



Automobiles



Along Auto Row

Automobile Dealers Interested in At-Bar-Bee—Many of Them Will Make Special Displays of Wares.

C. L. Gould, manager of the Ford Motor company in Omaha, has returned from Detroit, where he attended the annual meeting of the branches of the Ford Motor Car company. Gould said that the outlook for the Ford is promising. The factory is making great preparations for business on 1911 models. The annual meeting was a profitable one as well as pleasant. The mornings were devoted to business sessions at which the Ford policy for the coming year was outlined. They were held at the Pluette avenue factory. The managers had lunch at the Penobscot inn Monday they had their noon day meal at the Pontchartrain, and Wednesday they feasted at a chicken and frog luncheon at the Log Cabin inn. Monday afternoon they were taken for a yacht ride to the Platte and dinner at the Old Club. They had dinner at the Detroit club, and afterwards were guests at the Detroit opera house. In the afternoon they visited the big new Ford factory at Highland Park. In the evening they gathered for the annual banquet at the Hotel Pontchartrain. Gould said that he would be in his new garage on Harney street within a short time.

T. M. Brownwell, one of the most widely known automobile salesmen in this part of the west, has accepted the position of sales manager for the H. E. Fredrickson Automobile Co., and has entered upon the duties of his new position. Brownwell was several years connected with this company, but recently has been with Guy Smith. There is a rumor that he knows the Chalmers-Detroit so well as Brownwell.

Though the Third National Good Roads convention will interest the southwest in greater degree than other parts of the country, such far away states as Massachusetts, New Hampshire and Vermont will send notable delegations to St. Louis, September 28 to 30. From the bay state will come three of the best known road experts in the country, and their address will give worthy of general use throughout the country. Chairman Harold Parker of the Massachusetts Highway commission will tell how his commonwealth became the possessor of and maintains a system of highways second to no other state in the country; Engineer John R. Rabin of the Metropolitan Park commission, will make clear the plan which has given Boston and its allied cities park roads that meet all requirements of modern multiplied pleasure traffic, and Street Commissioner Charles W. Rose of Newton will explain the results obtained from the very varied experiments employed by that enterprising city in its treatment of road surfaces to abolish dust and withstand the present harder usage. Governor Draper has shown a liberal spirit in responding with such an efficient trio to the invitation of President L. R. Spore of the American Automobile association, who, being a citizen of Massachusetts, has been exceptionally well represented in the St. Louis gathering.

Two carloads of 1911 Cadillacs were received by the Cadillac company of Omaha this week and were immediately delivered to the owners. Mr. Retm of the Cadillac company reports that the company is still sixteen cars in arrears on delivery of the 1911 models, but according to a wire received Saturday morning three carloads of 1911 cars are en route to Omaha to relieve the shortage.

According to the latest news from Akron, another effort will be made by The Firestone Tire and Rubber company to have the American Automobile association introduce tire penalties in all long distance tours, endurance runs, etc., in the future. It is claimed that tires and demountable tires are just as much a part of the car's equipment as the brakes, wheels, fenders and other parts that come within the limits of penalization.

"Strenuous long distance events such as the Munsey and Oldden tours furnish an ideal opportunity to introduce tire penalties," said R. J. Firestone in discussing the subject, "and it is our belief that the management of these events should avail themselves of this opportunity. Every one of the strong points in a car should be brought out as well as the weak points and the events of the last year have shown beyond the shadow of a doubt that there is a great difference in tires. The Munsey historic tour proved this, when all the eight cars having Firestone tires went through the terrific grind without the loss of a tire and with only six punctures all told.

"The car maker who furnishes a superior tire or who equips his cars with demountable tires is entitled to credit in these touring events for the better service his customers will get in consequence. Such events count for nothing anyway, unless they are a guide for the prospective customer, and we maintain that tires and demountable tires are important enough to be taken into consideration when assessing penalties."

