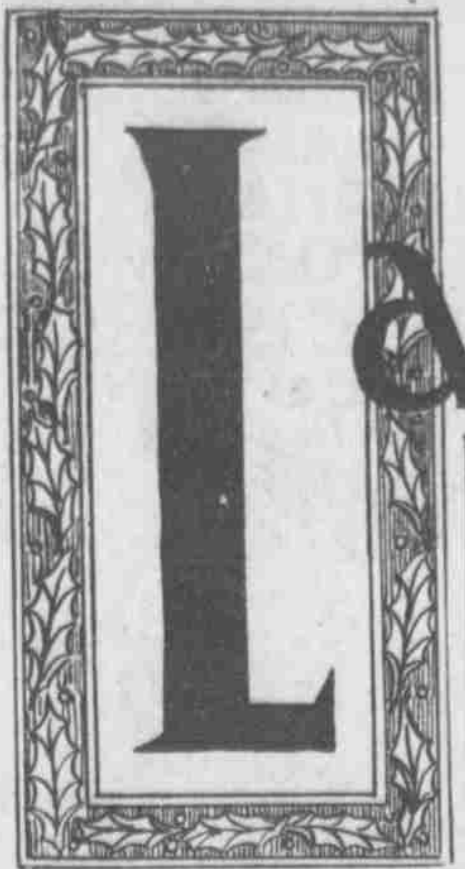




# Latest Events on Auto Row



The first bale of 1910-grown cotton, brought to market by a Texas farmer, stands to the credit of W. O. Langdon of Hutchins. The honor is one eagerly sought for each year by the progressive growers of the state and Mr. Langdon is in receipt of many felicitations.

Mr. Langdon owes his distinction to the fact that he owns a Flanders "29" motor car. Had he relied on the old-fashioned methods of transportation, the first bale would certainly have been marketed by a neighbor.

As cotton picking time approached, it became evident that the race for the market lay between Mr. Langdon and the neighbor. The fields adjoined; the crop practically identical. The cotton was picked by both on the same day, and baled. The neighbor was first away for market, urging his team of mules to their best speed.

But Mr. Langdon was not dismayed. He removed the detachable rear seat from the motor car and loaded the cotton bales in place, not even taking trouble to tie it. Then he cranked the car and was off. The bale weighed nearly 600 pounds and the road was rough, but the Flanders "29" passed its rival before half the distance had been covered. The trip to town was without further incident. Mr. Langdon collected the bonus and other emoluments.

The neighbor was formerly inclined to scout the practical utility of Mr. Langdon's motor car. Since the incident of the cotton bale he has seen a great light. Now he owns a car of the same model himself. If it is going to take a motor car to bring home the coin in 1911, he doesn't mean to fall in preparation.

William Mount of Penn's Neck, N. J.

1911 Season is Here  
SEE  
**DRUMMOND**  
Drummond's Mechanics  
are the best in the city for every kind of automobile work. For wood work, iron work, painting, for all kinds of top work, for new tops, dust hoods, seat covers.



We can Equip Your Car with any Style of Limousine Body and Save You Money  
See Us At Once

We have three WHITE STEAMERS at big bargain prices. FINEST POSSIBLE CONDITION. See Them Quick.  
Will consider in part trade for land.

18th and Harney Sts., Omaha, Neb.

presents a record of motoring economy that is hard to equal. His E. M. F. "29" has traveled 7,627 miles on an average of 24.9 miles per gallon of gasoline and is still running on its original tires. The consumption has averaged 23.7 miles per gallon.

The growing disposition of states and cities to legislate against the muffler cut-out, emphasizes the growing need of muffler systems that silence without loss of power. The muffler system of the E. M. F. "29" affords an excellent example of the superfluous nature of the bothersome cut-out.

The novel spectacle of an automobile, sustaining on its front axle the wheel and one corner of a street car, was presented in Vincennes, Ind., recently as the result of a head-on collision between the car and an E. M. F. "29". The street car rode the automobile's axle for some distance. Nobody was hurt and the damage to the vehicle's was but nominal.

Mr. Northwall of the T. C. Northwall company, distributors for the Brush run-about line, states that while deliveries at this time of the year are not extraordinary the recent snow storms in this territory have not interfered to any extent on weekly deliveries. The demand for immediate deliveries have not fallen off and a considerable number of machines have been plowing their way through the snow every week for different points in the Omaha territory. Mr. Northwall states that one of the great advantages of this little machine is that it can be relied on for service under all weather conditions by reason of its simple construction and the few parts needing attention in cold weather. The Brush has won out in Omaha. It is a car with character. It is just now filling the gap between the big car and the horse and buggy, and is used for both business and pleasure with profit all the way around.

