FROM FACTORY TO JUNK PILE

A Moving Thing of Few Years and Much Trouble,

THE LOCOMOTIVE

An Exemplar of the Strennous Pace of Modern Life-Joyousness of the Start, Pathon of the End.

Three-quarters of a century ago, when Matthias Baldwin had made a success with his locomotive, "Old Ironsides," he conceived the idea of a distinct American locomotive factory. He was what was known in that day as a "far-seeing man," and he knew it. Dimly in the distant future he saw a time when there might be a demand against the advice of friends who cried out overproduction" his factory was designed on a scale that worked to full capacity could turn out fifty each year.

Now the works that still bear his name turn out five complete locomotives every working day in the year and enjoy that in the city, condition, dear to the heart of the manufacturer, of being so swamped with orders that customers must order months ahead.

monopoly of construction's there are others, and, as some of the larger railroad systerns have erected shops of their own, the total output of American engines is nearly 5,000 per year,

Where do they all go and what becomes of them?

They go everywhere that men have goods to move by land; one of the grandstand plays of our ex-president was to ride the 'cowcatcher" of an American locomotive in Africa. They are well known in the "Flowery Kingdom," In Siberia, Australia and even hauf pligrims along the shores of Gaifice and to Jerusalem.

One formerly well acquainted with the motive power of any railroad will miss many of the engines after an interval of ten years even as old faces have disap peared and new ones sprung up in the

The Beginning.

When it first rolled out of the shops as make it, it had a reasonable expectation for the benefit of the shareholders. of life of twenty-one years, recorded in time, but the life of the locomotive is meas by length of years.

There is none of the formality of launch ing a ship, but much of the superstition in starting a new tocomotive over the road. who trains them for the road, with the 1967, the Wheeler & Wilson Manufacturing work to improve it. roundhouse mascot, in this case a collie, has mounted the pilot, even as a navigator of the sixteenth century stood at the bow of his ship to invoke the good will of Keptune during the life of the craft.

Standing on the threshold of life, surrounded by the men who built it, our loconotive gave promise of a mileage life of 750,000 miles. Unlike the errant box car that will wander over a continent, the loco motive wears its life away in a very restricted sphere. Its active life will be passed in journeys back and forth over 150 mile.

But "wear and tear," the inevitable to which man finally yields, begins with its first motion. By the time he has run a distance equal to the distance round the earth the trucks are worn out and must be renewed. Minor lesions, such as worn brasses and burned out grates, come under remedled without interfering with regular trips; but by the time the second pair of trucks are "all in" the driver tires to grooved from the constant grind on the rails, and at a point 23 degrees ahead of the stroke there is a place worn flat. Thus far the "first aid to the injured" and simple remedies of the round house have kept the engine in service, but now it must go to the hospital and have its tires turned true and smooth. Three times the tires must be turned before they are worn out

In the early days of railroads an obvious metaphor gave the engine the appellation of "iron horse," and it is like that animal in more than transporting goods and men, for both to render the best service must have good digestion. By the time the wheels need new tires it is very dyspeptic, and must have a new firebox and new flues that it may assimilate its food of tonl and water. If its life is passed where there are not of the best quality, its digestive apparatus must be renewed the third time before final dissolution.

and replaced with new ones

Almost Sentient. But little stretch of imagination is needed to regard it as a sentient thing and to think that after the second overhauling it, like a man past 50, begins to wonder how and when it will all end.

It now begins to feel the breaking down incident to old age, and is more often beset by ills that will not yield to the mild cures of the roundhouse. It spends one-fifth of the time in the hospital while keen-eyed men under the urge of economy begin to calculate closely if it is paying its way. Twice it has been relegated to the rusty sidetrack for incurables, but a rush of business has put it back on the road, where, with light loads and careful handling to humor its infirmitles. wheeres painfully over the track where opee hauled sixty loads or the fast express on time, even as a decrepit old man shuffle, over the scenes of his early manhood. Comes a day at last when, no longer able to move itself, a switch engine shunts it to the "junk track" for the last time.