The Cadillac company of Omaha received an interesting statement on Cadillac cars from the factory, showing 1,500 specifications for immediate delivery of 1911 cars. The most impressive and important item in a statement made public a few days ago by the Cadillac Motor Car company is that the company had in its office on August 24, 1,500 specifications for the immediate delivery of 1911 cars.

That item, meaning that 1,500 people were awaiting the receipt of Cadillac cars in various parts of the country, reflects a condition that is truly extraordinary. It shows a demand for Cadillac cars even greater than at the same time in 1909, a month after the announcement of the first Cadillac Thirty. At that time the call for the new Cadillac had attained proportions unprecedented in the history of the motor car industry. Two years later the Cadillac has the great honor of exceeding its own record.

Cadillac dealers all over the country have been supplied with their demonstrating cars, and the shipments are of cars which are going directly into the possession of buyers.

Beginning with September, the schedule of delivery calls for 1,200 cars each month, and this will be maintained until the 12,000 car output of the 1911 model shall have

been completed. This entire output is contracted for.

"We are enabled to judge the situation with accuracy by means of the reports of our traveling representatives," said Sales Manager E. R. Benson. "Those reports show much the same condition in all parts of the country. So far as the Cadillac is concerned this will not be a big, but an extraordinary year.

"Another indication of the successes which has marked the Cadillac Thirty is the applications which we have had and are constantly receiving from dealers. We have now on file not less than 7,000 applications from men who are anxious to become Cadillac dealers in their respective territories. Of these at least half come from men who are now established with other cars—dealers of experience who are keen judges of the salability of any car by the degree of its goodness."

L. V. Ashbaugh of the St. Paul Daily News drove the first 1911 Chalmers "30" that has toured in this section from St. Paul last week, and pronounced it the best ever. Mr. Ashbaugh is very profuse in his recommendation of this car, stating he might as well have left his tool outfit at home. Aside from particularly bad roads from Sioux City to Missouri Valley, the road conditions were all that could have been asked.

L. H. Rector piloted the car through for Mr. Ashbaugh.

Mr. Roy Corlies, president of the Waterloo Creamery company, and family left Tuesday in his Chalmers "30" for a trip to Denver, Colorado Springs and other western points, from which he expects to return the latter part of the month.

The H. E. Fredrickson Automobile company has received their 1911 Chalmers "30" demonstrator, which has aroused considerable interest along Automobile Row.

The 1911 model is not made prominent through any radical change from the 1910 car. The principal difference lies in the few refinements, general specification remaining the same. The close adherence to the previous year's construction in this car emphasizes the prediction that a number of wise ones in the trade have been making for some time that the time has now arrived when the manufacturer will produce the same car year after year without alteration and without any interference of sales during the period of change of models. This condition is hoped for by the buying public generally, as it will relieve the purchaser of considerable depreciation if the same model is carried year after year.

With the automobile brought up to its present state of efficiency, there is no reason why manufacturers should put this policy into immediate effect.

Mr. D. F. Pomeroy of Troy, Pa., with his family are visiting Mr. William Hillis of the City National bank, having stopped in Omaha for a few days on his way to Yuma, Okl.

Mr. Pomeroy is making the trip in a Pierce-Arrow touring car and has stopped for a short visit in several cities en route.

The car is driven by D. A. Kelly. Frank Parker, cashier Farmer's State bank at Florence, left Wednesday for Connersville, Ind., where he will visit in the automobile factory and secure his new "40" torpedo. Mr. Parker will drive the car overland, reaching Florence Monday.

Indians Fined in Fake Court

Serious Charge Will Be Made Against Sheriff George P. Perry of Corson, S. D.

