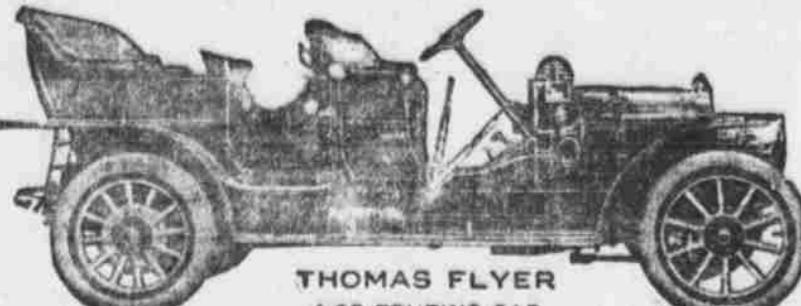




Immediate Delivery

THOMAS FLYER
6-40 TOURING CAR

MODEL "M" 6-40 THOMAS FLYER
PRICE \$3,500 FULLY EQUIPPED

Note the Equipment—Bosch high tension magneto, gas head lights, side oil lamps, tail oil lamps, horn, tools, tire repair outfit, shock absorbers, glass wind shield, prestoite tank, speedometer, mohair top.

For its continued consistent performances, and its demonstrated ability to successfully cope with every condition with which it has ever been confronted, the Thomas has been acknowledged

THE WORLD'S CHAMPION ENDURANCE CAR

We have but two more of these machines left from our 1910 alinement, and are in position to demonstrate to any looking for the best car the market affords at \$3,500—The manufacturers of the Thomas are putting into this car every detail of perfection that a long experience would dictate and advise that for 1911 the price will be advanced to \$3,750. Get your order in early.

H. E. Frederickson Automobile Co.

HUDSON CHALMERS PIERCE-ARROW THOMAS
Licensed Under Selden Patent.

2044-6-8 FARNAM ST. OMAHA, NEB.

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 owners.

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 in America today.

Also Agents for Staver, Chicago.

McIntyre Automobile Co.
2203 Farnam Street

Received Special

Three Carloads of 1910
Cadillac "Thirties"
FOR IMMEDIATE DELIVERY

R. R. KIMBALL
2026-28 Farnam Street.



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We build them We guarantee them
We sell them to you direct from our factory

Real Inside Prices

OUR new Automobile Catalog quotes THE ONLY REAL INSIDE PRICES ON AUTOMOBILES.

In this catalog we show automobiles for \$370.00 and up, six different models, all built by us in our own automobile factory. When you buy a SEARS you get it direct from our big Chicago factory at the factory price.

With our new Automobile Catalog we will send you our Booklet of Testimonials showing pictures of customers using Sears cars in every part of the United States, with letters from them telling their experiences.

If you are interested in an automobile of any kind, write today for our Sears Automobile Catalog No. 6941

Sears, Roebuck & Co. Chicago

Along Auto Row

Dealers Are Selling Cars as Fast as They Can Get Them—New Garages Are Ready for Occupancy.

The Mid-West Auto company received the following yesterday about the Cole 30:

"W. A. Johnson, driving a thirty horsepower Cole touring car, won the fuel economy test of the Chicago Motor club, which was run yesterday over a 191-mile course, running to Lake Geneva and return."

The Cole put up a most creditable performance, averaging 23.8 miles to the gallon and earning a percentage mark of 2.8, which was figured out according to the formula employed by the motor club, dividing the weight of the car by the gasoline consumed as expressed in ounces.

The weight of the Cole was 2,820 pounds,

and it used ninety-six more ounces of gasoline than did the Hupmobile, driven by E. A. Hearne, which showed the least consumption of gasoline—25.8 miles to the gallon.

Wednesday evening of last week Dewitt entertained a number of his friends in an automobile ride over Council Bluffs and Omaha, looking for Halley's comet.

Mr. E. Phil Merrill of Detroit, Mich., gave a splendid talk on Cadillac demonstration and interchangeability of parts at R. R. Kimball's garage, 3026 Farnam street, to a large crowd of automobile owners and prospective buyers. Mr. Merrill had with him parts of all descriptions, such as are used in the Cadillac motor, transmission and rear axle. He also had with him a full line of very fine Brown & Sharp plug and snap gauges to prove the accuracy of different parts used in Cadillac construction. He described the wonderful system used to inspect every part of the Cadillac. This great organization, with its magnificent plants and skilled mechanics, is turning out forty Cadillacs a day in every twenty-four hours, and giving the consumer, really, a \$3,600 automobile for \$1,800.

The Pioneer Implementation company of Council Bluffs is making shipments of Fulmer cars to Melbourne, Australia.

Manager John P. Davis of the Pioneer Implementation company received a letter last week from Gus Bender of Sutton, Neb., saying that he finds few one and two-cylinder cars in Europe, outside of France. The cars most popular there are the runabout, three-seat style. Bender is traveling now in France, Switzerland, Hungary and Russia.

W. L. Huffman Auto company will receive tomorrow a thirty-five-horse power DeTamble. The largest and most powerful car of this make ever brought out. This type is worth \$1,600.

W. L. Huffman Auto company received sixty cars last week and announce that they are able to make immediate delivery.

Colonel Deright tendered Lieutenant a Stoddard-Dayton during his stay in Omaha. The lieutenant was pleased with Omaha and the Stoddard-Dayton is a pet favorite with him. He rode in a Stoddard in Cleveland and will no doubt tour every city in which his lectures in a Stoddard.

