pass., detachable fenders, etc. \$300
- Hughley, Runover Type, 2 cyl., 22 h. p., 5 pass. \$250
- Runabout, 2 cyl., 14 h. p., 5 pass., top, front fenders, etc. \$150
- Stevens Runabout, 2 cyl., 12 h. p., top, lamps and tools \$125
- Castille Touring Car, fully equipped \$300
- Mitchell, 4 cyl., 30 h. p., runabout \$300
- Studebaker, 4 cyl., 30 h. p., 7 pass., fully equipped, etc. \$1,000
- Castille "K" Runabout, top, front, etc. \$250
- Mittler High Wheel Auto, brand new \$525
- White Steam Car, model "99", fully equipped \$525
- Vale Touring Car, 2 cyl., brand new, new tires on all 4 wheels \$125
- Winton, 4 cyl., 22 h. p., 5 pass., model "10" \$400

All cars have been carefully overhauled. Two hundred cars of all makes and sizes to choose from. Send for free copy of the Times Square Bulletin. This will help you make your choice of cars.

BRANCH HOUSES, Kansas City, Mo., St. Louis, Mo., 170 Main St., Cor. 15th & Pine St., New York City, N. Y., 12-21 West 42d St.

"America's Best Automobile"

Continental TIRES

Ready-Flated on Continental Demountable Rims the IDEAL EQUIPMENT

Weston Auto. Supply Co.
1900 FARNAM ST. OMAHA, NEB.

landers; Connie Mack of the Athletics, and Billy Murray of the Phillies.

That the playing managers have been more successful than the bench leaders in pennant fights is recorded in base ball history. Fred Clarke, of the Pirates, and Hughie Jennings are the ones who reaped the biggest share of glory this season by leading their respective teams to victory.

A glance at the records show that playing managers have won pennants in the last nine years in the National league. Clarke, in addition to winning his fourth pennant this season, captured the hunting for the Pirates in 1901, 1902, 1903, in 1904, and 1905 it was John McGraw who led the Giants in their marches to the championship, and in 1906, 1907 and 1908, Frank Chance piloted the Cubs to the championship goal. Thus it is seen that three of the best managers in the profession—McGraw, Clarke and Chance—are wearers of the battle top in games.

The playing manager has also been more successful in the American league since its organization. Hughie Jennings has landed three flags for the Tigers; Jimmy Collins a pair for Boston, and Fielder Jones three for the Chicago White Sox. Connie Mack bears the distinction of being the only bench manager to come out on top in the Johnson organization, as it was in 1903 and 1904 that the Athletics finished first.

Record Proves It. The respective merits of the playing manager and bench manager were vividly illustrated in the closing games of the American league race. Had Connie Mack donned a uniform and fought on the coaching lines, in the Jennings fashion, scores of fans and critics believe that the Athletics would have beaten the Tigers out in the race. It was here that Hughie Jennings had a big advantage over the Quaker town manager. The Detroiters reaped the benefit of Hughie's inspiring reparative from the coaching lines, while, on the other hand, the Athletics were bereft of any encouragement from the mute Connie sitting on the bench.

On the coaching lines a manager is in the thick of the battle and it is there that scores of diamond battles are won during a season. It is the ideal position to distribute signals and signs and there is little chance for blunders or misunderstandings when at crucial periods of games signals are passed on from the bench.

track team in 1906. He has had a great deal of experience in all forms of track athletics.

JEFF TO TRAIN IN MOUNTAINS

Has Been There Before and Knows the Country.

PORTLAND, Ore., Oct. 15.—It was stated by a prominent local sporting man last night that Jim Jeffries will train up in the Oregon mountains for the proposed Jack Johnson bout. The former holdermaker believes he can round into condition far better removed from civilization, up in the Cascade range, than anywhere else. He has been there before and knows the country. Jeffries will reach Los Angeles next month, according to recent advices, and after a short stay there, he will come north and strike into the fastnesses of the mountains, where he will be about fifty miles from a railroad. His camp has already been selected on the upper McKenzie river, where there is some of the best hunting and fishing in the world.