A Well Spent Life. During the life now closed of our locomo tive has traveled nearly 1,000,000 miles; it has turned 35,000,000 gallons of water into steam, and in doing so has consumed 17,500 tons of coal. It has done a great work in life, and has been expensive in its de mands for maintenance. Fastidious as to appearance, \$575 worth of waste has been used on its complexion, and the grooming

has cost an item of \$10,000 more. The more delicate parts of the machinery have used 1,000 gallons of refined oil, while the journels of truck and tender, "swimming in grease." have used twice that amount of crude black off.

Its "doctor's bill" has been a big one; 7 cents for every mile that it has run, an aggregate of about four times the first cost of the entire machine.

National pride prompts the digression to say that the American locomotive, like the American woman, is the best on earth and the most faithful Long ago some one said that the American engines were inferior to the foreign; he repeated it till he came to believe it, and the Yankee was too busy improving his machine to stop and correct the error. It is but little to say that the American engine is in every way superior to the foreign, but it is a fact. In addition to hauling a greater tonnage, the American, both in mileage and years, is a longer-lived machine. The superiority may be in the handling, for, while the foreign argine is in charge of living machines, the

American is run by living men. Our locomotive was left on the "junk track," but that is not his final place. As eagles follow the hunter the junk dealer has kept this orgine in view during its

last illness, looking to the time when its cadaver would find a piace in his dissectng room-St. Louis Globe-Democrat.

Along the Auto Row

Considerable interest has been aroused among many local Chalmers owners from the fact that Chalmers "30," entered as No. 5 in the Glidden tour still continues as the only car in the contest with a per

H. E. Frederickson Automobile company local agents for the Chalmers, are receiving detailed and accurate advice in connection with the tour and are receiving numerous inquiries regarding the same. Deliveries for the 1911 Peerless cars,

which have been displayed in the showrooms of the Guy L. Smith company have commenced. The first 1911 model to be defor a new locomotive every week, and livered in this territory was taken by a woman in Lincoln.

The new home of the Paxton-Mitchell Auto Repair company is nearing completion. When finished the new garage will be one of the most complete repair plants

Among the new entries in the auto field in Mr. Workman, formerly in the type-Yet this plant has not by any means a writing business in this city. Mr. Workman is representing the Chase Automobile company, manufacturers of trucks.

> Omaha now has the distinction of having tion of the lead battery, the only type then more garages, devoted to repairs and in popular use. storage exclusively than many cities of larger size.

The Sweet-Edwards company has just batteries.

SINGER'S MELODIOUS MELON

Approaching Division of a Sewing Machine Company's "Jackpot."

16 at Elizabeth, N. J., to authorize an and operation. It gave greater output for corrosion ncrease of \$30,000,000 in the company's cap- the same weight, did not deteriorate when

For years the Singer company has paid ured more logically by achievement than 30 per cent in cash, in 1899 100 per cent and any one else, but Mr. Edison saw a great the \$30,000,000 capital from 1900 to 1909,

company was acquired. The present com-

EDISON'S LATEST BATTERY

Design Which He Considers Worth While After Test.

WORKS ON IT FOR SIX YEARS

Invention Will, it is Claimed, Revo-Intionise Conditions in the Matof Commercial Traffic.

There has been a great deal written and said about the Edison storage battery, the invention that promises to make over the commercial automobile situation. A few years ago, when Mr. -Edison first put out for it, by those too, who hardly knew anything about it. Of late there has not been of caustic potash in water. so much discussion of it, but at this time

has this to say about it: should go a great distance toward solving the problem of commercial transportation. When Thomas A. Edison launched this invention six years ago it was the best storage battery which up to that time had been produced. It eliminated the drawbacks that interfered with the successful opera-

"In his first invention of a storage battery Mr. Edison made a radical departure from the working principles of all former He started fresh, forgetting eceived a shipment of Parry touring cars. everything that had hitherto been done He decided that batteries in which lead was the active material had too many inherent defects ever to realize the full promise of electricity as a motive power for

vehicles.

