

# AUTOMOBILES

## AUTOS WHICH HAVE WON FAME

### Season of Motor Car Racing and Endurance Runs is Now Closed.

## DEATH HAS CLAIMED ITS TOLL

### Manufacturers Have Spent Large Sums in Promoting Races of Different Kinds to Advertise Their Cars in Country.

Another season of motorcar racing and endurance runs has gone down into history. Taken in all it has been a most auspicious one. Long-standing records have been broken and new ones established. Death has claimed its toll as usual, but with a marked decrease over former years. As long as men have red blood in their veins and a desire to go their neighbors one better, there will always be found a few who will take just one more chance with the result that the grim reaper adds another to the list of violent deaths. From the early days of motor racing, there has been a marked decrease in the number of present time these races and test runs have done more to bring the automobile to the point of perfection which it now enjoys than all the other causes put together. Each race and each run has shown some weak points, and the builders have immediately taken steps to remedy this defect, not only in the racing cars, but in the stock cars as well. Each year has added new strength and extra safety devices, but it is improbable that it will ever be possible to overcome the skidding tendency which a car tries to make a turn at the rate of sixty or seventy miles an hour. This rule, however, has been made more stringent than that of preceding years, and in the great majority of runs during the last season the number of cars finishing have been above the average. The sporting events have been much more numerous, with one or more road races, hill climbs, or reliability contests being pulled off in every state in the union. Several twenty-four-hour races were held at the Brighton Beach motordrome, with many attempts to break the record of 1,177 miles, but it was not until the last race that this was accomplished. A Lozier, with Frank Mulford at the wheel, crossed the line at the end of twenty-four hours of nerve-racking driving, with 1,196 miles to its credit. Fifty-one and one-half miles of this distance was covered the last hour. During the entire race the bonnet was not raised for any purpose other than to oil up. The other runner finished second, having made 1,169 miles.

## Across the Country.

Another race which constituted a supreme test of endurance on the part of both driver and car was the transcontinental race from New York to the exposition at Seattle for the Guggenheim trophy. When the announcement of the race was made in March there were no restrictions as to size or power of cars, no schedules to make it a joy ride, and no limitations to handicap any entry. Later the Manufacturers' Contest association passed resolutions disapproving the contest on the grounds that it encouraged the violation of the speed laws and that the contest offered too much opportunity for rebuilding cars en route. The rules were accordingly amended, and a daily schedule as far west as St. Louis arranged. West of there it was decided that the conditions of the road would prevent fast time. The rules were also revised so as to insure against any chance of rebuilding cars or replacing parts. More than a score of cars had been promised for this race, but when the time came to start only six made their appearance—two Ford's, a Stearns, an Acme, a Shawmut and an Itala. The start was made from the city hall in New York on the afternoon of June 1, and Ford No. 2 finished in Seattle twenty days afterward, having covered 4,316 miles, most of which were over roads of the worst kind.

## Next to the New York-Paris race this probably was the hardest road race ever pulled off in the history of the sport.

The New York to Paris race was not an event of the past year, it was run in the early part of 1908, but up to today this performance has never been equalled. The race started in New York, February 12, 1908, and at 8 o'clock on July 30 the Thomas flyer, victor in the round-the-world race, arrived in Paris, sweeping through the crowded boulevards of the city escorted by a great cavalcade of automobiles. The entries for the race consisted of three French-made cars, one Italian, one German and one American manufacture. Every kind of known obstacle was met and overcome by the men who drove these cars. Not only was there great honor in winning this race, but that any machine finished at all is a feat that will live forever in the annals of motoring.

