

AUTOMOBILES

FOREIGN CARS IN FLAG TO FLAG

Dozen Prizes Are Offered for Different Parts of the Long Run.

AUTO SHOW AT MEXICO CITY

Prominent People of Both Republics Are Taking an Interest in the Coming Long-Distance Race.

Growing in importance and proportions every day the international flag to flag contests between the United States and Mexico are attracting widespread and merited attention from manufacturers, dealers, private owners and clubs throughout the country. Widened in scope, variety and attractiveness, this banner series of events will prove a potent factor in the west and in the rich republic of Mexico. The combined contests will be held in connection with the centennial celebration of Mexico in 1910.

The flag to flag contest was originally conceived by G. A. Wahlgreen of Denver, who planned an endurance and reliability run from Denver to the City of Mexico for a handsome trophy of his own offering. In furtherance of this plan a Chalmers-Detroit car, driven by Billy Knipper, with F. Ed Spooner and guides, last spring made a pathfinding trip from Denver by way of El Paso to the capital city of the Diaz republic. Enduring great hardships in the desert wastes, this party finally succeeded in reaching their destination. They were met with a most enthusiastic reception. President Porfirio Diaz in person received Mr. Wahlgreen and the pathfinders who bore letters of greeting and good feeling to the ruler of Mexico from Governor Shaffroth of Colorado and Governor Curry of New Mexico.

Then the thousands of motoring enthusiasts of the great state of Texas urged upon the management of the contest to change the route through Amarillo, San Antonio and to cross the border at Eagle Pass. The Amarillo and San Antonio clubs undertook the work of making a pathfinding trip from the border through these towns into Mexico, where the original route was later joined. The international club of San Antonio, of which the most prominent citizens of both republics are members, was especially active.

Closely following the resurveying of the route came the announcement of the centennial celebration in Mexico in 1910. It was then considered advantageous to postpone the flag to flag competition in order to make it a part of the Mexican festivities and so to promote further the era of good feeling between the two countries.

Interest is aroused. With this plan for holding over the contest the American manufacturers, who had contemplated entering, were most heartily in accord. They felt that they would scarcely be able to supply the home demand for cars just now, while in another season they might be able to consider the Mexican market, which, in the opinion of experts, is favorably disposed to American-made cars since the performance of the Pathfinder.

Since the announcement of the decision to run the flag to flag event as a part of the Mexican centennial celebration those interested in both countries have been co-operating in an endeavor to make this contest one of the most notable and memorable features of the international program. Once more the people of Texas have come to the fore. The international club of San Antonio and the automobile club of the same city have been working hard perfecting arrangements. According to the present program instead of having merely the main prize or Wahlgreen trophy for the winner in an endurance run from Denver to the City of Mexico there will be about a score of trophies; in place of one event there will be practically a dozen.

The Wahlgreen trophy as originally intended will be awarded the car making the best record from Denver to the City of Mexico in an endurance and reliability tour along the lines of the Golden continent, with such modifications as the character of the country traversed make necessary.

There will be a trophy for the car making the best endurance and reliability showing from Denver to San Antonio, and another for the car making the best showing in endurance and reliability from San Antonio to the City of Mexico.

A trophy will be offered for a race between the City of Mexico and San Antonio and cups will be awarded for local Texas races and endurance contests from Fort Worth, El Paso, Eagle Pass, Amarillo, Houston, Dallas and other points all scheduled to reach San Antonio at the same time or on the day when the contestants in the big events arrive. Awards will be made in gasoline economy tests and also for the best tire showing.

A control of one or more days will be established in San Antonio, during which time there will be receptions, track races and similar events. There may be a department for motorcycles in the program, but this is yet to be determined.

The individual owner as well as the manufacturer will have an equal chance in the various events and anyone who cannot find a class or a department fitted according to his ideas will indeed be hard to please.

Monster Auto Show.

Upon the arrival of the contestants in the City of Mexico will be held a monster automobile show at which the contesting cars and other American models will be displayed. Of course, the Americans will come in for more than their share of recognition in the festivities incident to the centennial celebration.

Senior Andrew G. Galan, who has hung up a \$1,000 cash purse for the winner of the San Antonio-Mexico race, has the following to say concerning the coming important events:

"Although there are now over 5,000 cars in Mexico, the field is yet comparatively unworked. Attention thus far has been only paid to the city region where the motor car is but a luxury. It is in the great ranch and farm region where the need of the quick transportation afforded by a motor car is felt. Miles of plains stretch in many sections where the going is like asphalt, and the good roads movement is gathering force. The American-built machines are decidedly in the majority now, the ratio being something like 5 to 1. Only in Mexico City are the European cars to be found in any number, and even there those manufactured in the states are greater in number. There are several reasons for this. The American cars have been found better adapted to the rough going often encountered their

parts are more easily replaced when broken, and agencies are being located in most of the large cities. Then the American cars cost about one-half as much for the same grade as the European models, while giving better service.