"Mr. Edison's first battery was a suc New York and vicinity.

enormous cash dividends. In 1898 is paid The results would have satisfied almost lead cells. amounts ranging from 7 to 25 per cent on future in the application of the storage battery to the problem of transportation, keted for the last six years, during which The Singer Manufacturing company was He also saw that his battery could be im- time several hundred have been placed in organized in 1804 to take over the sewing proved and that it must be improved to the hands of users. These are all in opera-The "brenker-in" of new engines, the man machine business of I. N. Singer & Co. In solve that problem. So he set himself to tion today and still owned by the original

> "Right here he did another characteristic "These electric wagons have made good was useless to point out to him that the tensively used."

success, and the profits from its sale ENTER BRASS HAMMER FAD required and that when the new batters was ready would be time enough to withdraw the old. Mr. Edison said 'No,' cor fined himself to his laboratory and after six years of permistent toll, in the course of which 9,000 experiments were made, he

rought forth the new storage battery. 'The perfected Edison storage batter; involves the use of an entirely new voltale combination in an alkaline electro lyte in place of the lead-peroxide com bination and acid electrolytic characteris tic of all other commercial storage batteries. This not only secures durability and greater output by the given weight of battery, but eliminates a long list of troubles and diseases inherent in the lead acid combinations.

"In the Edison battery the active ma terials are oxides of nickel and of iron his battery, all sorts of things were claimed respectively in the positive and negative electrodes, the electrolyte being a solution

"The retaining cans are made of sheet those who are interested in it contend it is steel. This can is welded at the seams by really accomplishing what was hoped for the autogenous method, making leakage it. A man connected with an automobile or breakage from severe vibration imposcompany that uses the Edison battery only sible. The walls of the can are corrugated so as to give the greatest amount of "The perfection of the Edison storage strength with a minimum weight. The can battery has brought about conditions which is electropiated with nickel and a close union of the nickel and steel is attained by fusing them together so that they are practically one metal. The coating of nickel protects the steel from rust."

The arguments presented by the adhereuts of the Edison battery are these: "Every part of the Edison cell is many factured by specially designed machinery. All the parts are strong and durable. All active material manufactured-both nickel and iron-is tested before being used in commercial cells and frequent tests are it herself. also made of the internal contacts in tubes tened and the plates thus formed are practically integral

"The battery requires little attention and ceas. It was tried out and tested by dis- potash and water only water need be added interested persons. It was lighter, cleaner to keep the electrolyte in the right condi-Stockholders of the Singer Manufacturing and cheaper. The greater initial cost was tion. Caustle potash solution does not afcompany will hold a special meeting June more than offset by a lower cost of upkeep fect iron in any way, but rather prevents

"The battery weighs about half as much Incir history is in a way pathetic, as in ital to a total of \$60,000,000. The new capi- left uncharged and was not injured by as a lead battery for the same output, but any case where death reientiessly fellows tal will be distributed as a stock dividend overcharging. These who tried it were de- in addition to this it saves about 50 per at 100 per cent to the old stockholders. lighted with the results. Over 250 auto- cent of its weight in the construction of hammering sets for sale, and the fad is The company now has upward of \$30,009,000 mobiles equipped with this type of Edison the truck itself. That is, a truck built to now growing at such a rate that sooner o of surplus and the management has de- battery are now being used for delivery carry an Edison sixty-cell battery would later hammered brass will become exceed perfect as skill and fidelity knew how to cided that it is advisable to capitalize it purposes by some of the largest firms in save not only 500 pounds in battery weight, lingly common-unless, perchance, in the but about 250 pounds in the weight of the "So much for the first Edison battery. truck over the same truck built to carry with a still newer fad and put the brass

"Electric wagons equipped with the Edison battery have been successfully marpurchasers

pany has two plants in New Jersey, one Edison thing. He ordered his first type records for economy, durability, low cost Scotland and one in St. Johns, Quebec, of battery withdrawn from the market, of upkeep and general all around efficiency, It owns its iron mines and timber lands, He closed the big factory, scrapped the In the delivery service of leading departfrom which it draws material used in the machinery and started after that perfect ment stores, dry goods stores and express manufacturing of its machines.-Chicago storage battery he saw ahead of him. It companies these electric wagons are ex-

Artistic Burning of Wood Relegated for a New Idea.

