



Automobiles



MITCHELL MAY MAKE RACE

Roosevelt Interested in Suggestion He Be Candidate in New York.

LABOR LEADER DOES NOT TALK

Brooklyn Man Is Assured by Colonel He Will Aid to Secure Direct Nominations Plank in Platform.

NEW YORK, Aug. 6.—Theodore Roosevelt talked over the approaching state campaign today with Assemblyman George Green of Brooklyn, one of Governor Hughes staunchest supporters in the assembly. Mr. Green, who is one of the men who stood sponsors for the beaten Hinman-Green direct nomination bill, went to see Colonel Roosevelt largely to talk of primary reform. He said he received assurance that the colonel was in sympathy with the men who are working for a direct nomination plank in the platform and would do all he could to help.

Regards Mitchell Highly.

In the course of a conversation between Colonel Roosevelt and several of his visitors, the name of John Mitchell, former president of the United Mine Workers of America, was mentioned as a possible candidate for the republican nomination for governor. Colonel Roosevelt was interested greatly in the suggestion, although he would not express any opinion as to its wisdom. He said he regarded Mr. Mitchell highly.

Mr. Mitchell has been a resident of Mount Vernon, a suburb of New York, for more than two years. He was not at home tonight and nobody could be found who knew if he had ever voted in this state or not, but it was pointed out that his term of residence in the state would entitle him to do so at the next election, or to run for office.

SCRANTON, Pa., Aug. 5.—John Mitchell, who is spending a few days with friends at Lake Ariel, near here, was asked tonight about the suggestion to make him the republican candidate for governor of New York, but he declined to make any comment.

Squad Ordered to Fort Omaha

Number of Enlisted Men at Fort McDowell Will Be Transferred to Local Garrison.

(From a Staff Correspondent.)

WASHINGTON, D. C., Aug. 6.—(Special Telegram.)—Army orders relating to a number of officers were issued today. Each of the following officers of the corps of engineers in addition to his other duties is detailed for consultation or to superintend the construction or repair of any aid to navigation in the lighthouse district specified: Colonel Solomon W. Kessler, the Porto Rican lighthouse district; Major E. E. Winslow, the Hawaiian lighthouse district; Major Jay L. Morrow, the Alaskan lighthouse district.

The following officers are detailed for duty at the army service schools: Fort Leavenworth—Major Thomas G. Hanson, Eighth infantry; Captain J. Kelly, Jr., Ninth infantry; Major Omar Bundy, inspector general, is relieved from duty as assistant to the inspector general, Department of the Missouri, and will report to the commanding general of that department for duty as inspector general of the department; Colonel Solomon W. Kessler, corps of engineers, in addition to his other duties, is detailed for consultation or to superintend the construction or repair of any aid to navigation in the third lighthouse district, vice Major Charles L. Potter, corps of engineers, relieved.

First Lieutenant S. Chase DeKrafft, medical reserve corps, is relieved from active duty in that corps, to take effect August 14.

The following enlisted men of the signal corps, now at the recruit depot, Fort McDowell, will be sent to Fort Omaha: Master Signal Electrician Charles H. Carpenter, First Class Sergeant Edward Marshall, Sergeant J. L. Emery, Corporal Howard A. Esell, James F. Hartman, C. E. Kline, John L. Lindsay, Thomas G. Griffitt, and First Class Privates Gus W. Anderson, H. Clayton, T. L. Davis, T. G. Flora, M. T. Hayes, J. W. Leroy, E. R. Montgomery, P. E. Snowden, T. Ziegler, Robert M. Bell, R. J. Chubb and John A. Edwards. Leaves of absence are granted First Lieutenant Charles E. Swartz, Tenth infantry recruiting officer, five days; First Lieutenant John Symington, First cavalry recruiting officer, four days; Captain William M. Smart, medical corps, two months from September 7.

The postmasters at Hartington, Neb., and Brookings, S. D., today requested the postmaster general to grant them authority to open postal savings banks at their respective offices.

The comptroller of the currency has approved the conversion of First State bank at Wilmot, S. D., into the First National Bank of Wilmot, with \$15,000 capital.

Thomas Stacey has been reinstated rural carrier, route No. 1, at Farmer, S. D.

PEACE CONGRESS TO ROME

International Gathering Ends Session at Stockholm—Russia Represented for First Time by Delegates.

STOCKHOLM, Aug. 6.—The International Peace congress, which has been in session since August 1, closed today. Among the 90 participants were a score of American representatives, and for the first time in the history of the peace congresses the Russian societies were represented.

The action of the American congress in authorizing the president to appoint a commission to study the question of elimination of armaments was applauded repeatedly when referred to in the speech and a resolution was carried by acclamation urging all governments to follow the American lead. The next congress will meet in Rome in 1911.

Father Drives Disc Over Sleeping Son

George Badburg of Johnson County Unknowingly Injures Three-Year-Old Boy So He Dies.