## Matson Wins Two Events.

Joe Matson, the navy driver, captured two important events this year. Driving a Chalmers-Detroit "20", against large fields, he won the Indiana trophy and the Nassau sweepstakes. Another performance by a Chalmers-Detroit car, which was made under the hardest kind of conditions, was the run of "Hissbird" from Denver to Mexico City, making the "flag-to-flag" endurance run, which starts next month. Practically all of this journey was made through territory where the automobile had never been seen before. The factory was 2,900 miles away, and it was over a 1,500 miles to the nearest garage or repair shop. With the utmost confidence in the little car and his own ability to get there somehow, Billy Knipper climbed into his seat at Denver, and, after a series of sandstorms, lost roads, and unford-

## able streams, the car rolled into Mexico City under its own power.

Vanderbilts may come and Vanderbilts may go, but to George Robertson and the Locomobile will always belong the honor of having been the first American to capture this, the greatest of America's motoring events. The transcontinental record, made by a Franklin car in 1906, with "Clean Score," Carrie at the wheel, still stands despite the many runs which have been made in both directions since. This machine covered the distance from San Francisco to New York in fifteen days two hours and twelve minutes. This run was made when the territory was very little known. There have been at least five ocean-to-ocean runs since that time, but no one as yet has come anywhere near the record. In mapping out the 1909 Golden Tour, the Studebaker E. M. F. "30" laid out the course for the longest and most difficult endurance contest ever held. It rained nearly all of the time that the car was crossing the state of Iowa, and it was here the pathfinding party had their first experience with the famous "gumbo." The sturdy little car pulled through 451 miles of this mud on first speed. On the entire run of 2,337 miles, besides the number of miles on low gear mentioned before, 688 miles were made on the intermediate, and 1,969 miles on the high.

## Of course, all over the country there have been other races and other tours.

The Atlanta races next week and the "flag-to-flag" run next month will close the year. New Year's eve will witness the inauguration of the show season and the start of another year for the motoring world. What next year will bring forth no man can tell, but the defects brought to light this year will be remedied, and a better automobile is the one result that all these races and endurance runs bring for the buyer. Who, however, will say that that is not enough?

## OMAHA AUTO DEALERS UNITE

### An Incorporation is Formed to Give the Big Show.

Automobile dealers of Omaha have formed a corporation for the purpose of better handling the big annual show which is given in Omaha at the Auditorium. Each year the show has been a success, although the dealers have had to individually guarantee it in advance. This year a company has been formed to give the show on a much larger scale and to take in all the dealers of Omaha, South Omaha and Council Bluffs. Omaha is recognized all over the country as the most important center for the distribution of automobiles, and the manufacturers are not going to overlook this fact. Clark G. Powell is now in the seat to interest the manufacturers in the Omaha show and he reports that his efforts have been successful.

## The Problem this year, the same as last, is to secure enough exhibit space.

This will be accomplished by a different arrangement of the machines and by utilizing all the stage space which was last year given over to accessory dealers. Omaha now has thirty-three dealers and more are looking for locations. These will all want to exhibit and each will have something new to show.

## City Owns Auto.

Motorists of Wilmington, Del., have noticed considerable improvement in the streets since an automobile was added to the equipment of the street and sewer department. Many had holes, bumps and other uneven places that were formerly in existence have now been repaired.

## Portland Show in January.

Plans are on foot to hold the annual Portland, Ore., automobile show the second week in January, and at a much earlier date than heretofore.

## GENERAL RULES FOR AUTOS

### International Conference Adopts Rules to Govern Drivers.

## SEVERAL STATES HAVE SIGNED

### Provision is Made for the Condition of the Car and Also for Control of it on the Roads of All Countries.

The recent International Conference of Delegates, which met in Paris to consider the question of adopting uniform regulations for motor traffic in the countries represented, has made the following recommendations, which have already been signed by several of the states concerned: Every motor car to obtain international permission to be driven on the public highway must first have been certified as fit to be used, after examination by a competent authority or by an association empowered by such an authority, or must belong to a type certified in accordance with the aforesaid method. The examination must be based particularly upon the following points:

1. The mechanism must be of a reliable nature, and constructed to obviate, as far as possible, all risk of fire or explosion; to obviate all risk of frightening horses by its noise; to constitute no other source of danger to traffic, and to cause no serious inconvenience to road users by smoke or vapor.