Every Knock is a Boost for the Beauty of the Hammered Thing -Beautiful Effects of Light Reflection.

Now comes the hammered brass fad to take the place of burned wood and other passing things. Pyrography they called called the burned, wood art, but there is no high-sounding synomym for hammered brass. It is just brass with a dent in it. A few years back, if a woman couldn' burn wood or didn't burn wood, she was quite passee in elite circles. In fact, burned wood was to some extend a card of introduction to the higher class of feminine citizenship. But now, burned wood has taken a back seat and hammered brass is the rage.

It is now about a year since the brase idea became popular. Since then it has extended until brass hammering sets are as much of a staple as coffee pots were quarter century ago. Various ornamental pieces are made out of brass.

For instance, the woman with the brass bee buzzing in her bonnet buys a plain brass jardiniere for \$2 or \$3. With a hammering set, which retails all the way from \$1 to \$3, she works over that jardiniere until in its finished faddish condition it would be worth \$20 or so if she hadn' saved the price of the hammering by doing Every stroke of the hammer makes a niche which reflects the light in a The pockets and tubes are recurely fas- different way, thus creating a very pleasing effect. Of course, more or less skill is re quired in finishing the work, but after all an unskilled blow makes just as much of a care and therefore lessens the expense for nick and is likely to reflect just as pretty a labor in a garage. In a solution of caustic light as though the blow had been skilled A brass worker, who has acquired a reasonable amount of skill can take a plate sheet of brass and bend it into a lamp shade, a match box or a flower pot. The cost is trifling-so long as you do the work

Art shops, picture shops, depar men stores and many other places keep brass meantime somebody doesn't co business out.

Little Knocks.

Some men can get desperately homesick having to stay home evenings. Polite society is where its members are nost impolite to everybody else.

The reason a girl can be sure a man loves her is if he doesn't say he does she can say he did. There's hardly anything so offensive to

a man who wears loud ties as the loud socks some other fellow wears.

Nothing makes a woman more suspicious of another than for the latter's cook never to try to borrow anything.—

New York Press.

Oakland Wins!

Some of the Important Victories the Oakland "40" Has To Its Credit

Morgan Hill Climb, Logansport, Indiana, April 2, Oakland won, time 39 seconds, defeating nine other

Fort George Hill Climb, New York, April 26, Oakland won in \$2,000 touring car class, time 46 1-5

Giant's Despair Hill Climb, Wilkes-Barre, Pa., May 31, Oakland won in the \$2,000 class, time 2:11 4-5 seconds.

Mt. Vernon Hill Climb, Mt. Vernon, New York, June 5, Oakland won, time 25 1-5 seconds, defeating 24 entries, some selling as high as \$4,000.

Hoopeston, Ill., Climb, June 9, Oakland won in both \$2,000 and \$3,000 class, time 301/1 seconds.

Porter Hill Climb, Cleveland, Ohio, June 9, Oakland won in both the runabout and touring car classes at \$2,000, time 55 4-5 seconds.

Fort Ancient Hill Climy, Cincinnati, Ohio, June 26, Oakland won in \$2,000 class and in the free-forall, defeating five other cars selling as high as \$4,200, time 1:17 1-5 seconds.

Algonquin Hill Climb, Chicago, Ill., August 5, Oakland won first and second place in the \$2,000

Paris, Ill. climb, May 19, Oakland wins free-forall standing start, time 26 3-5, defeating Palmer-Sin ger sixty, time 27 4-5, Buick sixteen, time 29 3-5.

Dunkirk, N. Y. climb, June 4, Oakland makes best time, 1:05 1-5, defeating Buick, time 1:09, Cadil lae 1:10, Marion 1:10, Thomas Flyer 1:09 2-5, Overland 1:13, Pullman 1:15.

