RACERS LOOK TO THE WEST

Here Expect to Find New Fields of Conquest.

BEST CARS OF ENTIRE WORLD

No Cars Capable of Running Any Less Than Seventy Miles an Hour Need Apply at Indinnapolia Meet.

NEW YORK, Sept. 17.-The west has had several courses of the real thing in automobile racing, and now it wants a complete banquet. With the opening of the Indianapolis and Los Angeles speedways the game received a decided boom in that section. Easterners commenced to hear of records falling wholesale before the flights of cars on western circuits Then the drivers got busy at Atlantic and Daytona Beach, evening matters up. Last month Ralph Mulford won a road race at Eigin in remarkably good time. True, it was not as fast as Louis Wagner's Grand Prize card at Savannah, or George H. Robertson's 1908 Vanderbilt Cup victory, but it was worthy of more than passing notice. In fact, it was so superior to the Cobe Cup race of 1909, that eastern motor folk commenced to look up.

And now comes a most ambitious project from the Indianapolis motordrome. If it be carried out, next year will see what appears to be a blend of the Vanderbilt and Grand Prize events. That is, the best drivers and cars in the world will compete at the Indianapolis track in a special

Tentative plans have been made. They provide for a 500-mile race and \$30,000 in cash prises. Only cars that have averaged seventy miles an hour in some form of competition will be eligible to compete.

If the project is carried out it would be the greatest event known to the autothe distance, 500 miles, is long. The \$30,000 cash prizes would make a lure that would attract every high class wheelman. Such purses are not often obtainable even in these MILLIONS IN WEEKLY WAGE BILL prosperous days of seeking the limit of

averaging seventy miles an hour, records would be strewn by the track side. Factories would vie with one another to produce a masterplece capable of being a contender in such competition. A line of "Blitzens" would roar away from the starting line. The times would see strange fig-

But if the cars would be high class, riot, Sziez, Jenatzy, Edge and Smith. Op-Harroun, Cyrus Patschke, Al Poole, Louis Chevrolet, Dawson, Bush, Kerscher and a any considerable degree. host of others. Many of the aforementioned drivers will have mounts in the chase for the Vanderbilt and Grand Prize cups on Long Island, October 1 and 15, respectively. Then local motor folk will be able to get some idea of what the Indianapolis project rightfully deserves.

the September two-day program and a season of successful motor speed competition carefully if that is your attitude. Here paying tribute to our Wolverine neighto an end at Indianapolis, Carl Fisher, James Allison, Frank Wheeler and A. C. fied. And there are some byways leading Newby were planning the big race for the from the main thoroughfare of this story coming year. According to present ar- with more facts strewn along them that rangements the speedway will offer be- mean countless millions of money, though Ohio, in Tennessee, in Kentucky, in Illitween \$20,000 and \$35,000 in cash to be dis- they cannot be tabulated in cold figures. nots, in Missouri, in Kansas; to name only tributed. The basis will be probably about But every merchant, banker and manu- a few of the western states. They are doing \$12,000, \$5,000 and \$2,000, or according facturer who reads these lines is in touch well, also, in those fine old manufacturto that proportion. The tire, magneto, oil, with at least one of the side lines that ing strongholds, New York, Maine, Rhode carburetor and general accessories people shall be mentioned, and with that knowl- Island, New Hampshire, Connecticut, Masare expected to increase the rewards by an edge as a yardstick he can shrewdly esti- sachusetts, New Jersey, and Delaware, to

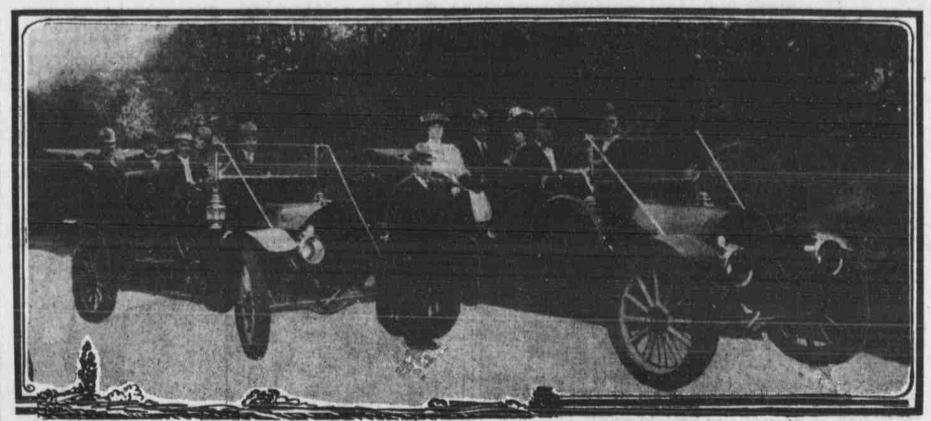
annals of the mator speed game. It is cer- pendent upon this mighty industry. tain that the European factories will nominate men and cars. The management de- turn out over 60 per cent, approximately, year. leading drivers.

