

 Sioux ity
Closes Omahia Ban season


GUSSIP of LHE BUllL LK Mid-West Bowling officials to Meet
in Omaha to Arrange Meet.

Pushball right
at lowa City Seven. stadents Either Injured
Made in in clas Conteost, in Which Sophomores Win.





 two fast games at vinton



You Smashed Your Auto..


AK-SAR-BEN VISITORS


THE STEVENS-DURYEA THE STANLEY STEAMERS THE BABCOCK ELECTRIC
R. R. KIIMBALL AOZT-9 TOMOBILES

## Wins the Trophy

Thirty-Five to Start
Four to Finish
Omaha-Des Moines Sociabiiity Run puts a large field of starters out of business

## Two Chalmers " 30 "

One $\$ 4500$ car and one $\$ 3000$ car are the only ones to get through In the Omaha-Des Moines Sociability Run the Chalmers " 30 " finished one minute
ahead of a nineteen-mile-an-hour schedule, the nearest competitor among the other ahead of a nineteen-mile-an-hour schedule, the
three finishers being three hours and a half late.
From Omaha to Des Moines there was one continuous sea of mud. It rained all
day, and the closer to Des Moines the worse the roads became. With gambo up to the
run-boards, water in places nearly up to the motor, the winning Chalmers " 30 " was not able to travel a foot on high speed during the last forty-two miles. With cars of all sizes and prices in competition, the Chalmers had a literal "walk-away." It would
force itself through gumbo as thick as dough with a precision almost unbelievable.

We have always claimed that in the real test of severe road-work no other car
any price or power will perform in the satisfactory manner that a Chalmers will. The showing made in the Omaha-Des Moines run did not surprise us. We know of the exceptional performance that the Chalners is capable of and so do all Chalmers own-
man nay ober maic

## H. E. Fredrickson Automobile $\mathrm{C}_{0}$.,

Telephone, Douglas 178
PIERCE-ARROW THOMAS FLYER $\begin{gathered}\text { Pioneer Automobie Dealers of Nebraska. } \\ \text { OHALMERS-DETROIT HUDSON }\end{gathered}$

## -8tcanns-

## A Superb Example of

Engineering Sllll (1. From the time the standard four-cylinder H. of motor was developed, the $30-60$
H. Stearns model has remained practi-

cally unchanged except for refinement. It basie principles of design and construction are admittedly sound and correct. In the has proven itself one of the finest motor cars the world has ever seen. It hae withstood triale and hardehipi that would have
winter, through the terrible Louidiana owampa, a region never before successfully
traversed by a motor car. In the hands of traversed by a motor car. In the hands of
a woman-Mrs. K. R. Otis-a $30-60$ Stearne has broken many road, track and hill recorde. A Stearns was the first car to climb Pike's Peak. And these are but a handful of the hundreds of accomplishmente that have endeared Stearne cars
Luttle Room to Go Farther Sthere is little room to go farther. The Stearns has proven itself-and its service automobile building to a point little short of perfoction. As an example - e enghneering slill it is hard to find a wachine

vica. In the new series of Stosins cars there is practically no mechahical change worthy of note, the main difference being in the body designceding serries veetibule type cars are as comfortable as they are handsome-they await your
quickly finished the average ca
A Few Stearms Accomplishments (1. A privately owned Stearns car recently establishbd a new world's record for 24 hour races, covering 1,253 miles-an averdid the car stop exceept to take on supplies. A Stearns driven by an amateur Chicago motorist astahlished a new Chicago-'Frisco daylight record-lesa than eighteen daye across the heart of the Continent. W. H. Henson of Saratoga Springe drove a $30-60$

## Wallace Automobile Co.

Continental Demountable rims and combination ail and electric side upon requess.