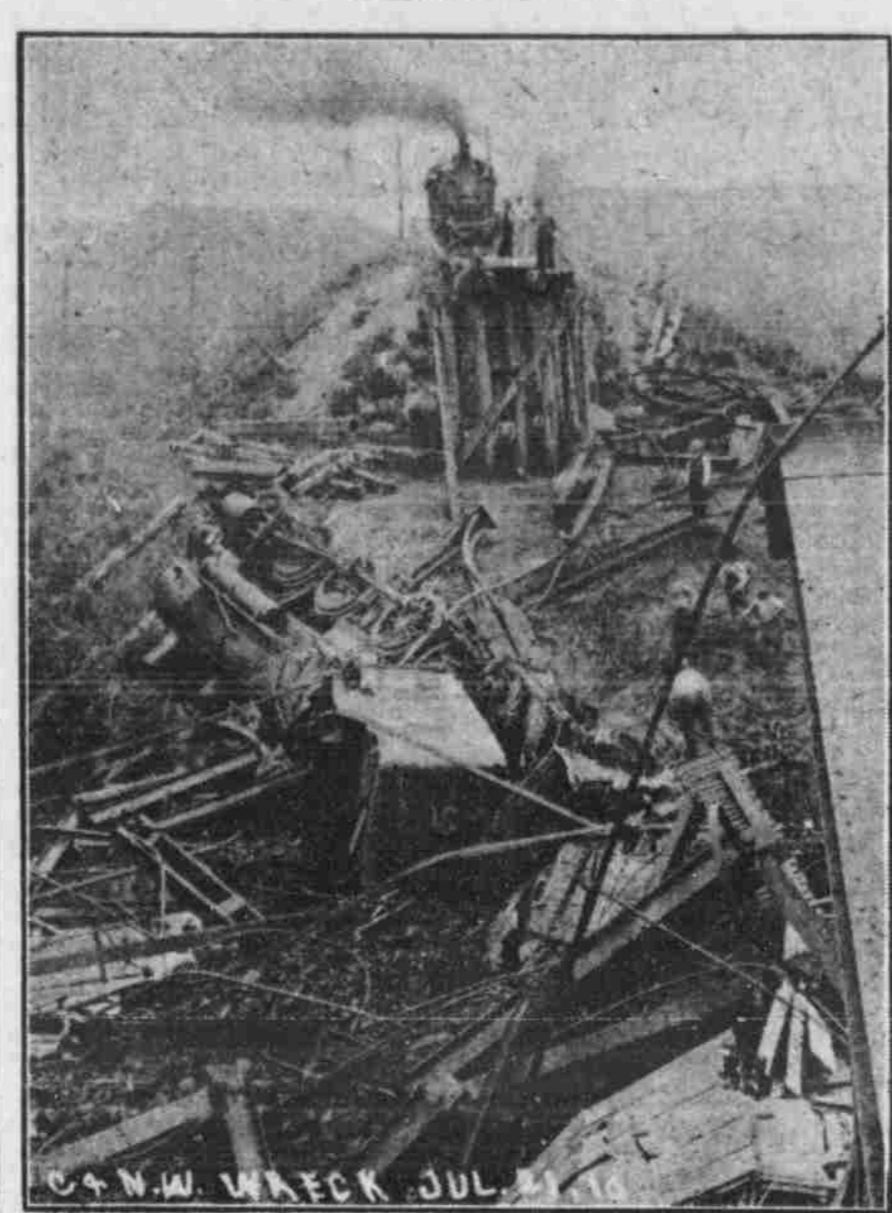
ABERDEEN, S. D., Sept. 17.—(Special.)—An expose of wholesale swindling of Indians on the Standing Rock reservation may follow the arrest of Sheriff George P. Perry of Corson county on the charge of selling liquor to Indians. It is understood more serious charges will be brought against Perry. The Indians allege that while under the influence of liquor they were taken before a "fake" court by Perry and fined \$200. More arrests are expected in a few days. The arrest of Perry was made by J. E. Brents, a special officer of the Indian service.