2. A motor car must be provided with the following mechanical parts:

(a) A powerful steering gear that allows turns to be taken easily and safely.

(b) Two systems of brakes, independent of one another and adequately efficient; one at least of these systems must be quickly operating, to act directly on the wheels, or on drums made in one piece with the wheels.

(c) A device that can prevent, even on steep hills, all backward movement, in the event of one of the brake systems failing to ensure such a condition.

Every motor car exceeding 350 kg. in weight unladen must be furnished with an arrangement by which the driver can, from his seat, reverse by means of the motor.

3. The gears must be so grouped that the driver can operate them without ceasing to view the road.

4. Every motor car must be provided with plaques indicating the firm that has constructed the vehicle, and the maker's chassis number, the horse-power of the motor, or the number and bore of the cylinders, and the unladen weight of the vehicle.

## Conditions for Drivers.

The driver of a motor car must possess those qualifications that afford an adequate guarantee of safety to the public. In so far as international traffic is concerned, no person may drive a motor car without having received permission to do so from a competent authority or from an association empowered by such an authority, after he has given proof of his fitness. No permission may be given to persons under 18 years of age.

## International Road Certificates.

In order to ensure for international traffic the carrying out of the conditions stipulated in sections 1 and 2, international road certificates shall be granted according to the following method: The certificates shall be valid for one year from the date of their issue. International road certificates granted by the authorities of one of the contracting governments, or by an association empowered by such government with the countersignature of the authority, shall give free access to the circulation in all the other contracting states, and shall be recognized there as valid

without further examination. The recognition of international road certificates may be refused on the following grounds:

1. If it be evident that the conditions under which they have been granted according to the principles laid down in section 1 and 2, have not been fulfilled.

2. If the owner or driver of a motor car be not a native of one of the contracting states.

**Position of Identification Numbers.** No motor car shall be allowed to pass from one country to another unless it display, at the back, in addition to the number-plate of its own country, distinctive plaque bearing letters establishing its nationality.

**Warning Apparatus.** Every motor car must be provided with a deep-toned horn as a warning signal. Outside large towns it is permissible to use other warning signals, in accordance with the regulations and usages of the country. Every motor car must be provided after dark with two lamps capable of rendering the plaques legible. The roadway must be illuminated in front over an adequate distance, but the use of dazzling lights is always prohibited in town areas.

**Meeting and Overtaking Vehicles.** When meeting or overtaking other vehicles drivers of motor cars must rigorously observe the rules of the road of the localities in which they are.

**Position of Notice Boards.** Each of the contracting governments agrees to take precautions, as far as its authority permits, that there shall only be erected as indications of dangerous points the signs specified in a schedule. Modifications must be made in accordance with a general understanding by the governments of the contracting states. To this system of signs it is possible to add a sign notifying a customs house and ordering a halt, in addition to another sign indicating a toll house and octroi. The governments at the same time endeavor to secure adherence to the following principles:

First, generally there is no occasion to indicate by warning signs the dangerous points that are situated in towns.

Second, the signs must be erected at a distance of about 250 m. from the point indicated, unless the position of the place prevents. When the distance of the sign from the dangerous point varies in a marked degree from 250 m. special notifications are to be made.

Third, warning signs must be erected perpendicularly to the road.

## General Regulations.

The driver of a motor car circulating in a country is bound to conform to the laws and regulations relative to traffic on the public roads in force in the said country. An extract from these laws and regulations may be supplied to the motorist on his entering a country by the office where the customs formalities are carried out.

## Auto Legislation.

Plans are on foot to hold the first national legislative convention in Washington about the middle of January. Announcement of the project has been made by Chairman Charles T. Terry, of the legislative board of the American Automobile association. It is proposed to invite the governors or their representatives from all the states in the country.

