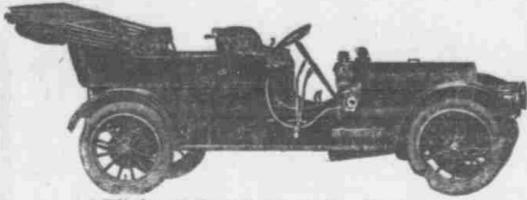


# AUTOMOBILES

## A Word About the Franklin



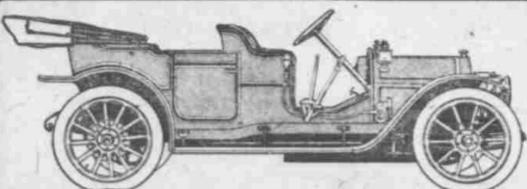
6-Cylinder, 42-Horse Power, \$3750. Top Extra.

All along the Franklin has demonstrated its wonderful power of endurance; its absolute reliability to go anywhere and to return safely; its economical up keep, its ample speed, its grace, its beauty, and all along it has won the admiration of Americans from one end of the country to another. Its remarkable performances are not confined to any particular section. It is awarded prizes for important contests in Nebraska as well as in New York. It goes against all comers regardless—it wins when there is a ghost of a show for a car to win.

I am proud of the Franklin. I love to sell the Franklin. It is the best car, I conscientiously believe, in its class—and its class is the best class—A demonstration will put you in love with the Franklin.

## Guy L. Smith

2207 FARNAM STREET



### Hudson "Twenty"

ROADSTER ..... \$900.00  
 For the physician, the salesman, the architect, the plumber, the builder, the business man. For anybody to whom minutes mean money, and whose time is broken into intermittently.  
 The most wonderful small car ever made, and the first successful automobile ever built and sold at less than \$1,000.  
 180-inch wheel base.  
 32-inch wheels.  
 20 H. P. (22 1/2 A. L. A. M.)  
 4 cylinder motor.  
 Selective, sliding transmission.  
 Three speeds forward and reverse.  
 Shaft drive.  
 Constant level lubrication.  
 Equipment of highest quality.  
 We are anxious to tell you why the most careful buyers in America are buying and using the above cars. Won't you give us the opportunity of doing so by mailing us a postal card bearing your name and address?

### Chalmers-Detroit "30"

Roadster ..... \$1,500.00  
 Touring Car ..... \$1,500.00  
 Pony Tonneau ..... \$1,600.00  
 Bought by men who know.  
 Men who know about automobiles—who are motor car educated and who have the means to buy anything they want—buy Chalmers-Detroit cars. The Chalmers-Detroit "30" at \$1,500 and the Chalmers-Detroit "40" at \$2,750 share equally in this desirable and convincing patronage.  
 Men who can afford to pay any price for an automobile find all that they want in the medium priced Chalmers-Detroit.  
 They are good enough for the most discriminating.  
 Are they good enough for you?  
 We are anxious to tell you why the most careful buyers in America are buying and using the above cars. Won't you give us the opportunity of doing so by mailing us a postal card bearing your name and address?

### H. E. Fredrickson Automobile Co.

2044-6-8 Farnam St. Omaha, Neb.  
 ALSO AGENTS FOR  
 PIERCE-ARROW THOMAS-FLYER FRITCHEL ELECTRIC.  
 Open evenings during National Corn Exposition.

### FATE OF COBE AUTO RACE

Question Agitates Minds of Motor Racing Enthusiasts.

#### WESTERN VANDERBILT NOT SURE

Latest News Is That Speedway Will Be Built Near Chicago. Which Would Mean Some Lively Bidding for Plan.

What will become of the Cobe cup automobile race? This question has been agitating the minds of motor racing enthusiasts since the time when the grand stands facing the Lowell-Crown Point Road raceway, where the event was staged last June, were torn down. The future of the so-called "Western Vanderbilt" is indeed tinged with uncertainty. Whether or not the race will be held—and if so, where?—is the question. For weeks past there have come weird tales out of the west. The Cobe cup was to be staged at the Indianapolis motorhome, at the Wisconsin course, at Grand Rapids, and where else? However, nothing definite has been done.  
 The very latest in Cobe cup visions is that a speedway will be built near Chicago and that the western road classic will be held as a track event. Moreover, there is talk of building a second speedway near Chicago. In that event there would be a lively bidding war for Chicago's motorhome. It is planned to construct one of the speedways south of Chicago and the other on the line of the Northwestern road. It looks as though it will be a race between the promoters to see which can put the project in working order first. It does not seem probable that the middle west metropolis could support two motorhomes. It is reported that the Chicago Automobile club is considering the project very seriously. However, in the event of the speedway proposition, not materializing, there is the Elgin offer. A fraternal lodge at Elgin is making a strong bid for a 1909 revival of the Cobe cup, and it may be that the Chicago organization will look upon the latter project in a favorable light.