### Three Valid Reasons for Perpetrating the Noted Hot Air Crime.

particularly justifiable motives for doing an army of 75,000 at the leastaway with umpires. An umpire may be killed, first, if he sees fit to adhere to the endly, an umpire may be killed if he sends taught, but willing. At the other end of patronize a trade paper published on the a member of the home team to the bench has no business to be touchy. Thirdly (and this is a perfect defence against the charge of murder), an umpire may be killed if he calls any batter on the home team out on strikes when the player has not even struck at the balls pitched. That the balls go straight over the plate has nothing to do

with the case. There is ample proof at hand to show that killing-the-umpire is a distinctively American sport. Other countries have tried bail, but they have not tried killingthe umpire. That is probably the reason why they have not waxed enthusiastic over base ball. For base ball without umpire ng is like foot ball without girls in the grandstand. It simply can't be done. That foreign countries know nothing about our king of outdoor aports was indicated forcibly when, in the fall of 1909, the Detroit team made a trip to Cuba under the management of Outfielder McIntyre. In the entire series of twelve games with the Havana and Alamendares nines, not one single obsection was made by either the Cuban players or the silent Cuban spectators to a decision of the umpires. The Americans eld not know what to think of it-until they sounted up the gate receipts at the end of series. Then they realized that, in their own country, it is the delight in mendous crewds through the turnstiles,-

Harper's Weekly. A Bloody Affair Beaton Drug Co.



STANDING -GMOTIS - 14 CAR-MRS.G.MOTIS WITH MR. AND MES.O. POLSON AND R.C. CAULK - 24 CAR-S.D. CLARK, O. H. BISHOP S.C.BURLINGIM AND R.L. JOHNSON. •

M. OTIS is one of the most extensive real estate and farm agents in the west, having large interests near his home town, Blunt, S. D. He is a G. M. OTIS is one of the most extensive real estate and farm agents in the west, having large interests then it so happened that a dozen of Mr. frequent visitor to Omaha, where he meets his force of salesmen. This picture was taken last week, when it so happened that a dozen of Mr. Otis' salesmen were in Omaha at the same time. Mr. Otis is a firm believer in farm lands as a safe investment and this it is which makes his business

sult in extra-powerful cars being built, as Huge Army of Skilled Workmen in sixty-odd millions more-a fair-sized wager the Factories.

With the race barred to cars capable of Well Paid Labor Diligently Employed at the Head of the Golden Stream-Facts that Are Worth Considering.

It's quite the fashion nowadays-especially on the part of non-motoring folks- three companies operating there, \$10,000,000. to characterize the automobile as the vistwhat of the drivers? The jingle of that bie sign of the maddest, most extravagant mobiles, by the way, of this money which \$20,000 purse would be heard in Europe as craze of the last century as well as the once went to buy other automobiles. Does well as in this country. The foreign speed present one—thus far. But is it? Let us by the boot-strap paradox? It isn't, in the list death is too great an 'inheritance tax' his body sent home for cremation. The old man's fears entirely disappeared on receipt many Italians really believe greater than adjunct to our complex life. Let's be honthe king, would be pitted against this est, and while acknowledging that the new shoverful of dirt that is thrown out to percountry's best. With Nazarro would come game demands dollars, suppose we see how mit a foundation stone to go in, adds to those dollars are distributed. Let us form the real wealth, to the actual values that some idea, unpleasant though it may be, are daily being created by this industry, med to them would be George H. Robert- of what would be the result if that golden just as truly as though there were suddenly

> the welfare of the entire nation is so bound up in it, that it is almost beyond compre-

