

BESIDE THE ARCTIC CIRCLE

Trip of the Sixteenth Infantry from Nebraska to Alaska.

EXPERIENCES ON THE WAY

A Soldier's Impressions of Scenes and Events Between Fort Crook and Fort Davis.

FORT DAVIS, Alaska, Sept. 20.—(Correspondence of The Bee.)—I shall endeavor to relate a few of my experiences connected with my trip with the Sixteenth Infantry from Fort Crook, Neb., to Fort Davis, Alaska.

I left Fort Crook June 22, 1910, for Seattle, Wash. Throughout the trip we were afforded immeasurable pleasure, each and every one enjoying it to the utmost.

We arrived at Portland June 27, 1910, at 2:30 a. m., where we were extended the pleasure of studying all day. We all knew how to appreciate this unexpected rest, and our sightseeing consumed the entire day.

presently informed that we could not sail for Alaska until two days later. We were all glad of that, and lost no time in hunting out the theaters and walking around viewing this western city.

Scenes on Sea and Shore. We sailed from Seattle on board the United States transport Buford June 28. The gangplank was hoisted at 2:30 p. m. We steamed out with the band playing "Dixie," and gave the semblance of a celebration of some sort.

We reached Skagway on the morning of July 4. A very odd appearing hamlet, located between two immense mountains, situated at the east end of the Lynn canal.

We were allowed to set our feet upon Alaskan shores for the first time since leaving Seattle. We here had the opportunity of viewing our celebrated national game-bird ball.

advantage of Sunday school teachings. Or, if they had, they had been suggested for a moment. We here disembarked F O and H companies' bands and machine gun platoon and embarked the same number of troops of the Twenty-second.

Way Up North. We then sailed for Fort Davis and I am sure they could not get her under head, or, in other words, shoving off the salty brine' any too fast to suit any of us.

We arrived in the roadstead on the morning of July 15th. I say "roadstead," because the ice packs made a port impossible. I can cheerfully say we were all very glad to reach our new home, as one is very tired at the end of a 5,000-mile journey.

Winters here are a very severe, but I presume they prevail throughout Alaska. Well, my friends, I consider I have said enough for the present.

Excellent chow and lots of sleep. Bumpy nights and frozen feet. I sit here on my bunk and say "When will that Buford take me away?"

CLAUDE E. SHORER, Company E, Sixteenth Infantry.

HANDING THE HORSE A KNOCK

Comparison of Motor and Horse Power Gives the Former a Big Lead.

Comparisons of the automobile with the horse-drawn vehicle are consistent. Statistics show that there are 21,000,000 horses and colts in the United States.

There are about 900,000 horse-drawn vehicles sold annually. This is exclusive of farm and delivery wagons, of which there are, in addition, about 400,000 sold annually.

The daily average use of the horse-drawn vehicle can be safely estimated as an average of four miles per day. There are in daily use in the United States 7,000,000 horse-drawn vehicles. It costs to maintain these vehicles, figuring the horses' keep at \$2.50 per month each, at present prices of grain and hay, and without depreciation, \$100 each per annum.

Per mile. Per day. Cost of tires \$1.50 \$20.000 Cost of labor \$1.00 \$10.000 Cost of gasoline \$1.00 \$10.000 Cost of oil \$1.00 \$10.000 A total operating expense of \$3.50, or \$350,000 per annum, against the cost of \$1,850,000 if by horse, making an

economic saving of \$97,000,000 per annum in favor of the automobile. The above figures are somewhat large and perhaps hard to grasp.

The farmers are the subject of severe criticism for their extravagance in buying automobiles. Yet the very fact that they are doing so is the underlying reason for their being able to buy them.

Without cost. This statement, upon first thought, may appear absurd; but let us reverse the process of reasoning and see if it is not true. The farmer, by expending millions of dollars for the comforts and enjoyment of life—even for the luxuries, if you will—creating enormous opportunities for the employment of labor.

COLLEGE GIRL A CHAUFFEUR. Western Student Boosts College Building Fund with Her Own Car.

"Campus, miss? Campus, sir? Right this way—all aboard for any place on the college grounds!" It isn't the raucous voice of a typical cabbie that greets the visitor alighting at the Wellesley station, these days, says the Boston Herald—it's a soft, winning voice, an irresistible bidding, accompanied by a winning smile.

she came to start back to college she didn't fancy the long ride by train, so she motored all the way from the west.

All the way over in the big car Miss Stella had many things to think about. One of her chief cares was that thought that the students' building fund at college wasn't being boosted as much as it might.

Miss Stella is a woman of action. She began business at once. She charges the same rate as the cabbies—25 cents—and her daily haul is considerable. Of course, she has to study and Ream's college auto-service operates only between and after classes.

Idaho Women in Politics. Two women in Idaho are candidates for the position of superintendent of schools—Miss Belle Chamberlain of Boise, who is serving her second term, and Miss Margaret Keenan, a high school principal in Nampa, who has been in school work in Idaho for eleven years, and is a member of the state educational council.



STANDARD EQUIPMENT

WEED CHAINS

Nine-tenths of motoring accidents are due to skidding—the daily papers confirm this statement. WEED CHAINS positively prevent skidding. They give positive traction and make motoring safe. They cost a nominal sum. They may save your life, your car, or at least a large repair bill. Be sure to buy 'em to-day.

JONES SPEEDOMETER

Centrifugal force is the ONLY principle which insures permanent accuracy. The JONES is constructed on the principle of centrifugal force—absolutely and permanently accurate.