#### Opposed to Track.

Judging from the opinions of several officers of the Chicago Automobile club, that body is not inclined toward having the Cobe cup staged on a track. They point out that the road event was a success from every standpoint last summer, except a financial one. While the speedway scheme would overcome this defect, it would rob the race of its identity—a road event. It is a common gossip in motor circles that the 1909 Cobe cup was one of the best polished road events of the year. When Ira Cobe, president of the Chicago Automobile club, donated the cup bearing his name he intended it as a trophy for a big road contest. To change the race to a track event would be to change the spirit of the bequest. Viewed from any conceivable angle, it is hard to imagine how the Chicago Automobile club will contemplate the 1909 Cobe cup contest as a speedway event.

#### Then there is another proposition that may materialize.

Fort Wayne automobile promoters have entered the list. The Indiana motorists offer roadways west of their city where it is said that they could possibly win a victory over pilots and spectators. The course is eighteen miles, with two right-angle turns and several sharp bends. However, several drivers have declared that an average speed of over sixty miles an hour could be maintained. The country is level and the roads are smooth and level, with no railroad crossings.

#### Cobe Pleased with Interest.

President Cobe, the donor of the cup, is pleased with the interest manifested by the bidders. Speaking of the situation recently a leading member of the Chicago club said:  
 "If this bidding and exploitation for the western stock classic elicits for President Ira M. Cobe's big cup continues we may get such advantageous conditions that even the Vanderbilt cup event as it recently was run will be overshadowed."

As it stands, the promoters of the Indianapolis speedway are eager to add the Cobe event to their program. Wisconsin motor enthusiasts have found a highway course admirably suited for road racing purposes and would like to have the Cobe trophy decided there next season.

"An embryo speedway proposition here in Chicago is being held in great esteem by certain who have high hopes and ambitions and a desire to dedicate the proposed new track with the running of the Cobe race. The more aggressive men of the Chicago Automobile club are seriously considering the proposition of the club to have its own big permanent speedway on which the Cobe classic would be an annual feature, and the Crown Point motorists who have the old Crown Point-Lowell roadway quadrangular course at their disposal, the one on which the Cobe trophy was first run, are in the field for the "Western Vanderbilt."  
 "No one knows what the decision will be; but it is likely that the trophy will have its deed of gift changed to permit of its decision on a racing speedway in a few years. Next year, however, it looks like a road event."

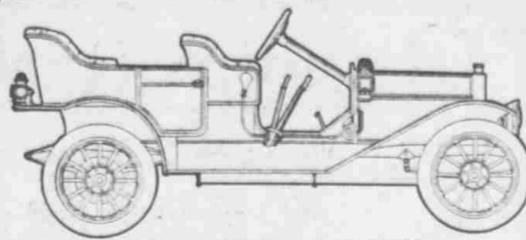
#### FRENCH AUTO FEVER ABATING

Proposed Revival of Grand Prix in Paris May Fall Through After All.

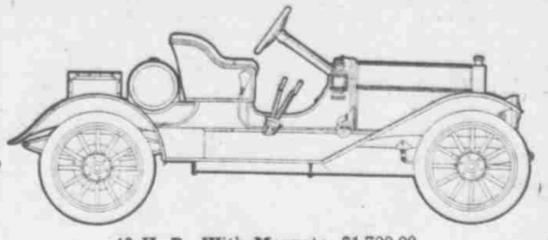
NEW YORK, Dec. 4.—It appears as though the old world auto racing game, which its optimists several weeks ago had resurrected and placed in very good standing with the announcement that a revival of the Grand Prix would be staged next summer, is perhaps doomed to rest in its sepulchre. Reports from France are anything but encouraging on the subject. It was decided to hold the race if forty-five entries were in the hands of the committee by November 30.

A private concern desires thirty entries a sufficient number to warrant the staging of the event and in case the Automobile Club of France gives up the project for the reason that forty-five machines are not available this private organization may step into the breach and conduct matters. It would be easy to get thirty entries. The Dieppe circuit committee, over whose raceway the contest will be held, has agreed to help out by bearing the greater burden of the organizing expenses.

An American automobilist, recently returned from abroad, had some interesting things to say about the Grand Prix situation in the event that the Woodman Circle stock car race is the only thing that will save the event. The discarding of the old "speed creations" by the American manufacturers and the subsequent substitution of stock car events has caused the



40 H. P. With Magneto, \$1,700.00.



40 H. P. With Magneto, \$1,700.00.

## Oakland Motor Car Co.'s 1910 Models

New Cars Just Arrived. Don't Fail to See Them.