Oakland "30" Victories

Giant's Despair Mountain, Wilkes-Barre, Pa., June 14th, Oakland thirty, wins first event, time 2:172-5-lowering record 17 seconds. Oakland defeated Reo thirty, time 2:211-5; Maxwell thirty, time 2:55, and Maxwell Model Q, time 3:012-5.

Yale hill climb, New Haven June 7, Oakland thirty wins the class event, defeating its nearest competitor, the Hudson, by 12 seconds.

Belvidere Hill, Baltimore, June 18th. Oakland thirty wins first place for car selling from \$800 to \$1,250.

Compare the Oaklands hill-climbing record with that of any other car, regardless of price.

You cannot make any mistake by buying a winner. Demonstrations any time, any place, anywhere. Make us show you.

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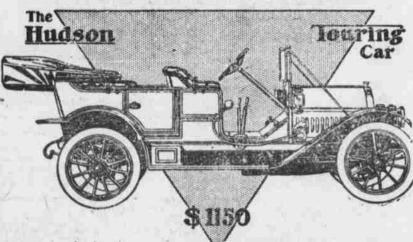
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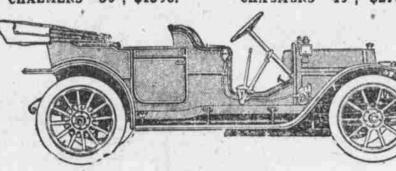
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Gate City Automobile Co.

CARS THE PEOPLE ARE TALKING ABOUT Hudson Chalmers



ONCE AGAIN, AND MORE DECISIVE THAN EVER -CHALMERS CARS ARE THE BEST CARS IN THE WORLD AT THEIR PRICE CHALMERS "40", \$2750 CHALMERS "30", \$15)0.



We Have Arranged for Immediate Deliveries of These Desirable Cars

No car-we make this statement advisedly-selling for less than \$1,500, can stand comparison with the Hudson, point by point. There is a completeness in its construction and an elegance of finish which satisfies the

Examine these cars carefully before buying. If you do not feel that you are an expert judge of a motor yourself, then we wish you would enlist the services of someone who is.

The public wants a good car-and at a low price, if possible-but above all a good car, the price is not the first consideration.

The Hudson Motor Car Company is distinguished from other makers of high quality cars through the fact that it offers a good car at a low price; and it is distinguished from other makers of low priced cars from the fact that it offers unusual quality at a low price.

From one great division of automobile manufacturers we are set off by our price, and from another great division we are set off by our quality. We are proud of both distinctions.

The Hudson is not only safe and strong, inexpensive to keep, but is big, handsome, comfortable. It is the best looking car in its class. It has good lines, showing clever design and careful proportioning. No car rides any easier-few as easy. Note the foot room in front-the big, 18-inch steering wheel-the rake of the steering post-the curved acceleration that fits the foot. These refinements are most appreciated when making a long drive. It is like riding in a palace car instead of a day coach. Come and see the Hudson; put it to any test you see fit. We have a car at your disposal subject to

the most exhaustive demonstration. Can you ask for anything more?

Chalmer's quality means perfection, and as evidence of what we have accomplished in the city of Omaha, we point with pride to a list of seventy satisfied customers of Chalmers cars. Get a copy of this list. Ask any number of these people what satisfaction they are deriving from their cars and the average monthly cost of upkeep, and compare the net result with any competitive statistics that may be offered for your inspection.

Judged by price alone, you might as well buy some other car as a Chalmers-\$1,500 is \$1,500-no more in one bank than in another; no more in bills than in coin; no more in your pocket than in another man's. It's when you begin buying something with your money that the sense of value enters your mind.

Your \$1,500 is worth more than another man's \$1,500 if at all only because you are able to buy more with yours than he can with his.

When you buy a Chalmers "30" your \$1,500 becomes worth more than any other \$1,500 invested in any other car. Careful investigation will convince you of this fact.

Please remember that you are not buying a price or an advertisement, you are buying a car Therefore examine the car on its merits.

Chalmers will be your first choice.

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