Two years ago Jeffries and a party of friends spent a summer there. They hunted bear and deer with great success and caught numberless trout from the mountain streams. The big fighter climbed mountains and fought his way through the underbrush of the hillsides and canyons on long hunting jaunts and was in the finest physical condition when he broke camp. He expects to repeat the performance this year and he believes he will harden his muscles into splendid fighting trim in a month or two.

MIDDIES TO ROW NEXT YEAR

Prospects Bright for Crew at Poughkeepsie Regatta.

ANNAPOLIS, Md., Oct. 15.—There is an excellent prospect that the naval academy will be represented by an eight at the Poughkeepsie regatta next year and the matter is now being considered by Captain J. M. Bowyer, superintendent of the naval academy. It is believed that he is much more favorably disposed toward the proposition than was his predecessor, Captain Charles J. Badger. The midshipmen rowed at Poughkeepsie in 1907, and were beaten out by Cornell and Columbia. The race taken place during the time the brigade of midshipmen is on the summer practice fleet near New London, Conn., and it is proposed that the crew men be assigned to a monitor, which will be used as training quarters on the Hudson.

NAVY CHALLENGES SOLDIERS

Annapolis Has Sent Formal Proposal to West Point.

ANNAPOLIS, Md., Oct. 15.—The United States naval academy has sent a formal challenge to the military academy at West Point to meet the midshipmen in annual dual meets in rifle shooting, fencing, basketball and gymnastics, the affairs to be held on an alternating basis, first here and then at the army reservation.

Children like Chamberlain's Cough Remedy. It is pleasant to take.

Along Auto Row

Two New Companies Organized to Enter the Game on Farnam.

C. F. Louk has received the 1910 Marmon and Empires, which attract a great deal of attention.

W. S. Hathaway, district manager of the Maxwell, spent several hours in the city last week with Local Manager Doty.

J. A. Freeland spent several days last week in Chicago.

F. L. Moteg, president of the Mason Motor Car company, is in the city.

C. J. Corkhill returned from Callaway yesterday, where he has been chicken hunting. He reports that the game is fine and it is said that he brought down several hundred plump chickens.

The new Stanley steamers have arrived and Manager G. E. Brown is making a pretty display of the cars at 2313 Leavenworth street. The improvements over the other models are many. They are larger cars, better engine, oiled by splash, and the pump system is greatly improved. Mr. Brown proposes to make the steamer more popular than ever.

Not only the most sensational car that the E. R. Thomas Motor company ever produced, but one that is destined to cause a tremble throughout the automobile world, is the new six-cylinder 40-horse power Thomas touring car just received by the H. E. Fredrickson Automobile company. While the car is only rated at 40-horse power, it develops considerably more than this and carries the unusual cylinder dimensions of five-inch bore by 5 1/2-inch stroke. With this long stroke the car will climb a hill as slow as a man would walk and do it easily. The experimental work on this car began in 1907 and actual construction in 1908, to finally culminate in a masterly completion of an ideal family car, light in weight—yet strong and powerful.

With the gas valve opening half the size of the cylinders, nickel steel gears, imported ball bearings throughout and general high-class construction, the car offers more than ordinary value at \$3,500, but when one crew men be assigned to a monitor, which will be used as training quarters on the Hudson.

Last week H. E. Fredrickson was back east to the different factories which he represents here, trying to get them to hurry his machines, as he is far behind on delivering machines.

Charles Metz, the racing man, left last night for New York to drive in the Vanderbilt race, which is pulled off on the 20th.

The Standard Automobile company, which has begun the erection of a large garage

on Farnam street, just west of Twenty-fourth street, will handle the National and the Standard Six. These cars are new in Omaha, but are cars with reputation in the east.

The members of the firm are H. E. Wilcox and Charles Metz.

Wilocx is from Illinois and one of the fortunate fellows who went into oil during the boom and cleaned up something like 1250,000. He is looking for some property in Omaha and expects to make this his permanent home.

Metz is now one of the most talked of automobile racing men in the country. He was driving in the fatal runaway a few weeks ago on the Indianapolis track, and was the only man to come out of the wreck alive and unscathed.