"The European builders are not inclined to allow the American manufacturers to capture the honors unchallenged, however, and plans have been made to establish factories for the manufacture of European models in Mexico. The government will, of course, assist anything that will add to the commerce of the republic, and the labor problem is much the same as in Europe. This will have to be met by the American builders if they hope to hold their own. The country is well worth fighting for, as the ranch owners are alive to the benefit of owning a motor car and it is only the matter of a short time before the demand will be more than double.

"In the movement for good roads Mexico is not backward. The capital rivals Paris in its asphalt boulevards, and now a road is being constructed from the City of Mexico to Puebla, a distance of nearly 200 miles. This is the case all over the republic, and the movement is growing in popular favor with the evidence of its benefit.

"The flag to flag trip is expected to add greatly to the interest in motoring in Mexico. Already I have had assurance that European cars will be entered in several of the contests. The builders across the water are very eager to win this feat, and it is up to the American manufacturers to hold the ground they have gained."

MOSTLY FOURS ARE NOW SHOWN

But Few Two and Six-Cylinder Cars Exhibited at New York.

"At the New York show, one thing that impressed me greatly was the remarkable excellence of all automobiles in general," Roy Coffeen, manager of the Racine-Sattley company said, on his return from his visit to the two shows. "It seems," he continued, "that at last the industry has entirely passed from that experimental stage and has reached that stable state of perfection that the public has long looked for. Other things with which I was impressed were: The good showing of the moderately priced cars and the absence of the two-cylinder, and especially six-cylinder, cars from the exhibits of several of the manufacturers who formerly exhibited them.

"On the other hand, the four-cylinder cars have enormously increased in number of models and makes."

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PLEA FOR MORE UNIFORM LAWS

Terry Advocates Some Action Be Soon Taken for Benefit of Autoists.

THIRTY-THREE STATES VARY

Tourists Have Hard Time Trying to Conform to All the Laws of Various Communities They Traverse.

Charles Thaddeus Terry's plea for uniformity in automobile legislation before the convention of the National Civic Federation in Washington last week struck a popular chord. As chairman of the legislative board of the American Automobile association, Mr. Terry has devoted, perhaps, more study to the question of uniform automobile legislation than any other investigator in the country. He drew up a few years ago the uniform state vehicle law, the salient provisions of which have been adopted by several state legislatures, and he also drafted the bill for a national registration law, which is to be re-introduced into congress at the present session.

Mr. Terry, in view of his familiarity with automobile legislation in the United States, was invited by the officers of the National Civic Federation to explain the necessity for uniformity in this respect. The importance of the subject was clearly realized by Mr. Terry's clear-cut statement, that thirty-six states of the union have general statutes regulating motor vehicles, and no two of them are alike. Mr. Terry's speech virtually outlined the fundamental objects of the coming National Legislative convention, to be held under the auspices of the American Automobile association, in Washington, just one month later, on February 15, 16 and 17, to which the governors of all the states have been invited to send as delegates their accredited representatives in charge of the enforcement of their respective automobile laws.

"There are thirty-three states which have separate, distinct and, in many respects, very different motor vehicle regulations. When you consider this, and the further fact that even within the borders of a single state, in not a few instances, the separate counties, towns, villages and cities have passed motor vehicle ordinances peculiar to such localities and differing one from another, and all differing in some respects from the motor vehicle law applicable to the state in general, you get as a net result confusion worst confounded.

Uniform Laws Needed. "There are two ways in which this particular evil may be cured—one is by the enactment by congress of a federal registration automobile bill, providing only, in

substance, that upon registration at a bureau of the national capital after registration has been had in the state of the residence of the owner of the motor vehicle, his license to operate and use the vehicle shall be recognized by every state in the union, and thus freedom in the use of the vehicle secured, without further license and without payment of further fees; the other, by the enactment of all the states of a uniform motor vehicle law exempting non-residents from its registration provisions, as does, for example, the law of the state of New York.

"No one will dissent from the proposition that uniformity in motor vehicle regulation is not only expedient, but in the highest degree desirable. It is conceded that more harm and injustice are sometimes brought about by lack of uniformity of the laws of the various states than by imperfect or even bad laws in special instances. Nowhere is this better illustrated than in the case of travel upon the highways.