Inspection of the garage of H. E. Frederickson Automobile company indicates that it will be larger and much better suited for their large business than before the fire. The offices and salesrooms will occupy the same room as heretofore, but the stockroom and workshop have been materially enlarged and by the installation of sky-lights throughout the entire building working conditions have been improved. The scheme of decoration in the offices and salesrooms will be much the same as before, viz: Massive oak woodwork and decorations in oil, the pillars being encased in French plate mirrors. New office furniture has been ordered and indications are that the Frederickson company will have not only the handsome quarters in the west, but one of the most beautiful in the country.

The Massachusetts state law requires that all applicants for a license to drive an automobile on Massachusetts highways be examined by an examiner appointed by the Highway commission, regardless of their road experience in other states. The law does not make any exception, consequently when George Schuster, better known as "Around-the-world" Schuster, who has recently accepted a position as head demonstrator of the Boston E. R. Thomas club, had his examination by special appointment, it was no surprise that a crowd of motorists of exceptional proportions was on hand. From all reports the examiner undoubtedly took more interest in making inquiries regarding Schuster's wonderful record in the New York to Paris race rather than questioning his ability to handle a machine, although he was compelled

to put a machine through its paces before he convinced the examiner that he was capable of doing so. There is no doubt the examiner will report favorably on Schuster's application, unless they missed asking some of the set questions the law requires, during the excitement of handling such a famous applicant. This Yankee law would be a good thing in every state and undoubtedly prevent a great many accidents. Statistics show that the state of Massachusetts has less than 2 per cent of the total automobile accidents.

also a bathroom, dressing room and in the rear a complete kitchen, with cooking range, pantry and scullery.—London Mail.

VENICE CAMPANILE RESTORED

An Exact Copy of the Fallen Tower
Built of Modern
Material.

Travelers who visited Venice after the great campanile collapsed eight years ago seemed to agree that the removal of the greater tower improved the appearance of the Piazza di San Marco immensely. The Doge's palace, the facade of St. Mark's, the buildings bordering on the square were no longer dwarfed and their just proportions could be admired. The salient point in the view of Venice from the sea, however, was lost with it, and the Venetians themselves, accustomed to a tower on the spot for eleven centuries and to that particular campanile for over 700 years, were inconsolable. So it was decided to rebuild, and the completion of the new tower, which is almost at hand, is announced and described in the London Times of a week ago.

Externally the new campanile will be

as exactly a copy of the one it replaces as the ingenuity and patience of man can make it. The foundations were carefully examined, as a matter of course, after the old campanile crumbled. It was found

that of the five courses of stone which originally showed above ground had sunk below the level of the square in 1,000 years, and it was thought best to leave

that as it was. The ground has been strengthened all around, however, and a broader base made for the lower under-

ground. The utmost care was taken to obtain bricks of the same size and color as those in the old structure, so that from the outside the campanile will seem to the Venetians identical with the one it replaces.

On the inside, however, cement and iron

wire have been employed to secure greater lightness and cohesion. If in the course

of time the new campanile should give

way, it will not crumble in a heap as the old one did, but will fall in a solid mass and smash whatever stands in its way.

The brick work is all done and the work-

men have nearly finished the stone work

of the bell chamber. The arcade of four

arches on each side is almost completed,

and three of the verde anteo columns

which were only slightly damaged in the

fall have been put back in their former

places; the capitals and lions' heads in

the spandrels they were obliged to copy

from the fragments of those destroyed.

On the east and west side of the square

above the bell chamber will be set up the

figures of Justice, which came down un-

harmed with the old campanile; on the

other two sides will be erected the lions

of St. Mark, which the French tore down in

Bonaparte's time. The pyramid that crowns

the campanile will be built of iron and

cement instead of brick, so as to insure

lightness, but it will be covered with the

old copper plates and will look the same

from the exterior.

The graceful loggetta of Sansovino will

still decorate the base of the campanile.

It was broken up but not ground to dust when the tower fell, and the pieces have been put

together with utmost patience and intelligence.

Even his terra cotta group of the

Madonna and Child, which was smashed

into a thousand pieces, has been patched

up, all but the figure of St. John which be-

longed to it, and which was beyond even

Italian mending.

Only one of the bells of St. Mark escaped

destruction. The other four were cast again

at the expense of Pope Plus X, who was

patriarch of Venice when the campanile

fell, and are now ready to be put in place.

How deeply the Venetians are attached to

these is shown by an incident recorded by

the Times' correspondent. When the bells

were finished last spring they were taken

to the campanile workshop in order to be

tuned. As soon as the music of the ten bells

was heard, "from lip to lip ran the cry:

"The bells of San Marco! The bells of San

Marco!" from the Merceria, the Molo, the

Riva, everybody began to run, and in a few

moments the plaza was full of an eager

and enthusiastic crowd."

The bells will not be up this Easter, as

was hoped, but they will be ready to ring

out on St. Mark's day in 1911. The cam-

panile will be fully completed before next

year is out, and visitors to Venice will be

then unaware, except from the guidebook,

that anything ever happened to the old

campanile that stood for eight hundred years.

New York Sun.

Letting Nothing Escape.

Rivers had been detained by a business

meeting at the club and the hour was late

when he reached home.

"So it's you, is it?" exclaimed Mrs. Riv-

ers, who was wide awake. "You've got

some plausible excuse, too, of course. You

were detained downtown by some necessary,

indispensable, important, unavoidable,

unescapable, and inexorable business.

Of all the flimsy transparent, dispara-

ous—"For heaven's sake, Lena," interrupted

Rivers, whipping out his notebook, "wait a

moment. I am going to jot down those syn-

onyms. I don't know where you got them."

Now go I can use every one of them!" Now

go ahead again, dear, but please talk a

little slower.—Chicago Tribune.

60 AUTOMOBILES For Immediate Sale

We have just received 60 new cars, Interstates, DeTambles, Hupmobiles, which we can deliver to you at the time of sale. These cars are on our floor and will be sold this week.

No