LIGHTNING KINGS TO MEET

Men Who Control the Electric Light Plan Convention.

WILL DO HIGH HONOR TO EDISON

Great Genius that Wrought So Well for Man's Assistance to Have One Bay at the St. Louis Gathering.

ST. LOUIS, May 14.-To the master genlus of the electrical world-to the man who is responsible for from one-half to threequarters of the development in that field during the last thirty years, according to the records of the patent office at Washington, the electrical interests of the



THOMAS A. EDISON.
Wizard of Electric Invention, Who Has
Done Great Things for Humanity.

United States will pay homage during the week of May 21, when "Edison day" will be celebrated in this city.

Representatives of a business which represents over \$6,000,000,000 total investment country to attend the twenty-fifth annual association, and one day of the session will be set aside in honor of Thomas A. Edison, foremost of the group of inventors whose genius created the business.

To the lalty of the world the old wizard is a very great man, to the men who have their money invested in the electrical field and to the members of the electrical proression he is little short of a deity.

In connection with the convention here there will be a costly exhibit at the great Coliseum hall, designed to show the advance of the last thirty years along lines opened by the inventors, and this exhibition will prove that the greatest proportion of the work of progress in the electrical field is directly traceable to the marvelous intellect and hands of Thomas

According to Frank W. Frueauff of New York, the young westerner, whose extraordinary rise in a few short years has attracted wide attention in the electrical world and who is president of the National Electric Light association, there are now about 6,000 central electric lighting stations in the United States. Of this number over 2,000 of the companies engaged in central station work are also in the electrical supply business, a business that twenty-five or thirty years ago could have been enumerated in two figures.

The central station companies of the country have an investment of \$1,250,000,000, according to Frueauff. They have a gross income of upward of \$250,000,000 a year, and they develop somewhere between 2,000,000 horsepower and 2,500,000 horsepower.

interurban rallways of 40,247 miles, using Chairman National Electric Light Association Committee for Improving Welbilitles of \$4,557,000,000. And this gigantic investment was made

There is a track mileage of electric and

possible by Thomas A. Edison and his fellow-inventors.

The history of the electrical industry i being written every day, but so rapid is the progress that as soon as one chapter is

completed, another becomes necessary to

age it is one of the newest fields of Chicago. great importance known to civilization, and even the very oldest and most distinguished, sen in 1886, and in the same year Marconi

comparatively young men. 'No man can say today what will be then the progress has been marvelous. The

lone with electricity tomorrow," is a first large American steam-turbine unit favorite saying which is constantly being started in Chicago in 1963. It had met with exemplified. The central west must be given credit large use, or rather the use of large units

for the first commercial incandescent light- as they are now understood in the central ing distribution system," declares President stations of today, where units running up Frueauff. "Appleton, Wis., is the place. to as high as 22,000 horsepower are used, in 1822 a central station for incandescent dates as recently as October 2, 1906, when ighting was put in operation in New York, first, unit was started in the Fisk street but about the same time there was a small station of the Commonwealth Edison." plant started at Appleton. It was small, and could be easily operated, and for that Frueauff as one of the most noteworthy reason it is likely that the Appleton plant advances in electrical progress of the past started before the New York plant, which thirty years. was located on Pearl street, just south of Fulton street

"Soon after these plants opened for business, there were plants established in London, for exhibition purposes, and in Santiago, Chile and Milan, Italy.

road at Bichmond, Va. That same year the first central station was established in Edison had built and experinented with a little electric road at Menlo Park, but Sprague's line was the first for commercial purposes. Stephen D. Field has also done some work in connection with electric railways prior to the Richmond road.

Elihu Thompson, Mr. Brush of Cleveand, Prof. Houston and a few others were, ngaged in the series are lighting business back in 1879, but that was the only electric light service that this country knew anything about, although in 1878 Edison's experiments with an incandescent lighting problem were first discussed in the newspapers. That talk brought about an extraordinary fall in the price of gas shares. "Edison made his first demonstration at Menlo Park of his paper carbon lamp a nishes a new standard with which to were killed. did these experimental lamps find their motor vehicles in New York. According way outside of his laboratory. In 1851 the to Secretary of State Koenig, the daily newspapers were arguing the question as average of applications for licenses ex- in Nebraska last month as follows: Buick, peeded in subdividing the electric light, or

whether he was simply talking. "The alternating system came into general use about 1886, and prior to that time Edison's three-wire system was introduced, and the amount of copper necessary for the direct current system was cut down about 60 per cent, lending a great impetus to the electric lighting business. Then establishments for the sale of apparatus ommenced to appear over the country.