## The Car That Made Good in 1909

The Oakland 40 Entered in Eight Hill Climbs, Won Eight Firsts.

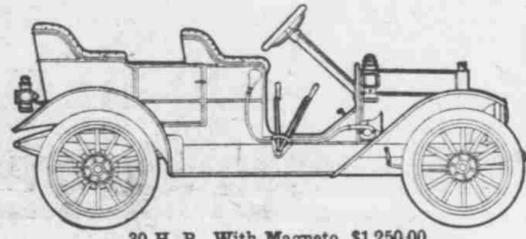
- |                                     |                   |                                 |                |
|-------------------------------------|-------------------|---------------------------------|----------------|
| At Morgan Hill Climb .....          | Logansport, Ind.  | At Hoopston Hill Climb .....    | Hoopston, Ill. |
| At Ft. George Hill Climb .....      | New York City.    | At Newport Hill Climb .....     | Cleveland, O.  |
| At Giants' Despair Hill Climb ..... | Wilkes Barre, Pa. | At Algonquin Hill Climb .....   | Chicago, Ill.  |
| At Mt. Vernon Hill Climb .....      | Mt. Vernon, N. Y. | At Ft. Ancient Hill Climb ..... | Cincinnati, O. |

The Oakland 40 has defeated every car in its class that it has ever met. We can show you an official report on each event, and it is interesting to read.

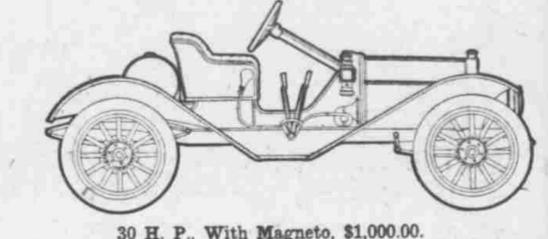
We Don't Know Whether We Can Be Beaten or Not.  
 We Never Have Been.

McIntyre Automobile Co.,  
 City Sales Agent.

LININGER IMPLEMENT CO.,  
 Gen'l Western Sales Agents, 6th and Pacific Sts., Omaha, Neb.



30 H. P. With Magneto, \$1,250.00.



30 H. P. With Magneto, \$1,000.00.

European makers to fall in line. As a matter of fact, many are fighting shy of the Grand Prix for this very reason. There is no limitation on the engine dimensions, which means a revival of Bennett Cup days. To offset this state of affairs a stock car Grand Prix has been suggested by many Continental followers of the sport.  
 Several prominent European manufacturers refused point blank to enter a Grand Prix unless it was closed to stock cars. This means that the stock car slogan of the American has delegates to the international racing rules conference will be accepted favorably by the Europeans. It is a known fact that it is the intention of the American racing bodies to promote international contests between stock models, instead of the unusually high-powered "speed monsters."

### WOODMEN CIRCLE MAKES A FINE SHOWING OF ITS WORK

Great Growth and Splendid Success of Woman's Fraternal Insurance Order.

The Woodman Circle, an independent auxiliary, has proven a worthy sister of the Woodman of the World in the success achieved in the past ten years. This period has been remarkable for the immense growth of the insurance business. Many companies have started with tiny beginnings to achieve a success which was surprising even to the most hopeful promoters. In this period of general success the Woodman Circle has shared in no small degree. Omaha has thus been the home of several insurance ventures which have developed most satisfactorily.

The Woodman Circle was incorporated under the laws of the state of Nebraska in 1896 as a fraternal insurance order. Mrs. Emma Manchester was elected its presiding officer. In March, four years later she found herself in charge of an organization of scattering membership of about 5,000, no apparent resources and more than \$20,000 outstanding and unpaid obligations.

Mrs. Manchester went to work. Today the Woodman Circle has nearly 30,000 members and more than \$1,000,000 in the reserve fund. Furthermore the order has paid in death benefits above \$2,000,000 and does not owe a dollar.

Ten years have sufficed to accomplish this. Meanwhile the rates of assessment have twice been raised with the inevitably consequent loss of membership, which always comes to an order with such a charge. The program has nonetheless carried through to the finish and the rates are now established in accordance with the schedule required by the National Fraternal congress. The Woodman Circle is now increasing in membership at a record making pace of between 2,000 and 4,000 members a month.

The rate of growth which the order is now enjoying augurs the most prosperous future and the prospect that the Woodman Circle will continue to be the busy sister of the Woodmen of the World. The great attainments reached in the comparatively brief space of ten years indicates greater successes ahead for this order.

The accomplishments of the Woodman Circle are highly complimentary to Mrs. Manchester who has been the executive force which carried the order through to its ultimate success from a beginning which perhaps may not have been the most encouraging.