"To take a concrete example, suppose that one were to start in his motor vehicle at New York to make a trip to Washington to transact business with his government. He will have no sooner left the ferry boat on the Jersey shore, before he will be stopped and notified that he can proceed no further. He will find that what he had always assumed to be his natural right, to use the highways of the country so long as he scrupulously regarded the rights of others upon the highway, has been erected into a privilege to be purchased only by the payment of money and the expenditure of time and trouble in seeking out one of the government officers and paying fees for a so-called license. He must find the proper officer at the place where these fees are received, fill out and sign an application blank, pay his money and receive four tags, each one of which is good for two days' enjoyment of this grand privilege of using the highways, and after he has done all these things he will find that the state is not yet satisfied. He must, before he may proceed, fill out and execute a regular power of attorney making the secretary of state his agent to receive process in any proceeding which may be brought against him while he is enjoying this so-called inestimable privilege.

Trouble at Stage Lines. "When he reaches the borders of the state of Maryland he will be again held up and obliged, before he will be allowed to continue his journey, to go through very much the same process as he did when he attempted to cross the borders of New Jersey. He will be put to pretty much the same annoyance, inconvenience and expense when he attempts to cross the line into the District of Columbia, and it will be very likely that when he reaches the seat of his national government he will be so incensed as to have entirely forgotten the business upon which he came, and be possessed only with the idea that there

should be some power in the national government to remedy the evil of which he has been a victim, and that if there is such power, it should be speedily and effectively applied.

"There seems to be no reason why regulations applicable in one section of the country should not be equally applicable to every other section, why the provisions of law adequate for one state should not be equally adequate for every other state. It would seem that in this country of ours if we are really a nation there is no reason why a license to operate a motor vehicle good in New York should not be equally good in San Francisco and in every portion of the highway between these two cities, and why one knowing thoroughly the law under which he has secured such license should not be able to proceed from New York to San Francisco in the perfect confidence that if he obeys that law he will not be violating the law of any of the jurisdictions traversed by the highway upon which he travels.

"The automobilist claims no special privileges, but he claims the right to fair treatment, and to that end, that the laws which regulate the use of his highways shall be so plain and reasonable that he who runs an automobile may read them, and may obey them, and still may travel with comfort and freedom from intolerable exactions and needless burdens."

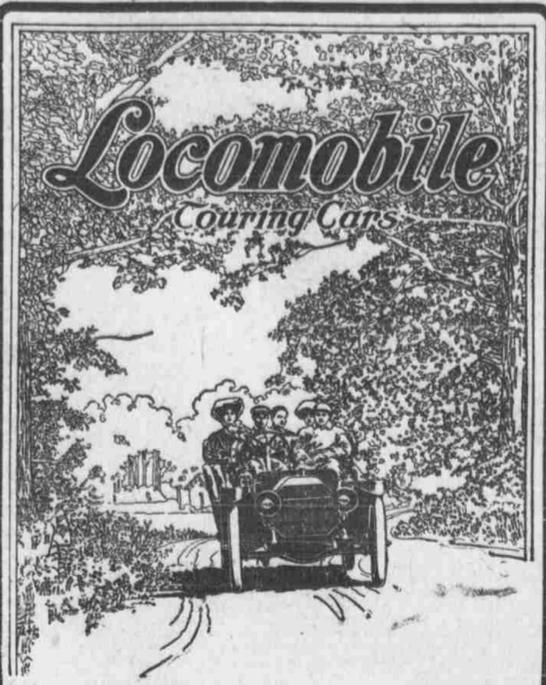
MOVING BUNCH OF BIG FIGURES

Sizing Up Railroad Business Causes Shortage in the Cipher Market.

The most marvelous array of statistics presented for some time past was that offered by the Bureau of Railway News and Statistics. These figures are so stupendous that one can scarcely comprehend their real meaning as they stand in orderly rows, divided into groups of three by portly commas. Figures are mounted up so rapidly nowadays that the statisticians have to keep on hand an ample supply of ciphers.

In ten years, nearly 5,000,000,000 people were carried by the railroads of the United States, and in a single year, 1908, 1,500,000,000 tons of freight were transported over the shining rails from one part of the country to another.

The weight of individual locomotives has increased 15 per cent, and the number 75 per cent, there being now almost 27,000 puffing over the United States. The increase in the capacity of freight cars has been approximately 120 per cent, making their present carrying capacity more than 71,900,000,000 tons. Perhaps the statistics giving the number of railroad employees are the most impressive; nearly 1,500,000 people, an increase of 67 per cent, are now on the payroll of United States railroads, drawing a compensation of \$1,000,000,000 a year, an increase of 110 per cent over ten years ago.—National Magazine.



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