SPEED IS NEEDED IN SPORT

Without it No Athlete is Apt to Make Good.

RUNNING IS A REAL SCIENCE

Bernie Wefers Tells How Many Athletes Could Increase Efficiency by Learning How to Use Their Speed.

NEW YORK, Dec. 24.—"Speed is the thing that is most required in every line of athletic sports. Give a man speed, be he base ball player or runner, foot ball player or weight thrower, and he is going to prove a winner," said Bernie Wefers, trainer of the New York Athletic club's crack team and one of the fastest men the sprinting world has ever known.

"Take the game of base ball. Why, if the players were taught how to spring properly they'd improve their base running a thousand per cent. Running is one of the sciences that is entirely neglected by a large number of men who are playing on the diamond today. Those who have learned how to spring can show fine records on the bases.

"When I attended Georgetown I wanted to play on the ball team because I knew the exercise would help my running, but they decided that I might accidentally be hurt and that it was better for me to stick to the cinder path.

"After leaving the college I wrote to my old Baltimore friend, 'Patsy' Donovan, who was managing the St. Louis team in 1901, and said that I would like a chance with the team. I told him that I thought I could teach his players something about getting down to first, and he sent for me. I knew that ball players were hard trainers and clean living fellows, as are most of the athletes who go out to win championships. The only trouble with them was that they specialized in everything but running, and I soon showed them how to gain speed on the bases.

"I found that a sprinter could easily master running the bases and learn how to 'slide' without losing any time. They say that sprinters are so fast that they can't stop when they get going and most of them can't judge a slide at all. That's rot. The faster a man is the more control he has over his movements. When I was sprinting in world's record form I could pull up within fifteen feet of the finish line. When I broke the forty-yard dash at the Boston Athletic association meet I had only about ten feet leeway after the finish. There were a bunch of hatracks in the way and I couldn't take any chances of bumping into them.

Base Ball Good Exercise.

"Base ball doesn't hurt an athlete—it's just so much healthy exercise," said Wefers. "A man who is a good athlete is sure to make a good ball player if he has the necessary nerve to face the ball.

"At Traver's island there are several good ball players among the athletes. Harry Gissing is a great player. He is fast on the bases because he knows how to run. His athletic training has been so good that he is able to throw a ball as far as the best of 'em. Jake Hartranft is another good player. When Jerry Mahoney was playing on the club team he was so good he received several offers from professional teams," continued Wefers. "Jerry was a jumper of no mean ability, but he considered that base ball, foot ball or any other branch of sport wouldn't harm his jumping."

"Some of the ball players who have been before the public during the last few seasons are considered as good men on the track as on the diamond. There's Harry White of the Chicago Americans. Some years ago he was considered one of Georgetown's best sprinters, and today he is a very accurate judge of base-running. Arthur Devlin graduated from the same college, and he is one of the fastest men in the game. When he was attending Georgetown he played first base on the college ball team and also held a position on the foot ball team. Devlin liked foot ball and he didn't believe that it slowed him up at all. Harry Day, who was with Cleveland, and Willie Keeler, were fast men who were natural athletes, and Josh Devore knows how to run properly.

Last summer Lawson Robertson and Harry Hillman, two of the best known coaches of athletes in the country, witnessed a number of games at Washington park. They both claimed to be surprised at the slowness on the bases of the Brooklyn players.

"They could bat the ball and they could catch it, but the way they ran the bases was a joke," says Robertson. "They'd wallop the ball, throw the bat down and waddle to first. Every man jack of 'em swung his arms in circles. Arm action is half the effort necessary to fast running, but not a single one of the players that we saw knew the first principles of what is probably the most valuable science of base ball."

Paul Pilgrim is the only big coach who believes that a man must specialize if he intends making good in athletics. He says that it has been his experience that a man can do only one stunt well.

Futurity Entries Soon to Close Up

Clause in Contract Which Permits Management to Cancel the Event.

NEW YORK, Dec. 24.—Members of the Coney Island Jockey club have issued entry blanks for the Futurity in 1912, and the nominations will close January 2, next. While the amount of added money is but $5,000, the stake will possibly be worth in the neighborhood of $40,000 when it is run.

As customary the past year or two, there is a condition in the contract which enables the club to cancel the event, if it so desires, without being liable for any sum except the entrance fees. The proviso has been attached to the conditions of the rich stake for the last three years. Otherwise the club would be responsible for the entire stake, whether it was run or not.

It is some consolation to racegoers to know that the racing associations have not given up the idea of continuing the sport. On the contrary, preparations are being made to open as usual in the spring under the existing conditions, even if no favorable decisions come from the courts.

Little is expected from the legislature, and it is doubtful if anything will be asked. "The law will be complied with," is the only answer that comes from those who are at the helm and that is sufficient assurance that there will be racing under some kind of conditions.

New Year Centuries.

Many of the motorcycle clubs throughout the country will start the New Year "right" by tearing off a "century" on the first day of 1911.

The Cleveland club of Cleveland, O., will ride to Hudson, to Akron, to Brecksville, and thence back to Cleveland, covering approximately an even 100 miles. The New Jersey club's "sociability run" will go from Newark to Dover and return. A run of 100 miles is the program for January 1 of the Poughkeepsie club of Poughkeepsie, N. Y.

