

AUTOS RUN OFF THE HORSES

Many Dirt Racetracks Converted to the Use of the Auto.

FEW RECRUITS FROM HORSEMEN

More Automobile Racers Were Recruited from the Ranks of Former Bicycle Racers—Colors for the Different Teams.

NEW YORK, Dec. 10.—The automobile speed game has changed into the province of horse racing to the extent of taking possession of innumerable dirt tracks throughout the country. Oil drips from steel flanks and masked drivers urge different types of racers past the judges' stands. Sometimes the old stables are converted into garages for the invaders and paddocks are transformed into parking spaces for the audiences. Automobile racing has taken many features of the thoroughbred; but one side has been overlooked.

The colors of a big handicap are always most attractive. The jockeys wear "silks" that contain all the pigments and the rainbow can offer. All kinds of combinations are shown, and spectators recognize rider and horse by the flying "silks." Every stable has a different grouping of colors, and as well as making a uniform system the picturesque side of horse racing is increased greatly.

Most of the men in the automobile business drifted into it from bicycling and the machine trades. A few, however, were recruited from horse racing. One of these former turfmen last night talked of a scheme whereby automobile racing could take on a novel feature. He would make the speed gatherings more picturesque by making every manufacturer race under the "silks" system. He said:

"Why not have manufacturers adopt a plan whereby they will each have a different scheme of colors and race under? These conditions could be made permanent. Every car entered in a race—track, road or endurance—should be painted in the maker's colors. The drivers and mechanics should also be compelled to wear the same colors."

More Picturesque. "The benefits would be many. That it would increase the picturesque side of the game there is no question. It would greatly aid spectators. It is some hard task to pick out a car from two others which are whirling past at a seventy-mile-an-hour clip. With each car painted a certain color, spectators could look at their programs and find out what 'silks' the manufacturer is racing. But the picturesque phase is more important. What a sight would be the start of a race with all the machines and drivers sporting different colors!"

The American Automobile association could assign each manufacturer with his 'silks' and order that he race under them in every meet. Under such a scheme the numbers would be secondary. Often numbers painted on racing machines are unsatisfactory. They become covered with oil and dirt and frequent mistakes have been made in competition. There would be no mistaking the car covered with a certain paint. Of course, this is only a suggestion, but it seems to me that it is worth looking into. This is like the picturesque, and why not present automobile racing in its best dress?"

The idea of special colors for a racing team is not new. The proposition that every manufacturer be made to adopt them is unique, however, and advisable. The Marmon, Fiat, Benz, Lozier, Chalmers and National are among those concerned that always race under the same colors. The brightness and completeness of their color schemes help every race. How much better would it be if every machine and every crew were so bedecked?

Big Auto Road Race in San Francisco on New Year's Day

Portola Cup Contest Will Be Staged in Golden Gate Park—Santa Monica Race Revives Interest.

SAN FRANCISCO, Cal., Dec. 10.—The success of the Santa Monica road race on Thanksgiving day has decided the promoters of the Portola cup contest. This event will be staged in Golden Gate park, the Californians taking the lesson of Fairmount park to heart. New Year's day has been settled on as a tentative date.

The record-breaking flights of Edward Tetteff at Santa Monica made the promoters of the Portola cup contest push interest in their own event. Tetteff averaged 12.3 miles an hour in his Lozier, the feat booming motor car on the coast.

Prior to the high speed at Santa Monica, the promoters of the Portola cup had appeared to lose interest in their event. The Southern California course must be remarkably fast. It will be remembered that Hanshus in the Apperson turned 64.6 miles an hour over this very same course and for 20 miles at that. The circuit is said to be superior to others in the country. Not even excepting Savannah, and the results seem to bear out this contention, for in all four of the races the other day exceptionally fast time was made. Even the little Maxwell, which won the 101-20 class event, which was at 101 miles, averaged 22.1 miles an hour. The Duro, which won the 21-30 class event, also showed a rare turn of speed in keeping with the company.

A pace of 72.3 miles an hour is the greatest ever known in a road race with only one exception. That was in the Florio cup race in Italy in 1908, when Nasarri in the Fiat averaged 74.3 miles an hour for 22 miles, which still defies old Father Time.