According to the story told by Martin Red Bird and sworn to by him, Perry, in November, 1909, came to Red Bird and Frank See Bear on the Standing Rock reservation in Corson county, and pulling a gun on them, told them they were under arrest for intoxication. He then informed the Indians, who were badly frightened, that there was no judge at McIntosh, the county seat of Corson county, and they would have to be taken to Moberg, in Walworth county, where there was a judge, for trial. Accordingly the Indians were placed on board a train and taken to Moberg, where they were lodged in jail. The next day they were taken before what purported to be a judge and a duly organized court, where a mock trial was held, and the "judge" imposed a fine of \$200. Before the trial Perry is alleged to have supplied the Indians with a quantity of liquor in order to render them intoxicated and therefore apt to be more easily impressed with the proceedings of the mock court.

The treatment appeared to be effective, for, according to Red Bird's affidavit, they were assured by Perry that if they did not pay the fine imposed by the "judge" they would be imprisoned in the county jail for twelve months. Red Bird and See Bear thereupon wired a wealthy Indian named Agar, on the reservation, urging him to send them the \$200 at once. He did so, taking a mortgage on their live stock to secure the indebtedness, and the Indians turned the money over to the court to pay the fine imposed. They also, it is alleged, paid Perry something over \$63 for mileage and expenses in bringing them to Moberg. The men were kept in jail for several days while the deal was being carried through.

Will the West Reciprocate? Boston Transcript. The west should contribute to the fund that is being raised to commemorate the centennial of Horace Greeley's birth on February 3 next. His advice to young men to go there and "grow up with the country" has doubtless assisted "the course of empire" in that direction.

Wreck that Will Cost the Northwestern a Tidy Sum



VIEW OF THE DEBRIS WHEN A BIG ENGINE WENT THROUGH A BRIDGE

Extensive litigation is likely to arise over a wreck which occurred near Sanborn, Ia., on the Chicago & Northwestern railroad, July 21, in which Engineer Loomer lost his life and Fireman Shaffer was so badly injured. Both men live in Mason City. They were on the engine when it plunged over the bridge thirty feet into the Cotton river beneath. The bridge was being repaired and it seems that there was not sufficient support beneath. The engine weighed 210 tons, one of the largest engines in the service of the company. It had slowed up for the bridge and was moving slowly when the structure gave way. The

JUDGING A SECOND-HAND CAR

Amateur Buyers Advised to Hire Unprejudiced Expert.

MAKER'S GUARANTEE HELPS OUT

Suggestions of Some Value to Those About to Make the Plunge Into the Joy Riding Class.

A second hand automobile is proverbially an unknown quantity to the inexperienced buyer, and many a car has proven a veritable Pandora's box of troubles to its second or third owner. Nevertheless, any automobile that is worth running at all has some value to some one, and in many cases it is better economy to buy a used than a new car. The buyer's sagacity is shown mainly in being able to forecast the sort of service which a certain car will give, and in appraising its value so that he does not get the short end of the deal.

If the buyer knows nothing about automobiles, it is decidedly wiser for him either to purchase a new car of reputable make or to engage the services of an unprejudiced expert. Some manufacturers of their agents, however, make a practice of overhauling their own used cars and selling them with substantially the same guarantee as new cars. Such machines can generally be purchased with confidence.

In selecting a second hand car it is important to bear in mind the service required. If the latter is pleasure riding simply, a less reliable car will serve than if its work is in the nature of business. A physician, a real estate operator, a business man who lives a mile or more from the station or store, must be able to depend implicitly on his car. For him a second hand, low grade car is costly at any price. A high grade car, however, if put in first-class condition, may give good service for several years.

In order of importance, the maker's name and reputation are the first considerations. The product of a new manufacturer may be good, but the fact remains to be demonstrated. Avoid the product of a concern that has failed, even if the car itself be good, for the reason that new parts will be hard to get and the reselling price will be almost nothing. Other things being equal, it is well to buy of an agent in the neighborhood, as that promises good treatment in the matter of replacements and minor attention.