H. F. Reed of this city has just completed a long run in his Brush runabout for the purpose of testing out the durability of the "Reed Faultless Tire" on which he recently obtained a patent.

His trip from Omaha extended through the states of Iowa, Illinois, Indiana, down through the lower part of Ohio to Cincinnati and from there through the state of Ohio and Michigan to Detroit. Considerable of this distance he had to run through from six to twelve inches of snow in zero weather.

Arriving at Detroit he reports both his car and tire being in excellent condition and during the entire trip had succeeded in getting through without using any tire chains of any type, the corrugations of his tire having been sufficient to keep his little Brush from slipping on snow or ice.

He will spend several days at Detroit thawing out and incidentally doing a little missionary work in the interest of his tire.

Manager Gould of the Ford Motor company has one of the prettiest garages in Omaha. Here is his story of a young driver: "Five-year-old Dorothy Schwarz of Edwardsville, Ill., daughter of Dr. and Mrs. E. M. Schwarz, is believed to be the youngest chauffeur in the world. She owns a twenty-horse-power Ford model T roadster which she drives about town and into the rural districts with as much ease as those of many years' experience. It was given to her on her last birthday. She is able to manipulate all the apparatus used in starting, stopping and regulating the speed of the car.

Dr. Schwarz was among the first to purchase an automobile in Edwardsville. At that time Dorothy was a baby in arms, and instead of a baby buggy she was given her rides in the automobile. When 2 years old she was allowed to turn the steering wheel while her father ran the machine.

By watching her father while driving the car on his business calls she soon became very familiar with the auto.

George Reim said: "No vehicle-wagon or automobile has ever penetrated so far north into the frozen Canadian wilds as did a Cadillac 1911 car a few weeks ago, when the fifty-fifth parallel was reached and a short stop made at the northernmost Hudson's Bay trading post on Canadian soil.

"The trip north was made from Edmonton, in Alberta province, by Tom Evans, Cadillac factory representative of Pacific coast, and the Cadillac dealer at Edmonton, in the latter's new demonstrating car.

"When the start was made the thermometer registered 12 degrees below zero, the ground was rough and frozen hard, and snow had newly fallen. At times the car traveled fifteen to twenty miles without passing a sign of human habitation, or animal life. After traveling about fifty miles the Athabasca river—covered with four feet of ice—was reached, and the car was steered out on the ice. After another 100 miles Athabasca Landing was reached, where the party was advised not to attempt to proceed farther north."

W. J. Lane, sales manager of the E. M. F. company, who is now in Omaha, will leave Detroit for the New York show December 21, accompanied by Paul H. Brusky, driving the famous E. M. F. 29, Bullet car, which has covered itself with glory, winning more events in its class than any car built. This car has crowded more than 72,000 miles into its career of less than two years. The car will be exhibited at the New York show, showing that the same model is being used extensively now and that the Bullet is growing more popular every day.

Guy Smith has just received another beautiful limousine model P Franklin. The car is attractive for its harmonious lines and upholstered in special imported cloth of delicate brownish grey. It is finished in royal blue.

into a most gratifying feature of the Racine plant. If present demands for deliveries to the foreign countries continue we will export between 1,000 and 1,500 cars during the season of 1911. It is a difficult matter in the face of competition abroad for an American manufacturer to receive recognition; it is an achievement that is almost epochal in its scope for an American-made car to carry off such a magnificent trophy as that awarded by the Russian government. If it had not been for the manifest superiority of the Mitchell over its rivals the Russian government certainly would not have given the grand prize to the output of a factory in another hemisphere."

Lewis Doty, manager of the United Motor Omaha company, has received his seven-passenger, Columbia Limousine, also a seven-passenger touring, and six-passenger Roadster. These cars are particularly beautiful and have attracted a great deal of attention. Said Doty: "The performance of Columbia cars in the 1910 season has been signally successful. In addition to the Atlantic pathfinding and pacemaking events, Columbia cars have been awarded perfect scores in the country's leading reliability runs: All-Connecticut, All-Long Island, All-New Jersey, Washington-Richmond, Cleveland, Atlantic-New York, Brooklyn dealers. In every reliability event, Columbia cars received perfect scores in the 1910 season, with the single exception of the St. Louis run, when, following a perfect road score, a penalization of nine points was imposed for loose screw in dash iron."

The Cadillac company of Omaha received yesterday a message from the Los Angeles agent, announcing that all records had been broken by the Cadillac, between Los Angeles and San Francisco. The time was thirty-seven hours and three minutes. This was nearly as good time as Reim made from Detroit to Omaha. This was thirty-five hours and fifty-seven minutes.

