Trip of the Sixteenth Infantry from Nebraska to Alaska.

EXPERIENCES ON THE

A Soldler's Impressions of Seemes and Events Between Fort Crook and Fort Davis.

FORT DAVIS, Alaska, Sept. 28 -- (Correspondence of The Bes.y-I shall en-

mountain air, is a delicious spectacle.

presently informed that we could not sail advantage of Sunday school teachings. Or, BESIDE THE ARCTIC CIRCLE for Alaska until two days later. We were if they had, they had been neglected for a around viewing this western city. The en- toon and embarked the same number of tire regiment were afforded much hos- troops of the Twenty-second. tain them. The theaters were packed and barked two companies of the Twenty-secammed. In every direction you chanced end. o gase you would see an clive drab uniform coming or going down the street. This town turned out and gave us a grand reception, and in return they were given evidence of the very best discipline the

United States army has ever exhibited. Scenes on Sea and Shere. United States transport Euford June 28. a "floating mad house," and prayed it dition, about 400,000 sold annually. The We sailed from Seattle on board the and I heard some of them remark it was delivery wagons, of which there are, in addeavor to relate a few of my experiences. The gangplank was holated at 1:30 p. m. would sink, but I think if it had started daily average use of the horse-drawn veconnected with my trip with the Six- We steamed out with the band playing for the bottom they would have been among hick can be safely estimated as an averteenth infantry from Fort Crook, Neb., to "Dixie," and gave the semblance of a the first to change their minds, and would age of four miles per day. There are in the greatest items of which are the feed-fort Davis, Alaska. I imagine some of celebration of some sort, instead of men have been among the first to arm themmy friends in Omaha would like to know leaving their wives, sweethearts, mothers selves with life preservers. my circumstantes and surroundings, since and triends. Nobody sad; everybody We arrived in the roadstend on the morn-I am sojourning at present so near the happy. We sailed over what is called the ing of July 18th. I say "roadstead," because keep at \$12.50 per month each, at present North Pole.

I left Fort Crook June 23, 1910, for Alaska. We reached Skagway on the can cheerfully say we were all very glad preciation, \$150 each per annum. There-

we arrived at Portland June 27, 1910, at barking. On the morning of July 6 we Winters here are very severa, but I pre-9:30 a. m., where we were extended the were allowed to set our feet upon Alaskan sume they prevail throughout Alaska.

all glad of that, and lost no time in moment. We here disembarked F G and H sunting out the theaters and walking companies' bands and machine gun pla-

pitality, and every man enjoyed himself. We sailed from there the day after and immensely. Seattle folk respect Uncle the next stop was at Fort Liscum, where Sam's boys, and do everything to enter- we disembarked two companies and em-

Way Up North.

We then sailed for Fort Davis and I

Seattle, Wash. Throughout the trip we morning of July & A very odd appear- to reach our new home, as one is very fore, the 7,000,000 vehicles, using 10,000,000 Western were afforded immeasurable pleasure, each jug hamlet, located between two immeasure tired at the end of a 5,000-mile journey, horses, cost to maintain \$1,000,000,000 per were afforded immeasurable pleasure, each ing hamlet, located between two immease tired at the end of a 5.000-mile journey. and every one enjoying it to the utmost. mountains, situated at the east end of the It is something different from boarding a annum. The cost of labor to drive these We came via Denver, and made a very Lynn canal. We sailed from there in a car at Fourteenth and Douglas streets, and short stop at the elevated city, where we very short while, as we only made the making a pleasure trip to Lake Manawa. had our first view of the Rockies and the stop to disembark a small detachment However, we will not comment upon this, 7,000,000 vehicles \$840,000 per day or \$300,one great and noble Pike's peak. Con- that were going to Fort Egbert. Our next as it makes me very homesick. In my estitinuing our journey, we peased through stop was at Fort William H. Seward the mation we are located at the very best post ing the vehicles to the cost of maintenant Wyoming, Idaho and Washington. The afternoon of the same day. We were not in Alaska, as we are only three miles east of the horses we would have a total exscenery along the Columbia river is grand. allowed the privilege of going ashore then of Nome, which is the largest town in the This, associated with the invigorating because the Twenty-second infantry (the territory. Nome is nothing now, compared for the 28,000,000 vehicle miles. Let us fig-

pleasure of studying all day. We all shores for the first time since leaving Well, my friends, I consider I have said knew how to appreciate this unexpected rest, and our sightseeing consumed the viewing our celebrated national game—as I have some experience with one of those they spend is less of an economic waste like automobile, with like Stella at the wheel—still smiling—and emilre day. In my opinion, Portland is one base ball. The contest was between the Alaskan sweepstakes, I will present, you than if they did not spend it:

of the most picturesque and grandest cities Sixteenth infantry and the natives. The with quite a different story than this, and in the west. The delightful residences and natives put up a good game, but they record a few of my adventures in the land

Now Ready for Delivery

Stormy nights and frozen feet, I sit here on my bunk and may When will that Enford take me away?