"However, thirty years ago the only material in the electrical supply line sold was the telegraph and house bell work. There were three supply houses in New York, Tillotson, Bunnell, and Charles T. Chester; the Western Electric company of Chicago, Partrick and Carter of Philadelphia. Watts of Baltimore, Buell of Cleveland, and Charles Williams, jr., of Boston, will be gathered here from all over the afterwards taken into the Western Electric company. E. T. Gilliland had a supply convention of the National Electric Light business in Indianapolis. Today the elec-



trical supply business is of national im portance.

'In 1879 the first miniature electric railway carrying passengers was put in operation by Siemens and Halske at the Berlin exposition. It was merely an exhibition petit, and not until two years later was a owners. commercial road put is operation in Europe -a mile and a half affair outside of Berlin. About the same time of the Berlin exhibition a similar exhibition of a miniature rairoad was made at Chicago on the lake front in the old Exposition building,

carry passengers. "Progress came rapidly, but not until 1881 was there an official designation of the electrical units and it was at the Paris exposition of 1881 that the ohm, the volt, ampere and the coulomb were first author-

of a little circular railroad, but not to

itatively defined. 'It was in this same year that the first box of electrical energy, storage battery of today, was carried from Paris to Glasgow by Sir William Thompson, afterwards Lord Kelvin. It was one of the first storage batteries and was made by Camille It was years afterwards before

the Faure cells came into general use. "in 1888 Tesla also contributed very materially to the development of the alternting side of the business through his polyphase-current inventions, which form the bases largely of the alternating dynamos and motors of today.

"The first electric power transmission was in 1890, being a system laid out in a small town in Colorado, where it conpected with a mine. The next milestone in the progress of the electric lighting art was at the Chicago World's fair in 1883, where there was, above everything else, an electrical display. One finds that there they got back to the direct-connected dynamos, PRANK W. FRUEAUFF, using marine types of engines for the pur-nt of the National Electric Light pose, and a couple of these engines are still in use at the Harrison street station detail the latest innovation. In point of of the Commonwealth Edison company in

"The X-rays were discovered by Roent-

raphy in Italy for the first time. Since indre or less success in Europe, but the

> the Outlook is for Good Trade All Season-Factories Can Supply Demand.

The progress of the telephone is cited by adequate. "Beginning with the Centennial exposi-

constant and amaging," he said. "Today there are 5.500,000 telephones in use in this into Omaha last week, mud-stained and and style of a car is very pleasing to our "Frank Sprague made the first serious country and the amount invested in exchanges and lines is around \$550,000,000. The investment is growing heavier as improved that he expects to make on his tour around and and active of the 25,000 firm. The Ford reports the sales of Model that he expects to make on his tour around a touring cars to Drs. F. E. Coulter and the United States. The car was stopped at A. E. Mack.

Fruenuff believes that the exhibit at the St. Louis convention, showing the various periods of development in the electrical field will be the most costly ever gathered together in the United States.

MOTOR VEHICLES IN NEW YORK Hundred Thousand Cars Licensed in

the Empire State. The issuance of the one hundred thoumeasure the extraordinary increase of \$1,500,000.

The figures merely serve to corroborate the results of every-day observation. The the elimination of the horse by the gas Interstate is concerned. engine is progressing, at least as respects pleasure or passenger vehicles. How horse traction elsewhere is suffering from the tin of Norris & Martin arrived last week. competition of power cars is seen in London, where, according to the statement of are now conspicuous by their rarity. Secretary Koenig notes a remarkable in- the speedway races.

rease in the number of "poor men's cars" registered, and the fact is suggestive both tion to the higher scale of living. An in- into their territory. vestment of \$1,500,000 a week in automobiles is at the rate of \$78,000,000 a year. To this first cost must be added the outgo for repairs, running expenses, chauffeurs horse power Olds and is displaying it now wages, automobile haberdashery and the in its salesroom, minor accessories of equipment-clocks, mately estimated. But that it has involved | Shenandoah, Ia. the diversion of an immense aggregate sum from former channels of expenditure is without question. It is not assumed but there is no doubt that some componsating economies have been necessitated of which dealers feel the effects.

Great Place to Trade.

It's great to trade at the Omaha Rubber cally everyone may find something they need there. The prices are the real attractions. Pure rubber garden hose, shoes and hunting boots, as well as rainproof coats and clothing of all sorts. Here's where the satisfaction-giving automobile tires are sold. Go there for G. & J. Hartford and Morgan & Wright tires. Every imaginable auto accessory is carried in stock. Their handsome and complete catalogues are free."