Are you incredulous at that reference to While the 200-mile struggle was bringing the welfare of the entire nation? You for Detroit, and Michigan as well. cannot have looked into this matter very about the rest of the country? Is it simply are some leading facts that are easily veri- bors? amount that will range from \$6,000 to \$10,000. mate the broad scope and enormous total say nothing of Pennsylvania, Maryland. This sum of money is without equal in the of the business which is absolutely de- and other states in the east. There are

bring Fiat, Isotta, Mercedes, of the motor cars in a completed form Napier, Benz, Renault and Hotchkiss which will make up the United States mobile and ailied industries lists in its teams as well as to secure all of America's output for 1910, which has been estimated Buyer's Index 264 business classifications, at 200,000 cars and can be very conserva- exclusive of completed automobiles, of the tively placed at 140,000 machines. Michi- parts, equipment, and tools required by CUSTOM OF KILLING UMPIRE gan employs directly in this industry 50,000 automobile owners and builders. These persons who are classed by the manufacthings range through a long list, from turers under the head of productive labor. acetylene and aluminum to voltmetres This will give us, by adding the number required to build the other 40 per cent of According to bleacher law, there are three cars made in the United States this year,

Well Paid Labor. rules and make a decision against the home to draw from \$1.75 to \$2 per day from its concerns of prominence along the Pacific team at a close point in the game. Sec- first induction into the factory-raw, un- states which do not, for obvious reasons, the scale are men making \$5 or more, and Atlantic tidewater. bill for Detroit alone at \$1,000,000.

a great corps of well paid office help. The rule seems to be that one office man or woman (including company officers actively employed) is needed for every eight workmen. Their average salary is very modestly estimated at \$1,600 per year, which swells our distribution of wages to the rather im-

pressive total of \$64,000,000. Here is something to ponder over: The automobile and its allied industries have done more to solve the age-old problem of the unemployed than anything that has happened since the first railroad was built. Thus far we have merely accounted for

beggariy \$64,000,000 paid out to labor in the automobile factories alone-which happens to be twice the entire appropriation made by congress for legislative, judicial and executive purposes in these United States last year. We have taken no account of the cost of material, either raw or in a finished state, which is empodied in our 1910 cars.

But before reaching that factor-and it's a tramendous one-hear this from a Michkilling-the-umpire rather than the pleasure isan automobile manufacturer: "We are watching the game that draws the tre- putting enormous sums into betterments, because we have an abiding patth in the future of the automobile. This is an era of building for the automobile rather than one of automobile building. I believe that for is lung hemorrhage. Stop it and cure weak every man who is working in an automolungs, coughs and colds with Dr. King's bile factory this year there is a busy workand that the aggregate wages paid out for star. don't see how that feller trains his cattle not to shy at a locomotive."—Washington New Discovery. Sec and \$1.00. For sale by man in some one of the building trades,

AUTO LABOR ON JOY RIDE bees building operations for 1910 will duplicate the wages paid for our own workman. Hostage to Fortune.

Here, then, is a hostage to fortune of that the business will not only be good, but better next year and the next and the next. But in any event the men in the building trades are getting their good dollars, in hand paid, ever Saturday night. That money is safely launched upon its journey through the tills of the butcher, the baker, the provision dealer and the outfitterthrough the jobber and the wholesaler-out to the workers of raw material, creating new products of every sort, touching in its travels the uttermost corners of this big country. Detroit already has seen invested in her automobile factories by the twenty-Many dollars will come back to buy autohammer in an automobile factory, every on, Barney Oldfield, Ralph Mulford, Ray stream were dammed up, or diminished in added to Uncle Sam's great farm a new empire of fruitful crops whose sales This is a question so tremendous, and pour into his coffers more than half a billion of dollars a year. More, that is, than half the amount needed for the entire anhension that the ablest economists of our nual running expenses of this nation, intime have not given it the attention it cluding the sum to be spent in the next twelve months on the Panama canal But, you may say, this is all very well

Many States Interested. By no manner of means. Automobiles are built in Indiana, in Minnesota, in 196 automobile factories in this country, Michigan during this present year will 150 of them in operation in July of this