CLAUDE E. SHORER. Company E. Stateenth Infantry. HANDING THE HORSE A KNOCK

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

Comparisons of the automobile with the am sure they could not get her under horsedrawn vehicle are consistent. Statishead, or, in other words, shoving off the ties show that there are 21,000,000 horses salty brine" any too fast to suit any of and colts in the United States. There are us. Among those abroad, some of whom about 900,000 horse-drawn vehicles sold were just a trifle weary of the rocking tub, annually. This is exclusive of farm and horse-drawn vehicles. It costs to mainure how we would come out by using automobiles for these 28,000,000 vehicle miles per day, using a runabout as an illustra-tion, for the expensive touring car class of

Per mile. Per day.

speaking, the farmers are getting their aid extensively. automobiles, and, in fact, are getting them As the big car glided into Wellesley and without cost. This statement, upon first past the station a growd of waiting stuthought, may appear absurd; but let us re- dents and visitors were on the platform. verse the process of reasoning and see if They were all bound for the college it is not true. The farmers, by expending grounds—but the waiters were many and millions of dollars for the comforts and the cabs were few. An idea finshed to enjoyment of life-even for the luxuries, Miss Ream-why not use the big car for if you will-are creating enormous opportunities for the employment of labor. The four? labor, with the resulting increase in the Weekly.

Building Fund with Her Own Car.

"Campus, miss? Campus, sir? Right this way-all aboard for any place on the colege grounda!"

It isn't the rancous voice of a typical cabble that greets the visitor alighting at the Wellsniey station, these days, says the Boston Herald-it's a soft, winning voice, an irresistible bidding, accompanied by a winning smile.

"College hall? Yes, sir-only two min going like the wind in the direction of the campus,

ures are somewhat large and perhaps hard motored all the way from the west.

All the way over in the big car Miss The farmers are the subject of severe Stella had many things to think about One classes. criticism for their extravagance in buying of her chief cares was that thought that dents' building fund has already felt a automobiles. Yet the very fact that they the students' building fund at college powerful uplift, for many are the visitors are doing so is the underlying reason for wasn't being boosted as much as it might their being able to buy them. More plainly Yet she couldn't see any way how she could

carrying passengers, with herself as chauf-

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Nine-tenths of motoring accidents are due to skidding - the daily

papers confirm this statement. WEED CHAINS positively pre-

vent skidding. They give positive traction and make motoring

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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

car, or at least a large repair bill. Be sure to buy 'em to-day.

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and permanently accurate.

and smokes - wrong balance between flash point and lubricating body.

MoToRoL

lubricates perfectly when used moderately, burns off cleanly, maintains a lubricating film, and makes your engine capable of full power with

Miss Stella is a woman of action. She began business at once. She charges the

comic saving of \$597,000,000 per annum she came to start back to college she same fare as the cabbles-35 cents-and her in faver of the automobile. The above fig. didn't fancy the long rids by train, so she daily haul is considerable. Of course, she has to study and Ream's college autoservice operates only between and after Even at that, though, the stuattracted by the bidding:

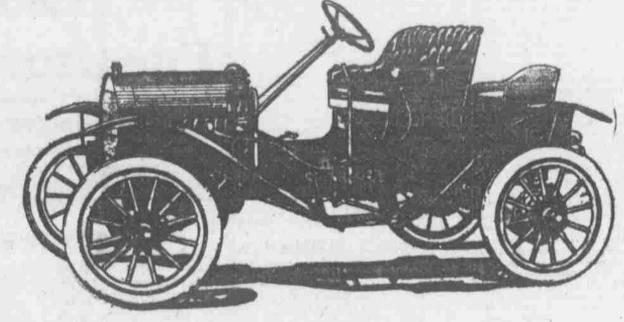
"Campus, miss? Campus, madame? Right this way; only two minutes' distant is a nice big car, and all at the same price! Wight this way, please."

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 Mar-garet Kesnan, a high school principal in Nampa, who has been in school work in ldaho for eleven years, and is a member of the state educational council.

in the west. The designator remainly most were left away behind, and had the of the midnight sun. Hoping everybody is There's a story behind Miss Stella Ream alluring. Having spent the day sight-alluring. Having spent the day sight-seeing we were then ready to proceed. up fourteen scores to their goose egg. that Al Kaufman, sooner or later, whips We were soon on route to the spirited city. At 4:30 p. m., it was announced that the Big Smoke and regains the title for Seattle. When we awoke the following Jeffries had been knocked out by the Big the white race. A total operating expense of \$1,008,000, with ideas about things—and she comes or \$359,000,000 per annum, against the cost from Ohio. She is a sophomore at Wellesmorning we were in Scattle. We were Smoke. We all seemingly had never had the of \$1,856,\$30,000 if by horse, making an ley and has a chauffeur's license. When Election of all lots of sleen, Model E Brush Runabout

Everyman's

Rumble Seat and Tool Box 20.00 Extra



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HIS new Brush model is built on the same fundamental principles as former Brush cars-on the same fundamental principles that will underlie all future Brush cars-on the same fundamental principles that have made it EVERYMAN'S CAR.

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 Dw. 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. Louis 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 in stigation 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 scere 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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