Inter-State, - \$1,750 (High Grade) Hupmobile, \$750  
 Cars at  
 Anhur "Six", \$1,800 (a Fair Price) DeTamble, \$650

MR. DEALER:  
 You will want our agency before the 1910 season closes. Some open territory left. We absolutely guarantee deliveries at specified dates.

**W. L. HUFFMAN AUTOMOBILE CO.**  
 2025 Farnam St. Omaha.

### NEAR-GOLFER IS GRIEVING

He Sends Up His Lamentation at the Departure of Summer.

HAS JUST NOTICED IT IS NO MORE

Makes the Observation in Trying to Push the Ball Over the Mushy Links Against the Wind.

NEW YORK, Dec. 4.—This is the season of the year when the near-golfer sends up his lamentation at the departure of the good old summer time, with its many helping factors toward low scores. Warm casts and dampness on clayey courses checks the roll of the ball-topped shot, which, under summer conditions, often rolled quite as far as a cleanly-hit ball, and otherwise interferes with the indifferent player's game.

Mashie's approaches aimed to reach spots just short of the green that would roll nicely up to the pin, now stop yards short of where the golfer expects them to, or are widely deflected by wormcasts, which often make them jump off sharply at an angle, and stop at unexpected spots.

Again, high winds, accompanied by a chill, makes the scoring of certain holes against the gale most difficult for the player unskilled in the low penetrating ball that seems to go on its way unswayed and almost unchecked by wind forces.

Under conditions of a high wind the uncertain or indifferent driver usually gets little for his effort, the ball goes away feebly and rises on the wind for a distance and is then blown back a few yards before it comes to earth. If he is inclined to hook or pull, the wind exaggerates the error, making the game more hopeless still.

Even when playing before the wind the weak driver is penalized by it, for seeking to overcome the stroke but on the last hole against the elements now that conditions seem to favor him, he presses and the extra effort coupled with tendency of the wind to deflect the circle of the club head to the ball, tops the ball and suffers whatever penalty there may be ahead of the tee.

Against the wind it is best to flatten the swing to the ball and play for a slight hook so as to get a low ball. By playing the ball a trifle further toward the right, bringing the club nearer to the body on the back swing and endeavoring to

flatten the stroke, the desired ball may be secured. Practice alone will give confidence in seeking distance with consistency under this condition of play.

Before the wind the chief effort should be to get the ball well up and cleanly away. A ball that ordinarily would not go over 100 yards in still air will frequently fly and roll to 175 feet before a wind. A following wind in some way or other tends to prevent the club head getting down to the ball. Therefore, it is safest to perhaps make the stroke a little more vertical, being sure to get the ball cleanly off the center of the club face.

Playing golf in the chill of the early fall and winter seasons after months of summer practice seems to change the whole game. The wearing of a heavy sweater or coat appears to check the snap and certainty of the swing, and feels as if he never could get hold of the ball with sufficient certainty to play with his accustomed skill. Then again, unpleasable to play with gloves, the hands don't feel at home on the grips.

Even high-class players feel the changes in conditions. Jerome D. Travis, former amateur champion, openly admits that he can never play his game when it is cold and windy. No one can play the wind and utilize it any better than he can, but the cold blasts seem to cramp him up in a knot as it were, affecting his swing probably through his less secure grip on the club.

On the other hand, Walter J. Travis is the only player on this side who seems to be able to play his game regardless of conditions. That marvelous score of 82, in a gale and rain, at Garden City, in the qualifying round of a tournament there a few years ago when Travers made 100 and all the other cracks were in the nineties and early hundreds, showed the difference.

Perhaps, also, this marked difference in their ability to play under adverse chilly and windy conditions, so prevalent abroad, accounts for the glorious victory of the British championship by Walter J. Travis there in 1906, and the early defeat of Jerome D. Travis over there this year.

#### Dyspeptic Philosophy.

Most good fellows are only that way away from home.  
 The only idea some men have of getting to the front is by pushing others back.  
 Some men would be willing to pay long-distance telephone rates to tell their troubles.  
 Of course two can live as cheaply as one. After they get married they generally find that they have to.  
 The people who have the greatest opinions of themselves are frequently the poorest judges of human nature.  
 It sometimes happens that a letter is dictated by mistake, also a man who is operated upon for appendicitis.—New York Times.

## FULLER Model B

Solid Tire  
 High Wheel  
 Noiseless Automobile



With tires that do not puncture although driven over the worst road conditions, and all the year round.

Most men like a sporty car, but can't afford a sporty car to be used six months in the year.

The Fuller runs every day in the year.

## Pioneer Implement Company

Council Bluffs, Ia.  
 Glad to send you circulars if you will send us this ad.

## A Bee Want Ad

will rent that vacant house, fill those vacant rooms, or secure boarders on short notice at a very small cost to you. Be convinced.