TECUMSEH, Neb., Aug. 6.—(Special Telegram.)—An accident which resulted fatally occurred to Walter, the 3-year-old son of Mr. and Mrs. George Badburg, who live six miles northeast of Tecumseh, Friday afternoon. Mr. Badburg was at work in the field with a riding disc plow. The child had gone to the field and did not return to the house, as the father had ordered him to. While the father was plowing, Walter lay down in a furrow and went to sleep. The disc was so dense the father did not see the sleeping child and drove over him. He made a heroic effort to catch the child before the disc caught his body and in doing so, Mr. Badburg lost his balance and fell on the double-trees at the snail's feet. The team ran away, the plow passing over the boy's body and throwing Mr. Badburg off, one disc going over him.

One of the boy's legs was completely severed and his body was mutilated. It required four hours for the surgeon to dress the wounds. The child died last night at 10 o'clock. Mr. Badburg was not seriously hurt.

BUY LEASE FROM ROGERS

Woodmen of World Make Step Toward Erecting Skyscraper.

PAYS \$20,000 FOR THE LEASE

By Purchasing Rights of Milton Rogers Company Society Is Enabled to Start Building Its New Home First of Year.

By agreeing to pay \$20,000 for the lease owned by the Milton Rogers Hardware company on the property which they now occupy at Fourteenth and Farnam, the Woodmen of the World building committee yesterday completed arrangements for a speedy beginning of Omaha's next skyscraper.

The southeast corner of Fourteenth and Farnam with a frontage of 110 feet on Farnam was purchased from Charles Frung, who owned the building occupied by the Union Outfitting company and from the John D. Creighton estate, who owned the Milton Rogers building, sometime ago and the Outfitting company agreed to get out by November 1. The hardware company had a lease which would not run out until May 1, 1913, and was reluctant to give it up.

The east Farnam property owners had made up a bonus of \$20,000 to give the Woodmen for getting their building started within two years, and it looked for a time as if half of it would have to be started on the east side before the hardware company could be got out.

The contract signed Friday provides for the company to move by February 1, 1911, and makes it possible for the tearing down of the building to be started about January 1. The Milton Rogers company has made no negotiations for continuing as tenant in the new building on the same corner that it has held for a long time but there is a possibility that it will do so.

Twenty stories high and equipped with every convenience of the most modern office building, the new home of the Woodmen of the World will be the biggest structure in the city of Omaha. Six floors will be occupied by the general offices of the fraternity and the other fourteen will be filled up with general offices.

The plans were drawn by Holabird & Roche of Chicago, designers of the City National Bank building, and by the firm of Fisher & Lavigne of Omaha.

Ellis teaches Winnebago. WINNEBAGO, Neb., Aug. 6.—(Special.)—Special Agent E. L. Ellis of the Indian office, who has an appointment on a competency commission, is here looking up information pertaining to his work. He and Superintendent Kneale will go over to Macy, where a like commission has recently finished its work.

ALONG AUTO ROW

(Continued from Sixth Page.)

the west. It has been tried out all over the country and is accepted everywhere. The new models are said to be great beauties.

T. G. Northwall said:

"Volumes have been written about the relative merits of the horse and the automobile from a standpoint of pleasure. The latest voice in the discussion is that of Master Abernathy of Oklahoma City. Probably no one in America is better qualified to pass judgment on the question than this famous 9-year-old boy. Louis enjoys the distinction of being better posted than any one else who has ever given out an interview to the press on this subject. He has ridden horseback over 4,000 miles. He has driven an automobile over 2,500 miles. He and his brother Temple, aged 4, rode from Oklahoma City to New York on horseback, arriving here in time to greet Roosevelt when he landed from abroad. They returned to their father's ranch in the southwest, Louis driving their own Brush runabout.

"There are lots of things about an automobile which make me prefer it to a horse," and Louis, after he had rested up from his long trip. One of these is speed. You certainly can get over the ground in a motor car. Some days we made over 100 miles and we didn't need to feel that we were hurting the car. When you ride a horse over seventy-five miles a day you have to be careful that you don't do him an injury. Of course, with a horse you don't have any gasoline to buy or any tires to fix, but I figure that you more than make up the cost of your gasoline by the shortness of time it takes you to go from one place to another. If I were going to start out to see the country I would prefer an automobile, because I could see so much more in a short time. However, I think a good deal of my horse, and after riding him to New York to meet Roosevelt I would not take \$1,000 for him. This is probably more money than he is worth because I could buy three Brush runabouts for that, but he has carried me so many miles, that I have become greatly attached to him. I imagine that lots of people still ride horseback that would otherwise drive an automobile if it were not for the fact that they have to part with their horse and cannot afford both."

Henry Van Brunt, member of the firm of which his father, H. H., is president, visited Minneapolis and other points in that part of the country last week. "Everything looks good for the Overland," he said.

Henry H. Van Brunt, the head of the house of Van Brunt in Council Bluffs, Omaha and Sioux City, has returned from an extended trip east. His company is about first on the list of good Overland agents.

The Garford, put out by the Studebakers, is one of the popular cars now. It has not been on the Omaha market long, but it has had a great sale.

McIntyre Auto company is busy with the Oakland. This is one of the popular cars.

Dewitt & Knott have made good with the Cole "30." This is now one of the best cars in the west.