### ELECTRICITY IN FUTURE WARS

Invisible Regiments, Well Wired, Will Pull Off Great Battles.

The invisible regiments of electricity play no small part in modern warfare, whether it be with the marching columns on the plains, the mighty dreadnoughts of the ocean or the hidden batteries of great guns which guard our ports along the seaboard.

It is electricity which aims, loads and fires the big guns of the fleet; electricity which signals from point to point, from ship to ship; electricity which holds the ammunition, carries the powder, fires the sunken mines, explodes the torpedoes, drives the submarines, carries the orders. And it is electricity which brings the news of defeat and victory that the world may know in a minute the results of the struggle.

Aside from all the countless chores aboard a warship electricity alone is trusted with the delicate work of loading and aiming the big guns. Small motors move the gun about at the will of the sighter, who gets his ranges over a telephone from the range finders on deck. Powerful electric searchlights turn night into day on the ocean and wireless telegraphs connect the vessels of the fleet in constant touch with each other and with the shore. The submarines obtain their motive power from the storage batteries and electric motors once they are below the surface of the water. It is electricity which fires the torpedoes and which controls the sunken mines of gun boats.

Recent developments in infantry equipment have produced plenty of portable electrical devices for the rank and file. Searchlights mounted on trucks like a gun and obtaining their current from a portable gasoline-driven dynamo are always carried when the regiment marches. Small wireless stations are in active use and portable field telephones which use insulated wire that can be reeled out and laid on the ground are common enough.

But it is in the coast artillery where electricity finds its greatest usefulness. Here are located the largest and heaviest guns in the world—guns which raise above the fortifications to fire and disappear into holes in the ground to be reloaded. Many of these guns weigh as much as sixty tons, and, of course, it would be quite impossible to operate them by hand, as they did in the old days when the British frigates bombarded the American fortifications at Mud Island before Philadelphia.

The great fortifications that line the Atlantic and Pacific coasts use electricity for lighting, for all kinds of power purposes, as well as for the telegraph, telephones, wireless and signaling, searchlights, etc. But it is the use of electricity in connection with the operation of the great guns that is most notable. It is in this work that absolute accuracy, economy of time and labor and efficiency in the minutest detail are demanded, and no power can accomplish these things like electricity.—Electrical News.

### HIS SPORTING BLOOD WAS UP

Futile Chase of Hunter, Fleeced with Toll and Perseveration.

The following up of a report is often as unprofitable as the search for the end of the rainbow, or the childish attempt to scoop the moon up from a roadside puddle. It is, however, a satisfying exercise of natural instincts on the part of born hunters.

In "Baldeland" S. R. Crockett gives an instance of this readiness to take up a clue and follow it to the end.

A south country laird, with his man, John, was riding to market. The laird and John were passing a hole in the moor, when the laird turned his thumb over his shoulder and said: "John, I saw a tod (fox) gang in there."

"Did ye, indeed, laird?" cried John, all his hunting blood instantly on fire. "Ride ye your lane to toon; I'll bowk the cruttar oot!"

Back went John for pick and spade, having first, of course, stopped the earth. The laird rode his way, and all day was foregathered with the crones at the market town—a business in which his henchman would ably and very willingly have seconded him.

temper, John was seated on a mound of earth, vast as the foundation of a fortress. "There's nae fox here, laird!" said John, wiping the honest sweat of endeavor from his brow.

The laird was not put out. He was indeed, exceedingly pleased with himself. "Dae'd, John," he said, "I wad hae been muckle surprised gin there had been a fox in the hole. It's ten year since I saw the tod gang in there!"—Youth's Companion.



**Columbia**

"One of the THREE BEST cars built"

Those who are satisfied only with the best use Columbia Cars. Birth, tradition, environment and character forbid their accepting less.

Columbia Cars have held this regard for sixteen years—from the beginning of the motor car, in fact.

Built in a factory big enough to build 5,000 cars, in which only 1,000 cars are built annually—these with infinite care. Our new 1911 catalogue shows body styles and gives you complete mechanical information.

The United Motor Omaha Company  
OMAHA - NEBRASKA  
Licensed under Selden Patent

Beauties?  
Where are they?  
Here they are!

Those new FRANKLIN machines brought out by Guy L. Smith for John Drexel and A. I. Root are said to be the niftiest automobiles seen in Nebraska this season.

They are really masterpieces. Every inch of material used in their construction is the best of its kind in the world.

They are light on tires—This is a feature of the Franklin.  
Powerful—None more so.  
Reliable—The top of the list.  
Beautiful—In a class by itself.

Ride two hundred miles to see them at  
**Guy L. Smith's Garage**  
in the Heart of Auto Row