The principal trade paper of the auto-

wind-shields, and wrenches. Twenty-five states contribute to this list, and while Oregon, Colorado, South Dakota, Nebraska, and Texas manufacturers are listed in this advertising matter, And this is well paid labor. It begins it is doubtless true that there are many

when the player in question has done abso- the average daily wage in Detroit factories For the making of these various articles sutely nothing but call the umpire names is \$2.40. This accounts, therefore, for an- that are advertised, including complete and attempt to bite his ear off-an umpire nual wages to the tune of \$54,000,000. Again cars, New York shows 175 establishments the figure is conservative. An estimate to Michigan's eighty-three. Ohio has sevfrom a leading maker puts the weekly wage enty-five. Pennsylvania sixty-four, Indiana forty-nine, Massachusetts forty-four, and Workmen must be directed, their product New Jersey thirty-nine, to speak only of handled commercially, and this necessitates those states that are in the forefront of the procession.

The mere cataloguing of these various concerns would extend this paper beyond its allotted length, and a summary of the more important ones must be deferred. But you have seen that the magnitude of this mighty industry, the enormous sums it is distributing, the incredible number of dinner pails that it is filling, is already plainly foreshadowed. Like a mighty forest oak, its great trunk and vast shade first appeal to the eye. But a business like an oak, grows only by extending the young and tender tipe of its branches. And its increasing foliage typifies not only greater magnitude of trade, but greater distribution o wealth to those who furnish the bone and sinew. A frost which would check the growth of a tree at its uttermost tips would find its counterpart in a chilling of commercial conditions, and those dependent upon an industry who are least able to withstand the raw blasts would naturally be the first to suffer.-Harper's Weekly,

Quick Profit. "How many cows have you now?" in quired the visitor "Eight," replied Farmer Corntossel, discontentedly; "all comin' home reg'lar every

night to make work for somebody."
"I understand two of your neighbors" cows got hit by railway trains last week."
"Yep. An' he got cash for 'em, too. I

hese building operations for 1910 will dupli- BURN DEAD YUMA'S MONEY

Two Thousand Dollars Makes Funeral

Pyre by the Grave of Good Indian. Jos Escalate, a Yuma Indian, died a few days ago, and the members of his tribe, in these things because the dead use what

cash. visor E. P. Holcombe of the Indian bureau. what success I don't know. Certainly

but the idea prevails that they believe the dead can enjoy their belongings after death. I have read somewhere:

"'What pleased' him most in life still give pleasure in the grave."

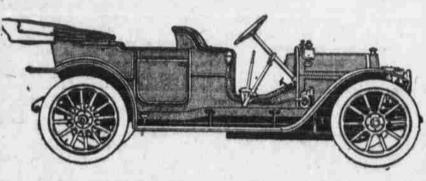
the description of her grandfather's death by Sarah Winnemucca Hopkins, an Indian girl who wrote 'Life' Among the Piutes.' She says: 'Everything he had was put into the grave, with him. His body was put into blankets when it was ready for burial, and after he was buried six of his horses were killed. Now, do not think that we do accord with an old custom, burned with we destroy. It is simply the last respect

him all his belongings, including \$2,000 in we pay the dead." "But to return to the Yumas. Whatever "It is one of the religious beliefs of the the reason for their destruction of prop-Yumas, this burning of all a man's pos- orty, cremation of the dead is the chief of sessions when he dies," said Chief Super- their religious beliefs. Their whole life centers around it, until they live seemingly We have made efforts to stop it, even only to be cremated. Old Chief Miguel appealing to federal attorneys in some sent his sons to the best Indian schools. cases for assistance. Injunctions against One of them, now returned, is a writer in the practice have been sought, but with Los Angeles. He refuses, I have heard, to Doug. 7281 live with his people. Last winter he fell something should be done to stop it or the ill and his father was much concerned.

of the letter "At a Yuma funeral last winter seventeen new blankets were bought and burned on one funeral pyre."-Denver Times.

Persistent advertising in The Bee is "Opposed to this sentiment, however, is road to Big Returns.

# 1911 Chalmers "30"



In announcing and offering for delivery the 1911 Chalmers "30" there is not much to be said that has not always been said of the Chalmers. We present to the buying public a car that is second to none at the price and better than many makes of greater price.