Something of a Parade. The biggest and best automobile parade ever witnessed in Omaha took place Tuesday afternoon, upon the occasion of the opening of the local base ball season, when omething like 125 cars formed in line and escorted the Topeka and Omaha teams about the city and to the ball park.

The press representatives, as well as the players of both teams, rode in Chalmers cars, as did a large number of individual Along Auto Row

The week just passed was a busy on along auto row. Benlers are receiving their new cars and they are able to supply the demand, which has been all along in-

The new manufactures of machines which pushing it vigorously made their appearance during the last and present month have helped materially to

"Telegraphy has kept pace, too. Thirty years ago it cost \$1.15 to telegraph ten words from New Fork to Chicago and \$5 for the same number of words sent from Chicago to San Francisco. Compare this will return through the southern states and the new night rate of the telegraph companies for fifty words to any part of the United States."

Huffman's garage, where it will be several days longer. After Welch returns from Kansas City he will proceed, on his trip to the coast, and thence into Mexico. He will return through the southern states and up the Atlantic cost to New York. Then back into Indiana. Welch declares that he has not touched the car and that it will be has not touched the car and that it will be has not touched the car and that it will be has not touched the car and that it will be has not touched the car and that it will be has not touched the car and that it will be has not touched the car and that it will be has not touched the car and that it will be has not touched the car and that it will be has not touched the car and that it will be has not touched the car and that it will be has not touched the car and that it will be has not touched the car and that it will be has not touched the car and that it will be has not touched the car and that it will be has not touched the car and that it will be has not touched the car and that it will be has not touched the car and that the practice of the several days longer. After Welch returns from Kansas City he will proceed, on his trip to the sales have surprised his expectation in Nothing the process. The proceed of the process that he has not touched the car and that it will be believe that he wouldn't sell anything but a good car. Huffman's garage, where it will be several

Charles Merz left last week for Indianapolis to drive a National "40" in the great speedway races there this week. There is a three days' meet and all of the cars are entered. There will be a scramble to see who will lower the record. Merz has won more than one medal on the Insandth automobile license at Albany fur- there his car was wrecked and two men diana speedway. The last time he drove

The official record in the office of the ceeds 250, most of which come from Man- 116; Ford, 102; Overland, 28; Maxwwell, 86; hattan and Brooklyn. On the basis of an Reo, 57; E. M. F., 44; Oakland, 34; Jackson, average valuation of \$1,000 the cars li- 31; Cadillac, 30; Velle, 17; Chalmers Decensed represent a weekly investment of troit, 16; Rambier, 14; Regal, 12; Oldsmo-

W. L. Huffman received intelligence Satmultiplicity of taxicabs alone, to cite only urday that the Interstate factory had taining a speed of forty-seven miles an one phase of the increase of power vehi- shipped sixty cars, its entire allotment for hour at the top. The car started at the cles, has been phenomenal. The statistics May, and that there would be no short- foot of the hill. serve in particular to show how rapidly age anywhere along the line, so far as the

The Interstate Torpedo car for Mr. Mar-

Sir John Macdonald before the Royal Au- tested at the races all over the country proved particularly successful. tomobile club, only 110,000 horses survive will be brought to Omaha from Kansas of the 450,000 quartered in that city in 1900. City this week. Jack Welsh, who is driv-On the streets of New York hansom cabs ing the \$25,000 car, will drive this car to trucks, the features of the Rambler chas-Indianapolis, where it will be entered in als, its advantages of strength, durability

Lee Huff and H. E. Seidle are in Kanas an index of prosperity and in its rela- sas City, rushing a trainload of Buicks

speedometers, etc., together with the ering the last 200 miles of the trip, Mr. amount disbursed in road-house suppers Dai Lewis, official scout for the Gildden

and other forms of touring hospitality, tour, has much to say regarding the pluck The grand total cannot be even approxi- and enterprise of Walter (Fum) Smith of This young man is local agent for

Chalmers cars at Shenandoah, Ia., and notwithstanding the fact that he is barely that the grocer and butcher have suffered, Il years of age, has set a mark which any of his older associates in business might well feel proud of.

In spite of the frightful condition of the roads, Walter, upon learning that the pathfinding crew would leave Maryville, Mo., Monday morning, immediately proceeded company. 1608 Harney street, and practi- to that place and not only piloted the pathfinding car to Shenandoah, but proceeded with it to Omaha.