The two chief matters that will be brought before the convention are the national registration motor law and the uniform state law. The national registration act will be reinforced by Congressman Cocks, who had charge of the bill last year, and it is proposed to secure a hearing upon the bill before the judiciary committee during the time of the convention in Washington.

Persistent Advertising is the road to Big Returns.

## COMING LOCOMOTIVE WONDER

### Steam and Electricity Are Combined in a Turbine-Driven Machine.

President Hugh Reid of the Glasgow University Engineering society has announced that a new locomotive is under construction which may lead to the turbine system, which revolutionized steam propulsion on the Atlantic, being applied to the railway engines of the world. Reid describes this engine as the first steam-turbine-electric locomotive. Various proposals have been made to electrify the existing steam railways, but the anticipated cost of conversion and of the prospective maintenance hitherto has prevented progress.

Attempts have been made to introduce independent, self-generating electric units that might operate over existing railway systems without necessitating any electrical equipment on the railways themselves. The Hellmann steam-electric locomotive, which was built in 1904, was the most notable of these attempts, but Reid declares that the new steam-turbine-electric locomotive, now being built by the North British Locomotive company, is of much more practical development.

The steam is generated in a boiler of the ordinary locomotive type, superheated steam from the boiler is led to a turbine of impulse type, running at a speed of 3,000 revolutions a minute, to which is coupled directly a continuous current, variable voltage dynamo or generator. The dynamo supplies electrical energy of from 200 to 600 volts to four series of traction motors, the armatures of which are built on the four main or driving axes of the locomotive.

The exhaust steam from the turbine passes into an ejector condenser, and, together with the circulating condensing water, is delivered eventually to a hot well. As the steam turbine is unlike a reciprocating steam engine in that it requires no internal lubrication, the water of condensation is free from oil and consequently is returned from the hot well direct to the boiler by means of a feed pump. The water evaporated by the boiler, therefore, is returned to the boiler again and again, and the supply of water carried in the tanks is actually circulating water for condensing purposes.

This condensing water is circulated within a practically closed cycle by means of small centrifugal pumps driven by auxiliary steam turbines placed alongside the main turbine and dynamo.

Reid declares the idea is the outcome of much thought and experiment over a period of several years and is being carried out on a large scale. As the engine under construction is intended for express and passenger work, Reid hopes to obtain from its actual working comparisons with the performances of reciprocating steam locomotives, especially as regards the relative consumption of fuel and water, and also as to the efficiency of transforming the energy of steam into the drawbar or train pull, and also the relative rapidity of acceleration under the old and new systems.

The component parts of this steam-turbine-electric locomotive already have proved themselves effective and efficient in other applications, and the novelty lies in the combination of the different elements of which the locomotive is composed. The expected results in this case should not, therefore, Reid believes, be so problematical as in an invention where the novelty is in the details.—Chicago Tribune.

## "Wisdom of This World."

Mr. Pecksniff and Mr. Turveydrop had met for the first time. "You look like a person of some consequence, sir," spoke Mr. Turveydrop, "but your deportment is not quite up to the correct standard."

"Sir," quoth Mr. Pecksniff, surveying him with lofty scorn, "I cannot forget that you probably have an Immortal Soul, but you look like an Ineffable Ass."—Chicago Tribune.

THE OMAHA BEE'S DIRECTORY  
Of Automobiles and Accessories

Stearns MOTOR CAR  
Wallace Automobile Co.  
24th—Near Farnam Street.

W. L. Huffman & Co.  
2025 Farnam Street.  
Headquarters 4-Cylinder Cars  
Inter-State, \$1,750; DeTampie, \$650; Hupmobile, \$7.50.

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  
2024 Farnam St.

H. E. Fredrickson Automobile Co.  
2048-46-48 FARNAM STREET  
Thomas, Hudson, Pierce, Rapid, Chalmers-Detroit

Deright Automobile Co.  
Stoddard-Dayton, Waverly, Lexington, 1814-16 Farnam.