Guides to Value. In estimating the value of a second hand car, the market prices of cars of like model and date afford a rough guide. The condition of the particular car, however, is important, as it may represent a considerable difference in mileage remaining, besides the possible cost of overhauling. The tires alone if bad, may require an immediate outlay of from \$100 to \$200. If the car is bought of a professional trader in second hand cars, its condition will bear careful examination; since the trader is under great temptation to sell cars simply on their reputation and appearance without regard to the amount of work which may be required to put them in usable shape.

perence, can tell a great deal by close attention to the points at which wear usually first shows itself. Of these points the chief is usually the steering gear. This comprises a considerable number of elements with many joints and bearings, all of which wear loose sooner or later. The steering column should be rigid. If shaky, the cause is probably to be found in the bolts attaching the steering bracket to the frame being a loose fit in their holes, and a shop job will be required to make them permanently tight. Grasp one of the front wheels by opposite spokes and deflect it, noting how much play there is before the steering wheel turns. Rock the wheel sidewise and note if the steering knuckle is loose on its pivot bolt. If the mechanism shows considerable play it must be overhauled, as a needless steering gear is dangerous on a rutty road.

Inspection of Internals. Note whether the engine is quiet or noisy. Noise in the engine, especially if there is distinct knocking, indicates the need of overhauling. Lift the cover-plate from the transmission gears and note whether the latter are worn, by comparing the wearings with the non-wearing surfaces of the teeth. When the car is demonstrated, note whether gear shifts are made easily and quietly, or the reverse. Frequently some particular shift—e. g., from intermediate to high gear—will be slow, owing to local wear.

Scrutinize the radiator. Many sorts of radiators are almost impossible to repair after they begin to leak. Notice whether the car rattles much on a rough road, and if so ascertain whether the noise comes from important or unimportant parts.

Remember that high-grade car is worth fixing up, even if it is somewhat run down; but that a poorly built car is a bad investment, even if it is temporarily fixed up.

Personally, the writer considers it better to buy a car "as it stands," and do the overhauling afterward, since that gives the purchaser a chance to see how the work is done. A first-class job of overhauling on a car two or three years old costs usually from \$200 to \$400; and the average seller is not likely to spend such a sum in fixing up his car to sell. If, however, the car is bought of a responsible concern, or if his former owner be known, there is no harm in accepting an overhauled car. It is well, however, to figure on spending \$100 or so for minor fixing up, exclusive of tires. Painting, if required, costs from \$50 to \$100.

It is hardly worth while to alter a car radically, and the older it is the less worth while do alterations become. The body may be changed or rebuilt if no changes in the chassis are required, but such changes as lengthening the wheel base, enlarging the wheels, changing the angle of the steering column, etc., nearly always cost more than they are worth. Unless the chassis is designed to carry a tonneau or a roadster body interchangeable, it is not advisable to change the body from roadster to tonneau, or vice versa. Nowadays the chassis is often made to suit one or another specific model of body—H. W. Ladd in Harper's Weekly.

Injured Man Drives Auto for Aid. PIERRE, S. D., Sept. 17.—(Special.)—Rud Bruner, an auto driver of Fort Pierre, while out in the country a few days ago showed a case of "nerves" which few men would show under the circumstances. He, with a companion, was going down a long slope at a pretty good clip when the machine went wrong, throwing them both out. Bruner suffered a broken leg, but the other man came off with a few bruises and after making Bruner as sane as possible started after help. After he left Bruner crawled to the machine and found that he could get it

to working and "cranked up" and started for a doctor on his own hook, driving about twenty miles before he could secure the medical attention which he needed.

STRUCK BY LIGHTNING TWICE

Experience of South Dakota Farmer Disproves Old Adage. SIOUX FALLS, S. D., Sept. 17.—(Special.)—To be twice stunned and shocked by strokes of lightning within the space of a few seconds or minutes and escape with his life was the unusual experience of Emil Eberhardt, a prominent Hutchinson county farmer. Eberhardt was in his barn unharmed his horses when the building was struck by lightning and set on fire. Eberhardt was knocked down and momentarily stunned by the concussion, the bolt having struck very near him. Upon recovering he turned his attention to getting the horses

out of the barn so they could not be burned.