The Santa Monica race is the fourth one that has been won at better than seventy miles an hour. History shows that the Florio cup is the fastest of them all. Then comes the Lozier with its 72.3, and ranking next is the French grand prix of 1907, in which Nasarri in the Fiat went the 67 miles at the rate of 70.6 miles an hour.

The grand prize this year, won by Bruce Brown in the Benz, is the fourth one, his average being 72.3 miles an hour.

An interesting competition also is had when one figure out that Tetteff went each of the 120 miles at an average of 6.6 to the mile, which is a shade faster than the mile circular track record held by Ralph de Palma in a Fiat. De Palma went one mile, while Tetteff turned 120 miles in 18 minutes and 12 seconds.

NAVY WISHES MORE TICKETS

Will Not Play Again on Franklin Field Unless it Recovers Them.

Along Auto Row

Preparations for the Big Show Going Ahead—Dealers Expect It to Be Best Show Ever Held Here.

For the first time since the Velle car was put on the market a complete exhibit of the line will be shown at the International Automobile show, to be held in New York, December 21 to January 7.

The reason exhibits have not been made before this time is due to the fact that it is the policy of the Velle company not to exhibit cars in territory where they cannot properly supply the demand and up to the present time the factory output has been limited to supplying the middle-western trade entirely. In the future the cars will be handled in all eastern centers and exhibits will be made at all prominent automobile shows.

Two performances of the Velle 40 in different parts of the country recently are worthy of notice.

The first forty-eight-hour endurance run ever held in California was pulled off on November 26, under the direction of the Oakland Automobile Dealers' association. Of the eleven cars entered the Velle and one other car were the only ones that came through with a perfect score. The run was made over what is known as the San Leandro Triangle in Alameda county, across the bay from San Francisco. The course is 24 miles in length and the cars were required to make this distance in two laps with two side trips to Idora park and back again to the course, making a total distance for the forty-eight hours of about 1.34 miles. The average speed required was in excess of twenty-eight miles an hour, night and day.

The work of the winners proved a wonderful tribute to the general perfection of automobiles of today. The cars were required to check in at intervals within a narrow leeway of time each twelve hours. They were allowed to take on water and oil, or to make repairs only in the controls. Tire troubles were not penalized.

Motor Age says: "This is the second season for a perfect score by the Velle. Last year over the same course the car pulled down the red ribbon. The Velle work has attracted a great deal of attention."

Two days later, in Harrisburg, Pa., in a reliability run under the auspices of the Harrisburg club, the Velle car won its class easily and tied with one other car for the best score of the day over a course of 23 miles in length. The trail was over rough and narrow roads and only one car was able to make a perfect score.

Edward N. Millan of St. Joseph for the last year with the Great Southern Auto Co. as designer of their car, has accepted position as sales manager for the Electric Garage and will hereafter handle the Marmon and the Overland.

The Marmon Auto Co. has taken the Van Brunt garage on auto row, and will hereafter handle the Marmon and the Overland.

Manager Gould said: "On the stroke of 12 New Year's eve the annual century run of Ford cars will be held in Chicago. This unique run, which was originated several years ago by Thomas J. Hay, of the Ford Chicago branch, was opened last year, at the request of the Chicago Auto club, to all car owners. Whether this will be the case this New Year's eve has not yet been determined."

In the big snow storm of last New Year's eve seventeen cars started from the Windy City club house and plowed their way over the 100-mile course. This lay over the finest boulevards and avenues of the city to the road leading to Elgin, the scene of the famous road races. From there the revellers drove to Geneva, where they were the guests of the members of the Fox River Country club.

"The house of this club was brilliantly illuminated. Breakfast was served and the ball which was in progress upon the arrival of the guests was continued. At daybreak the sleepy, but happy ones, raced for home by way of Aurora."

"One feature of the run was the use of luminous confetti. The Ford Model T, with Branch Manager Hay at the wheel, led the way by means of this material, which was a specially prepared red light. A red torch in the tonneau of the Ford revealed the whereabouts of the pathfinders at all times."