When in 1908 we first offered this machine for inspection, we came in touch with many people who said that a high class car could not be built to sell for \$1,500. They have since found that this car "made good" from the very start-so much so in fact that no radical changes have been made in its construction. Not on one single point of construction has the Chalmers Motor Co. been called upon to confess error in design. Every feature that makes the Chalmers the most desirable offering for 1911 were included in the first Chalmers "30" that came on the market. Every feature that contributed to early Chalmers success has been retained for 1911. We, therefore, do not offer the 1911 Chalmers "30" with the claim that it will redeem past faults and errors, but rather with the claim that it is the same satisfactory, substantial, smooth-running, easy-riding car that has pleased beyond expectation hundreds of local

With its increased beauty and greater refinement it will satisfy you thoroughly every minute of every day you own it. May we give you a demonstration? Write for cat-

### H. E. Fredrickson Automobile Co.,

Pierce-Arrow, Thomas Flyer. Chalmers-Detroit, Hudson 2044-46-48 FARNAM ST.

Pioneer Automobile Dealers of Nebraska

SPECIAL PRICES IN 1910 AUTOMOBILE

TIRES and TUBES ALL BRANDS AND STYLES-IN ALL SIZES

LOWEST FIGURES EVER OFFERED For the purpose advertising, expanding and widening the scope of sales of tires and tubes of our own make, we decided to reduce our prices to low, attractive figures, so that everyone who uses tires and tubes will take advantage of this temporary sale and thereby get in the habit of using our tires and tubes. Our tires and tubes are of the best type and quality.

Remember we replace blow-outs in our tires and tubes with new 1910 goods. Although we have two prices on all our 1910 stock, one is guaranteed and the other the unguaranteed price, although both the same tire.

We make a tire with special thick sides for country use. It lasts much longer and costs one dollar more than regular tires.

WE CAN SAVE YOU 40 TO 80 PER CENT

WE CAN SAVE YOU 40 TO 60 PER CENT These tires and tubes bear the trade-marks and names of the most reputable. largest and best-known tire and tube manufacturers in America and are fully guaranteed. There are no better tires on the market than those here offered.

These tires are not seconds—no low grade or cheap make. They are the highest grade and quality known to the trade.

Casing Price Tubes

CONSUMERS' AUTOMOBILE TIRE AND TUBE CO. 1517 MICHIGAN AVE., CHICAGO.

## OMAHA BEE'S Of Automobiles and Accessories

Cole 30\$1,500. Cole Flyer \$1,500 Wastcott 40 \$2,000 FULLY EQUIPPED

THE PAXTON-MITCHELL CO. AUTOMOBILES 2010-14-16 Harney St.

MIDLAND MASON mobiles, by the way, of this money which once went to buy other automobiles. Does that sound like raising a country per capital that so the country per capital that sound like raising a country per capital that so the country

> PEERLESS GUY L. SMITH, 2297 FARNAM ST.

Electric Garage DENISE BARKALOW, Proprietor 2218 Farnam Street.

AUTOMOBILE INSURANCE 500 Brandels Building H. E. PALMER. SON & CO., John W. Redick, Mgr. Auto. Dept.

\$1,500 30 H. P. KISSEL AUTO CO \$3,000 60 H. P. 2129 Farnam St

MOTOR CARS VELIE AUTOMOBILE CO., 1902 Farnam St. John Deere Plow Co.,. Distributors.

Temporary Location Ford Motor Co., 1818 Farnam St., Omaha, Neb.

SELLS THE BEST CARS Interstate \$1,750

Hupmobile \$750 Mattheson Locomobile J. J. BERIGHT CO.

1818 Farnam St.

Detroit-Electric Ploneer Implement Co. JACKSON

T A MARVEL OF WORKMANSHIP

Wallace Automobile Co. 24th-Near Farnam Street.

T. S. NORTHWALL CO. 914 Jones St. Thomas, Hudson

E.H. Fredrickson Automobile Co. Chalmers-Detroit

Overland, Pope Hartford Council Sluffs, Inwa.

"MURPHY DID Auto Painting Trimming

Bulok and Olds-

Lincoln Branch, 13th and P Sts., R. E. STDLES, Gen'l Mgr. Omaha Branch, 1913-14-16 Parnam St., LEE MUFF, Mgr. Apperson Automobile Co., 1102-04 Farnam

APPERSON CARS E. R. WILSON AUTOMOBILE CO. The Lexington Distributors 2010 Harney St. A-2011

The Bee Prints the News