STOCK CAR

He had them all out but a mare and colt, which he was leading to safety outside the building, when the barn for the second time within a brief space was struck by lightning. This bolt struck close beside Eberhardt, knocking him down and killing both the mare and colt which he was leading.



YOU NEED

a winter body for your auto for your comfort. We know all about

"Limousine Bodies"

Can furnish on short notice for any style of car. We're experienced in the work; we can save you money. Get busy at once.

Drummond

18th and Harney DIAMOND TIRES—The Best—

Special Sale Auto Tires

45 Per Cent Saved! On our Wrapped Tread Automobile Castings and Inner Tubes. Not seconds or treated, but new goods direct from the factory.

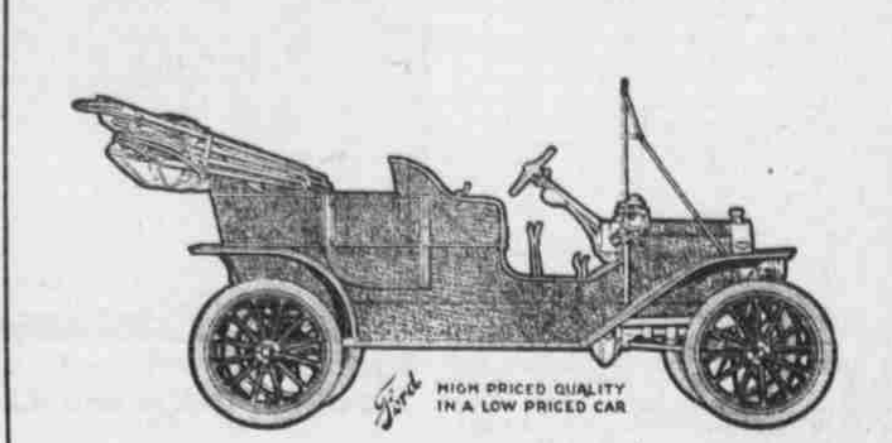
	Inner	Inner
	Castings	Castings
24x4	\$12.75	\$12.75
28x4	\$17.50	\$17.50
32x4	\$22.25	\$22.25
36x4	\$27.00	\$27.00
40x4	\$31.75	\$31.75

Terms Cash, C. O. D. or Sight Draft orders filled if accompanied by deposit of 10 per cent. Goods returnable and money refunded if not as represented. Out out, save address. Positively last insertion. HOOVER STEEL CO. 1813 Grand Ave., Dept. P., Kansas City, Mo. TWENTIETH CENTURY FARMER One Dollar Per Year.

A Ford Model T

\$950 Complete

Ready for any Road



Ford Cars have long since, by the most persistent tests, demonstrated their reliability and freedom from car troubles.

Ask any Ford owner why his selection.

Ford Motor Company

1818 Farnam Street. Phone, Douglas 2062. ATLANTIC AUTO CO., Atlantic, Ia., Distributors Southwestern Iowa.

The CONSISTENT CAR

A burst of speed does not always win a race, but steady consistent plugging does. An

E. M. F. "30" STOCK CAR

won the 25 mile free-for-all at the Omaha Speedway races, against cars of higher power and special build by consistent work.

Inspect it at 2026 Farnam St., Omaha, Neb.

If I had it to do over again, I would buy a

Cadillac "Thirty"

learning the vital significance of Cadillac standardization. They have learned that the qualities which make for value in a motor car are long life, efficient service and economy; and that these qualities exist in the highest degree in the car that is most highly standardized.

With 112 parts, accurate to at least one-thousandth of an inch, and many of these accurate to a half and even a quarter of one one-thousandth, it is becoming obvious to motor car buyers that the Cadillac "Thirty" standard of fit, harmony and synchronization of parts has not been attained by any other plant or any other car.

CADILLAC CO. of OMAHA 2050 Farnam Doug. 4226