Metz is a young fellow and handsome and loves an automobile the best when it is going through the air, touching earth in high places.

They expect to make the Standard Six and the National popular in the west.

Ernest Sweet rode from New York to

St. Louis the other day with Dr. Cook the explorer. They were in an observation car and the Omahan never had so many pictures taken in all of his life.

The Sweet-Edwards Automobile company was incorporated last week and will get into the game in earnest within the coming few weeks. They will handle the Moon and the American.

The Moon is made in St. Louis and has made quite a reputation. The American is one of the high class cars and one of the first cars in the United States. The Moon is made in two models, \$1,600 and \$2,000, while the American is made in \$2,500 and \$4,000 cars. The members of the new corporation are Mr. Ernest Sweet and Mr. George W. Edwards. The former is a well known real estate man of Omaha, who has accumulated a fortune in Omaha dirt within ten years, while the latter is a former manager of the drug department of Bonnet's and is well and favorably known in Omaha.

A contract has been closed for a garage on Farnam street and by December 1 the

Moon and the American will be sold on Farnam.

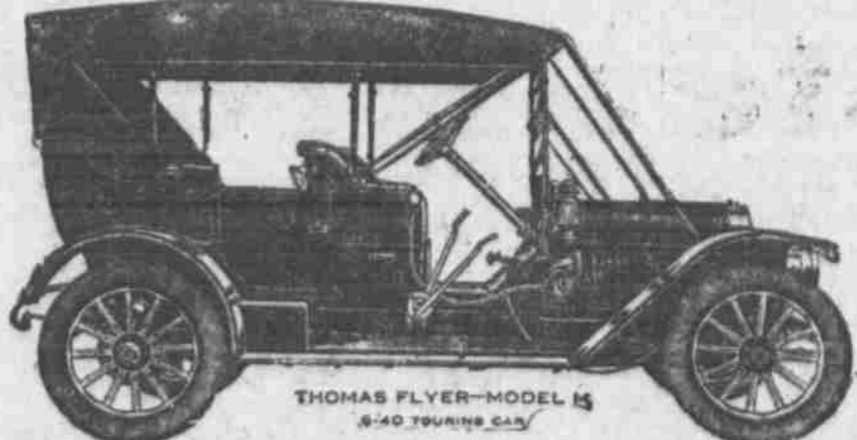
The management of the new company will be along conservative lines and will be conducted in a businesslike manner, which has characterized Mr. Sweet's business heretofore.

AUTO MOUNTAIN RACE PLANS

Montreal is to Have Run Over All Sorts of Roads.

MONTREAL, Quebec, Oct. 15.—The annual "round-the-mountain" race at Montreal has been scheduled for October 23. The course is about ten miles length and is laid around the base of Mount Royal, which is beyond the city of Montreal. The start and finish will be at Victoria Square, in the course of the race all sorts of going is to be met with, from the hard pavement of the city streets to the sloppy mud of the country roads, and the course is hilly here and there. The winner of the race gets a silver trophy along with a gold medal, and other prizes will be awarded to the men who finish.

Arrival Extraordinary



THOMAS FLYER—MODEL 15
40-40 TOURING CAR

We are now prepared to demonstrate that this is the most wonderful car ever marketed at anywhere near its price—\$3,500.

READ THESE SPECIFICATIONS CAREFULLY—6 cylinders, 4 1/4 in. bore, 5 1/2 in. stroke, 44 H. P. (A. L. A. M.), shaft drive, 36x4 1/2 in. tires, 125 inch wheel base, 11 1/4 inch clearance, Annular ball bearings (imported), hand hammered aluminum body.

HERE IS EQUIPMENT LIKE YOU HAVE NEVER SEEN BEFORE—Silk mohair top, folding glass front, high grade speedometer, shock absorbers, head, side and tail lamps, horn, robe rail, tire irons and prest-o-lite tank, all for \$3,500.

H. E. FREDRICKSON AUTOMOBILE CO.
2044-46-48 FARNAM STREET

ALSO AGENTS FOR THE PIERCE AROW, CHALMERS DETROIT AND HUDSON "20"