When there's smoke in the exhaust, there's weakness in the quality of the cylinder oil. What SHOULD be enough doesn't lubricate properly, what IS enough partly burns up, carbonizes and smokes—wrong balance between flash point and lubricating body.

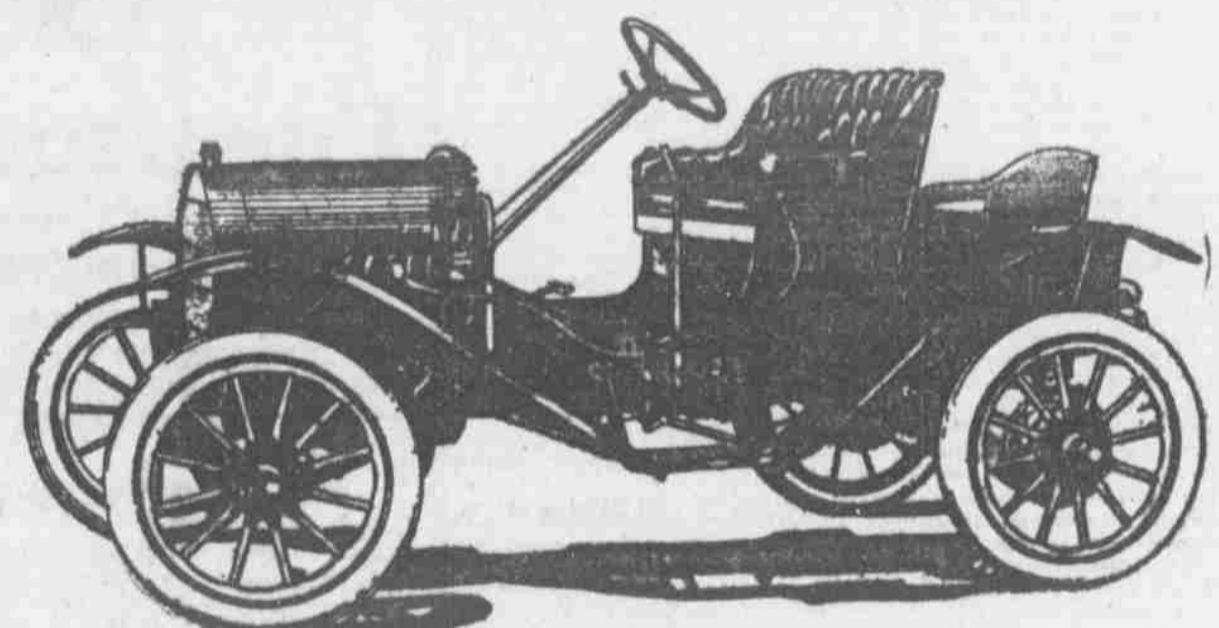
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There are refinements and improvements in the Model E which will increase the efficiency of the car and make it more than ever deserving of the great reputation the Brush enjoys among 10,000 owners all over the world.

These improvements are few, and not one of them is radical in any way. They are simply the result of a careful study of the car and of the user's requirements.

When we designed and built the first Brush, we were not aiming to make a car that would sell because it was different and low in price. We foresaw the demand for a small, dependable automobile that would provide a quicker, easier and cheaper means of transportation for the thousands who were using horse-drawn vehicles and the street cars in the performance of their duties.

True, the initial cost of the Brush is low. Please do not judge the car by its price, but rather by what it is doing every day for 10,000 users; judge it by the practical, sensible features of its

construction; judge it by its looks; judge it by the wonderful showing it has made in economy, hill-climbing and endurance contests.

The Brush has always shown well in trials where simplicity, economy and dependability counted, but during the past year some of its performances have been truly wonderful.

For example, we cite the trip of the "Abernathy Kids"

You remember the boys who rode bronchos from their father's ranch in Oklahoma to New York to meet Colonel Roosevelt and take part in the now famous Roosevelt parade. These same boys, Louie and Temple, 9 and 6 years old respectively, drove a Brush Runabout back to Oklahoma, after only three lessons. Louie drove most of the journey, as Temple was not tall enough to reach the control pedal.

The father of the boys chose a Brush for them, because he found after a careful investigation that the Brush was the only car they could start and handle without help, and because it was so simple mechanically they could understand everything about it. Thousands realize this since reading about the trip and seeing this 9-year old boy driving.

In the Munsey Historic Tour, the principal endurance contest of the East in 1910, the Brush finished with a perfect score and won the trophy in its class. The route covered 1550 miles over all kinds of roads, from the boulevards of New Jersey to the rough mountain roads of Pennsylvania.

Thousands of experienced motorists watched the Brush travel on even terms with the big cars on a schedule designed for big car power and big car stability. They saw it come through with a perfect score under conditions that put several big cars out of the running. They saw it prove its dependability in a way no one could doubt.

These two achievements of the Brush are of vital importance to the prospective motor car buyer. The former shows superlative simplicity, each shows dependability.

If you use any mode of transportation you will be doing yourself an injustice if you do not investigate the Brush. Let us tell you what it is doing for merchants, physicians, salesmen, collectors, architects, contractors, farmers, R. F. D. carriers, artisans—in fact, for people in all walks of life—people whose annual income varies from \$1000 to \$25,000. Let us show you what the Brush will do for you.

If there is no Brush Dealer in your locality, let us show you how you can make money selling EVERYMAN'S CAR.

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