> the Warren-Detroit and will make it a telegram: "Hudson" driver Maxwell fingreat favorite in Nebraska.

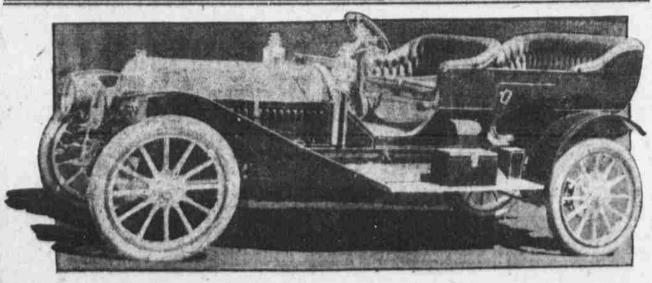
been out assisting W. R. Drummond in lasting three days over 468 miles, mostly placing the White Steamers in this terri- rocks, mud and mountains." Sterling Blue Tubes are built up

of four cross-grained layers of Fine Para Rubber and when completed are covered with an additional

heat resisting blue layer. They are never porous and never oxydize, no matter how long you carry them. Initially higher in price-ultimately the cheapest tube on earth. Sterling Rubber Works, Rutherford, N. J.

For Sale by Paxton & Gallagher Co., 10th Street Viaduct, Omaha.

The sensation of the year, brought to Oma-The Great R. A. C. The sensation of the year, brought to Oma-



The R. A. C. is 50 horse power, 6 cylinder, 133-inch wheel base, 36-inch wheel, full floating rear axle, 3-point suspension motor, selective transmission. All easily accessible. Price \$2,200 A truly high power, high class car, sold at the price usually asked for an ordinary 4-cylinder machine. Only a few of these cars allotted to Nebraska for this year. Get in early.

SWEET-EDWARDS AUTOMOBILE CO. 2050 Farnam Street

tory, returned to Chicago last night. Thompson is pleased with the way in which the White is received in Nebraska and predicts a heavy business this season.

Walter Askley in the Midland made them know that he was in Shanondoah the other day. Ashley flew around the track like

The Midwest Auto company has a great favorite in the Cole 50. It is one of the prettiest cars in this section and is making Its way right along. DeWltt & Knott are

That the doctor is fast becoming one of exhibited his instrument which carried the voice over a wire, the advance has been satisfy eager buyers. The outlook is the best buyer of the automobile is the sales to the doctor who perhaps dis-

C. F. Louk received the much talked of Abbott-Detroit last week. It is a winner already. It is pretty and at \$1,560 will find buyers everywhere.

The McIntyre Auto company delivered last week two Oaklands, one to H. B. Austin and the other to C. F. Coffee.

J. E. Rose drove an Oakland 40 200 miles last week, using one gallon of gasoline to every nineteen miles.

The R. A. C., brought out by Sweet-Edtion now along auto row. It is a large, roomy car, graceful and powerful, and for \$2,200 is considered one of the best cars in the country. It has made good east and Ernest Sweet will make it a winner in Nebraska.

Ernest Sweet received a message last night that the R. A. C. had made Michigan

Dick Stewart said the advent of the motor car into general use on the Pacific coast has been hastened by the encouragement given to automobile trucks by the city authorities in many western cities. The track Interstate car which has con- where automobile fire apparatus has

Although Thomas B. Jeffery & Company are not regular producers of automobile and the power of the Rambler engine, re-

A new Rambler motor chemical truck has recently been delivered to the city of Whittier, Cal. It is built on the 45-horse power Rambler chassis, carries the spare The Nebraska Buick has received another wheel and a great deal of extra equipforty-two-inch wheel six-cylinder sixty- ment besides that regularly furnished with this car.

> The city of Kenosha, where the Rambler is manufactured, will have a similar truck, which is to take the place of the horsedrawn apparatus now in use.

Henry H. Van Brunt sald: "We are ielivering cars just as fast as the factories can build them and still the orders are coming in. There is no delivery delay, but we are just humping to keep pace with the unprecedented demand. The popularity of the Overland has literally swept the country like a flood. It, is wonderful what good advertising in newspapers, backed by a meritable article, can do. It has made a monster success of one of the greatest business enterprises in historyfor the Overland has come to the front and won hands down."