T. G. Northwall company is pushing the Brush throughout this section and lower vigorously. The Brush has established itself here and is sought after by people who want a good little car that will go and come without trouble; that will wear well, ride easy and look pretty.

W. L. Huffman Auto company is receiving a new shipment of the Inter-State. It is making prompt deliveries on its cars.

Corkhill has entered two Apperson cars in the races at Cheyenne.

The Firestone Columbus, handled by the Racine-Sattley company, received the following yesterday:

"The Firestone Columbus, model No. 74-A, \$1,700 wins 100-mile race. Time: 1:49:32, in Columbus, O."

MASTIFF ATTACKS WOMAN

BUTLER, Pa., Aug. 6.—Lying prostrate in the street with a huge mastiff standing over her tearing at her flesh like a wild beast, Mrs. Rosie Purvis of this city was rescued from death today by a score of men, who beat the dog into helplessness. The woman is in a hospital fatally injured. Mrs. Purvis had tried to rescue her two children from the dog's attacks when the brute turned on her.

9-Year-Old Boy Drives Brush 2,500 Miles

Abernathy Kids, having welcomed "Uncle" Teddy, return by automobile instead of on horseback



The Abernathy Kids, famous because of their horse back ride from Oklahoma City to New York to meet Colonel Roosevelt on his return from jungle and court, returned to their home in the far Southwest in their own Brush Runabout, with Louie, aged 9, at the wheel. They left New York July 6th and reached Oklahoma City July 29th.

The boys chose a Brush Runabout because it is the only car they could start and handle without help, and so simple mechanically they could understand everything about it. Their car was a standard stock model, an exact duplicate of the car you can buy for \$485. Louie did all the driving, his brother Temple being too small to properly manipulate the foot pedal.

Driving the car with one hand, while blowing the horn with the other, this 9-year-old boy threaded his way through the traffic and between lanes of cheering people out of New York City and into the open country, with the seeming indifference and freedom from worry that a racing driver would display under the same conditions.

Louie Abernathy is a wonderful boy, but no other car, except the Brush, could he have so successfully mastered in such a short time, and successfully managed under such trying conditions.

Any good automobile made today can be driven from New York to Oklahoma City, but the Brush is the only automobile built which a 9-year-old boy could drive and handle for 2,500 miles.

The trip of the Abernathy Kids attracted the attention of the whole country. It demonstrated beyond argument the features of the Brush which we have been emphasizing in our advertising—features responsible for the thousands of Brush cars giving such complete satisfaction.

These features are—simplicity, easy riding qualities, freedom from mechanical worries, low tire expense, power to travel any road and strength to stand every strain.

We have been consistently telling you about these features for years. We have been trying to prove

to you what an investment the Brush would be for you, both from the standpoint of pleasure and utility. But it is sometimes hard to prove, by the evidence of someone you don't know, probably hundreds of miles away, just how reliable the Brush is. Here is a test made out in the open, with eyes of the whole United States watching.

The Abernathy Kids are famous the world over. The feat of their driving a Brush car 2,500 miles has been watched carefully along every mile of the road. Thousands have seen this 9-year-old boy at the wheel. They have seen him start the motor and stop it. They have seen him drive up steep hills and over the roughest roads. They have talked to him—have had him, tell them how much fun he and his younger brother had and how easily he handled his Brush car.

Those of you who have doubted the claims we have made for the Brush can doubt no longer. Those of you who have been afraid that an automobile was something that only an expert could handle and that only a mechanic could understand, must look at the Brush in a new light.

There is a lesson in this Abernathy "stunt" which you should take home to yourself. Think

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Announcement

The representative of the Studebaker-Garford Manufacturing Company leaves Monday morning for Lincoln, where he will exhibit, for sale and exchange, the Garford car. He will establish headquarters at the Lincoln Hotel and will arrange all demonstrations of his car there to suit the convenience of prospective purchasers.

Old cars will be taken in exchange for the new Garford 40, and a liberal price will be allowed for the used machines.

He will drive a new machine from Omaha to Lincoln, and the last day of his stay in Lincoln he will sell this car at a price that will astonish you to the first person who makes application for it.

CHAS. H. BASSETT,

Special Representative Studebaker & Garford Company, Headquarters Lincoln Hotel

Brush Runabout Company,

DETROIT, MICHIGAN

Licensed Under Selden Patent

The T. G. Northwall Company

912 JONES STREET

Distributors for Omaha and Vicinity.

No car offers as much, when you take into consideration the lack of tire trouble and the ease and economy with which it can be operated—all of which go to make automobiling for pleasure worth while.

No tour—no endurance run—no race ever answered so many questions important to the prospective motor car buyer as this feat of a 9-year-old boy driving a Brush runabout from New York City to Oklahoma City.

Our Omaha salesroom and Brush dealers everywhere have Brush cars at your disposal for demonstration purposes. They are kept in readiness to prove just how valuable the Brush would be to you. Decide right now to examine the Brush, ride in it, drive it, to see for yourself just how it can be adapted to some particular use or uses, either in your working or playing time, or both.