Henry H. Van Brunt Overland, Pope, Hartford  
Council Bluffs, Iowa.

"MURPHY DID IT" Auto Repairing  
14TH AND JACKSON Painting Trimming

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

SWEET-EDWARDS AUTO CO. AMERICAN \$4,000  
MOON ... \$1500  
2052 FARNAM STREET PARRY ... \$1285

Locomobile Mattheson  
J. J. DERIGHT CO.  
1818 Farnam St.

H. E. WILCOX, OMAHA, NEB. CHAS. MERZ  
Standard Automobile Co. Garage and Repairs  
Standard Six & National

INTER-STATE \$1750 Fully Equipped—4 Cyl., 40 H. P.  
W. L. HUFFMAN & CO., 2025 Farnam St.  
Distributors

Chalmers-Detroit Thomas, Hudson, Pierce, Rapid  
H. E. FREDRICKSON AUTO. CO.  
2044-46-48 Farnam Street.

Jackson PIONEER IMPLEMENT COMPANY,  
Council Bluffs, Iowa.

Coit Automobile Co. Rambler,  
Mitchell.  
2209 Farnam St.

THE PAXTON-MITCHELL CO. AUTOMOBILES  
Storage and Repairs  
Doug. 7281— 2318 Harney Street. —A-2011

Mason MIDLAND MASON  
FREELAND BROS. & ASHLEY, 1102 Farnam St.

FRANKLIN PEERLESS  
GUY L. SMITH, 2207 FARNAM ST.

Ford REO, FORD, PREMIER.  
ATLANTIC AUTOMOBILE CO.,  
Atlantic and Council Bluffs, Iowa

R. R. KIMBALL Stevens-Duryea, Cadillac, Stanley Steamer.  
BABCOCK ELECTRIC  
2026 Farnam Street.

BABCOCK R. R. KIMBALL,  
2026 Farnam St.

BAKER ELECTRIC Electric Garage  
DENISE BARKALOW, Proprietor  
2218 Farnam Street.

ATLANTIC AUTOMOBILE CO., REO, FORD, PREMIER  
Atlantic and Council Bluffs, Iowa.

AUBURN 2 Cylinder 24 H. P. RIDER LEWIS 4 Cylinder 32  
4 Cylinder 30 H. P. RIDER LEWIS -35 H. P. MAGNETO  
OMAHA AUTOMOBILE CO., 216 S. 19.

HALLADAY In its class without a peer.  
C. F. LOUK, State Agent,  
1808 Farnam St.

Apperson APPERSON SALES AGENCY  
1102-4 Farnam St.

WHITE Steamer Wood's Electric  
DRUMMOND  
2024 Farnam St.

VELIE MOTOR CARS  
VELIE AUTOMOBILE CO., 1202 Farnam St.  
John Deere Plow Co., Distributors.

Kemper, Hemphill & Buckingham Auto Lamps,  
Radiators  
Hupmobile

# R. A. Duff & Co. Motor Cars

Lincoln, Neb. Nebraska City, Neb. Plattsmouth, Neb.  
1119-21 P St.

### Distributors

## REGAL MERCER

### Agents

# STODDARD-DAYTON MATHESON SIX

We still have valuable Nebraska territory open for live dealers. Now is the time to close contracts for 1910. Address all correspondence Nebraska City, Nebraska.

Winter Storage FOR AUTOMOBILES  
REASONABLE RATES  
THE OMAHA WAREHOUSE CO.  
601-609 Jones St. Tel. Doug. 1360

Automobile, Gas and Traction Engineering  
Any one of these courses may be completed in three months. The most complete and practical course offered by any school in the country. Full supply of automobiles and engines for practice. Students taught not only to handle automobiles, but to make all repairs. Send for catalogue giving complete details. You can visit any time. Our quarters are in the new building, 1215-1217 North 16th St. Address: Highland Park College, See Moines, Ia.