The H. E. Fredrickson Automobile con The Kissel Kar company has received pany is just in receipt of the following ishes Times-Dispatch, Virginia Endurance run, with only perfect score in its class, Henry Thompson of Chicago, who has winning cup. Thirty-three entrants. Run

double ignition system, multiple have ever heard of. Don't disc clutch of improved cork inwait, come to Omaha and see sert design (only found on foreign and higher priced cars), threeus. We want a representaquarter elliptic rear springs, 34x4inch tires and many other high tive in every town in Nebraspriced features. All models built ka, Iowa and South Dakota. on the same chassis.

est Priced Cars Have

base, 118 inches; the graceful

lines and the roominess of these big forty-horsepower models.

Observe the extra long wheel

No more highly efficient motor

These cars have the U. & H.

is in use than that of the Inter-

imported high tension magneto,

State "Forties"-4 1/2 x5 inches.

W. L. HUFFMAN AUTOMOBILE CO. 2025 Farnam St., Omaha, Neb.

DISTRIBUTERS FOR

Inter-State Touring Car \$1,750

Most Wonderful Car | Same Features that the High-

Inter-State \$1,750 Hupmobile \$750 De Tamble Car \$650

BUYERS ATTENTION:

On the Market for

the Money

DEALERS TAKE NOTICE:

We are now ready and offer

a better proposition than you

If dealers in your town do not sell our line of cars come to Omaha and get our Buyers proposition. Don't be misled, these cars are not equaled for the money.

P. S.—The above announcement is made at this time because the manufacturers of Inter-State cars with their millions of capital have found that they have been able to corner and obtain an unlimited supply of material while others have been sleeping or handicapped for ready cash.

No car at any price is better than the Inter-State.

Cadillac continues to pile up records of low cost of upkeep

191 Cadillac "Thirty" users in different sections of the country, drive aggregate of 820,063 miles at a total expense for mechanical repairs of \$130.21, averaging 69 cents for the season's running, or less than 16 cents for each thousand miles of travel.

When some weeks ago figures were published in New York showing that 75 Cadillac "Thirty" users had driven their cars an aggregate of 398,884 miles to a total expense for mechanical repairs of \$50.21, averaging 71 cents per car for the season, the record was so amazing that it at once became one of the foremost topics of discussion in the world of motoring.

4.293 miles per car. Of the 191 users there were only 48 who had any expense at a three that the remaining 143 having had absolutely the repair cost whatever.

The total repair expense of the entire 191 users amounted to \$130.21, or an average of only 49 cents each for the season's running,—less than 16 cents for each thousand miles.

became one of the foremost topics of discussion in the world of motoring.

In a few weeks following that announcement came the report of a second and even more remarkable set of figures from the fifty users of the 1960 model Cadillac Thirty' in Dayton, Ohio, who drove their cars an aggregate of 165,850 miles at a total cost of only \$5.71, or an average of the low cost of the 1960 model Cadillac at a total cost of only \$5.71, or an average of but 12 cents per car for the season.

And now comes a third report, which, while not quite equaling the first two in the low cost of repair expense, is still sufficiently low to confirm the accuracy of those former reports and at the same time it brings the average expense of the three groups of owners below the average of the 1860 Cadillac "Thirty" in Indianapolis territory. They drove their cars an aggregate of 22,589 miles, at a total repair expense to the owners of \$1.03, or an average of \$1.05 each for the season. Out of the entire \$6 owners, \$2 had no expense whatever. Of the remaining thirteen, the highest expense to any one was \$20.00 or a car that had been driven twenty thousand miles, the others ranging from \$8.75 down to 25 cents.

With these interesting figures at hand from three sections of the country, a compliation of all three combined—New York, Dayton and Indianapolis—becomes still more interesting.

In the matter of gasoline consumption, and miles, to five users gasolone. The derivative of the series of the series of the series of the series of the second.

With this array of evidence at hand coming as it does from three different sections of \$1.05, or an average of \$1.05 each for the season. Out of the entire \$6 owners, \$2 had no expense whatever. Of the remaining thirteen, the highest expense to any one was \$20.00 or a car that had been driven twenty the sections of the

Oakland and Welch

Licensed Under Selden Patent.

This is a line of cars that must be seen to be appreciated. The Oakland has been tried out in this section three years and grows more popular every day. Do not buy until you have a demonstration of this car. But the real reputation of the Oakland, the one we are most proud

of, is the universal satisfaction and enthusiasm of the army of Oakland Alanson P. Brush, the designer of the Oakland, is known as one of the foremost automobile engineers in America, and his work is one unbroken record of successes.

The Welch is a high class car embracing the distinctive features of the leading cars built in America today. Also Agents for Staver, Chicago.

McIntyre Automobile Co. 2203 Farnam Street