The following is from the invitation sent out previous to last year's run: "A smooth road, no dust, a clear, bracing atmosphere, a starlight sky, and a warm, comfortable bus-wagon, are the good things awaiting the winter tourist. Contrary to some people's expectations it is the biggest sport you have ever enjoyed."

H. E. Fredericksen, who has just returned from the convention of Chalmers dealers, which was held in Detroit November 28, 29, 30 and December 1, is an enthusiastic over not only the cars which he represents, but also the prospects for business for the coming season.

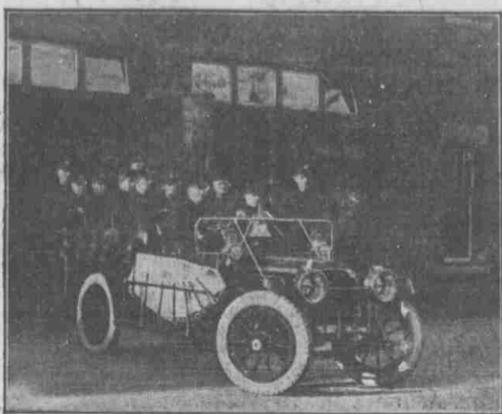
"I have never seen such enthusiasm as prevailed at the Chalmers Dealers' convention," he said. "Most of us had visited the factory several times before, but I am sure that none of us realized what a magnificent institution it is."

"As for the business prospects for next year I am convinced that they are most excellent. I believe that the business in 1911 cars will be fully equal to, if not greater than the business for 1910. One has only to see such a plant as that of the Chalmers Motor company and listen to such a man as Mr. Chalmers to be convinced that the future of the automobile industry is sure."

"When you stop to think that here is a company comprised of some of the best business brains in the United States and that this company has invested \$1,000,000 in buildings and machinery in the last eighteen months, you begin to feel sure that the automobile industry is no mushroom growth. As Mr. Chalmers himself said during the convention, 'We are not gamblers, but we have in eighteen months bet \$1,000,000 against the future that the automobile business will last, and that the Chalmers Motor company will be one of the companies to keep right on selling cars.'"

"But more impressive than all of this to me was the evidence of the Chalmers dealers themselves. Just think of 150 men going to Detroit from all parts of the United States, some even from Canada, Porto Rico, Cuba, the Hawaiian Islands. These 150 men left their businesses to attend this convention. Each of these men is close to the automobile buying public. In this convention they were not talking to outsiders. There was no grandstand effect. They were sitting in a private room talking about the industry which is their bread and butter, yet there was not one of these men who did not have perfect faith in the future of the automobile industry. It was the unanimous opinion of the convention that the business never

New Packard Auto Fire Truck



TO BE EXHIBITED BY THE ELECTRIC GARAGE COMPANY AT THE OMAHA AUTOMOBILE SHOW.

looked better, and these men backed up their faith in the future by giving the company a great, great many orders for cars for immediate shipment. I predict there will be a shortage of Chalmers cars next spring, just as there was last.

"The convention of Chalmers dealers was by far the largest convention of the kind that has ever been held and it certainly was the most valuable that I have ever attended. We had some mighty instructive talks on the proposition of selling automobiles and on automobile construction and on the business in general. It is a great thing for any dealer to be able to benefit by the experience of over 100 other dealers, all of whom have met great success in their business."

"The banquet to the dealers, which closed the convention, was the finest thing in the kind I have ever attended. We were addressed by several of the most prominent men in Detroit, among them the present mayor and the mayor elect."

"This first convention was such a great success that the company is going to hold one annually and I for one am going to make it a point to be present, for I never had an experience which gave me such a feeling of security in my business, and which gave me so much additional knowledge of the work I am doing."

Managed Vogelsong said: "When on the road during the base ball season, stalwart Frank Bowerman, the veteran basketball stick, sticks pretty close to the Pullman to which he is assigned. When the season is over, however, Christy Mathewson's old

battery comrade spurns all artificial aids to transportation, aside from his trusty E-M-F '30."

"Bowerman has just returned from a 1,400-mile motor trip to Sidway, in the Upper Peninsula. He pulled up in front of his own door at Romeo, near Detroit, with the tonneau of the car occupied by six dead deer. Five were bucks, and the array of horns was simply bewildering."

The veteran base ball star and his unique entourage attracted universal attention on the return trip.

Bowerman and Jack McDonald, a Detroit friend, occupied the front seat. Jack Bennett of Romeo, did his best to find room with the deer in the tonneau. The six deer comprised the legal limit for the three men.

After unloading the four deer shot by himself and Bennett, Bowerman continued his trip to Detroit, where he delivered McDonald's game and ordered the E. M. F. '30' washed and polished—the first attention of any sort, aside from replenishment of supplies, on the whole trip. The party traversed practically the entire length of Wisconsin in rainy weather and portions of a score of counties were splashed over its surface.

Motoring and hunting go well together, if you don't mind the hard knocks you get in the woods, and if the car stands up as sure did," said Bowerman. "We used the car every day we were in camp, carried in all our supplies with it and even brought the game in from the point on the old logging road nearest the location of the kill. The car averaged eighteen miles to the

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gallon of gasoline on the entire trip, despite the rough going in the woods and the mud which was omnipresent on the return trip. Both going and returning the route led through Chicago."

After a chase of five months, during which time the pursuers were several times within sight of their quarry, the police of several Ohio counties have at last succeeded in placing under arrest Leon Montjoy, 215 Plum street, Dayton, and recovering the E-M-F '30' motor car which he had been driving, despite the fact that the car was the property of Nathan Lubin, Toledo, from whom it had been stolen.

It has been known for months that the car was regularly in use in a comparatively small area. Twice the car was identified but each time it was driven away

in safety. Once it led a pursuing party in a higher-powered car for several miles and lost them. When the capture finally came, it was more the result of accident than design, the car itself being pressed into duty in the hunt which was in progress.

"A great load is off my mind," said Lieutenant Haley of the Dayton force, when the car was recovered. "I've schemed on this case for months. This country is full of these E-M-F's; I've had my men lifting hoods till their arms were sore. I've offered a reward at every garage within fifty miles, but this fellow never came near me. I've tried to trace him in his purchase of gasoline and oil, but he didn't seem to be in more need of them than of repairs or extra parts. When we

spotted him his car ran away from ours. I hope the next automobile I have to catch will be something besides an E-M-F '30'."

Sunflower Philosophy.

No matter how concealed a man is, he usually gets over it for a little while on the occasion of his wedding.

You may think that public officials are servants of the people, if, as one of the latter, you never tried to get one of the former to do something.

The man who is simply bubbling over with enthusiasm today will probably exhaust himself and be dull and stupid tomorrow.

When a man passes a barber shop on Saturday and sees a big crowd of men waiting he can't help feeling sorry if he doesn't need a shave.

A certain man has told us every day for thirty-three years that business is very dull. Yet he has made a fortune while complaining of hard times.—Archibald Globe.



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Do you ever think of the difficulties that this kind of weather and road conditions present to heavy hauling? Think of how much of this weather we have during a year. What is the efficiency of your present method with horses?

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Ever since they have been on the market, the sale of Packard trucks has more than doubled semi-annually. Half our sales are to previous purchasers. Three tons, twelve miles an hour, used in 93 lines of business.

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This Ad is addressed to the owner of a motor car—to the man who has ridden many thousands of miles—to the man who takes his family and friends on his runs and tours.



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Without fear of contradiction we claim that the Stearns is the safest car in the world. That is not an idle statement, but a plain and simple fact. In the Stearns the elements of safety and strength have always been considered first. The Stearns steering mechanism has been called "the safest steering gear that's made." And every part of the car is just as safe and strong—just as lasting and durable.

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Look for Safety

When you buy your next car look for the element of safety—examine the steering gear—the most vital part of the machine. Note the size of the axle, steering knuckle, cross-connection and reach rod. Find out something about the wheels—and their bearings. Submit the car you want

There are many other reasons why you should try the Stearns. Its power, endurance, simplicity, ability to perform and lasting efficiency—the result of sixteen years of engineering skill—have produced an unrivaled car. But don't neglect the element of safety—it's the vital thing a successful car must have.

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