America Leads All in the Automobile Racing Business

Game is Brought from the Old Country and Then Forges Ahead.

NEW YORK, Dec. 24.—The institution of racing automobiles in this country was imported from Europe. It was natural that the continent should present the first flights against time, for the motor car was invented there. Recent years, however, have seen the decline of the speed contests in Europe. While continental interest waned, the odd combination of business and sport in this country arose. Today America leads the world in automobile racing. It holds more road, track, hill climbs and endurance contests and has developed more, if not as good, drivers than Europe.

Doubtless the remarkably successful racing season just closed in this country has impressed Europe that it is falling behind. Such a conclusion is forced by the fact that France has decided to revive the historic Grand Prix race. The American Grand Prize, which was held so successfully at Savannah in 1908 and last month, grew out of the decline of the French Grand Prix. If present plans are carried out, however, the Grand Prix will be held in France next spring.

The Automobile Club of France has issued a sanction to the Automobile Club de la Sarthe to stage the event between May 15 and July 15. The Grand Prix was run through the Sarthe district in 1906. It is said that the manufacturers have been forced to take up the race. The alliance of certain French makers against the speed game did not work out as well as anticipated. It is said that public interest in the automobile waned in France when the Grand Prix was dropped. Monsieur was very fond of driving from his chateau in a car the duplicate of which the agent told him won the Grand Prix. The business of certain concerns fell off.

Judging from the conditions that have been announced for the revival of the big race, France will bubble over next spring. Two races will be held on the same day. One will be for cars limited to 4.3 bore by 7.8-stroke engines. The Grand Prix is open to machines of any time. This means a wild run for freakish "free-for-alls," an event that is certain to please your vivacious boulevardier. The distance will be about 370 miles, which means a most severe racking on cars and men alike. Medals awarded by the Automobile Club of France and class trophies await the successful drivers at the finish line.

The free-for-all class was welcomed in France, but the restricted event has called forth objections. It is claimed that the specified dimensions are not advisable. The majority of foreign motors for next season do not exceed three and one-half-inch bore. The objections are based on the fact that the specified stroke in the restricted class is too short.

Entries will be received until February 1. It is doubtful if any American manufacturers will name cars. The expenses of a racing campaign in Europe are too great, and the foreigners again carried off the honors in the last Grand Prize at Savannah. The race will be watched with interest, however, in this country.

Excessive Speed in Auto Road Races

Nonobservance of Law Arouses Resentment, and Good Roads Movement Hindered.

The public must now realize that automobile contests are in their infancy. However, the most expert men in the business cannot tell what turn the sport is going to take next. The whole manufacturing world is divided on the subject of racing. One maker says the sport is of no benefit to the industry; another says it helps more than anything else. Some favor a speedway, but urge the importance of practical contests.

Racing undoubtedly has a very material function in mechanical progress. It develops the art of driving specifically and executive ability broadly. It has a great human interest, which will not and should not be suppressed. It is undoubtedly the supreme test for one thing, and its excitement and interest have proven of such a nature as to draw the biggest crowds ever seen at any sporting event. The road race naturally stimulates the strongest efforts of the designer, the draughtsman and the manufacturer. To continually improve the result to the limit of skill is to gain for the factory and the industry.

CARS STORED FOR THE WINTER

Timely Advice to Auto Owners Who Lay Aside Cars.

Now that many motorists are laying up their cars for the winter, information as to the proper care of tires during this period is timely. The following advice is being spread broadcast by the Firestone Tire and Rubber company, who say that the time and trouble will be amply repaid by extra tire service next year.

1. Jack up car off all tires and allow enough air to escape to release the internal pressure on the fabric, but not enough to totally collapse the inner tube. The tires in this condition should be kept from heat and wrapped to exclude the light. If the tires are in perfect condition this will suffice, otherwise observe the following directions.

2. Take off the tires, clean outside carefully, removing all dirt, oil, grease and foreign material. Do not allow water to get inside the casing. If any of the cuts penetrate to the fabric have the tire inspected by a competent repair man and repaired or retreaded as deemed advisable. Wrap each casing and tube in paper or cloth to keep away light and air and store tires in a cool, dark place. Clean all rust off the inside rims and polish with graphite or stove polish to prevent further rust.

WANTS TOUR FOR THE WOMEN

Miss Alice Potter Desires Place in Glidden Tour.

Should women drivers and women in general be barred from the annual tour of the American Automobile association there is one driver who will be greatly disappointed. Miss Alice Potter of Elgin, Ill., whose sensational round trip to New York last summer, carrying three women friends and no man, caused comment, had every intention of entering her big car in the annual tour of 1909 and competing against Mrs. Cuneo, America's premier woman driver. Miss Potter said recently in a letter: "Should the American Automobile association, through the makers, take any such action as they propose, I believe that the time will be ripe for the formation of a great national run for women drivers, in which only women will be allowed to enter. I am confident that there are a sufficient number of capable women drivers in the United States to make such a run a grand one."

FOR NATIONAL AUTO CIRCUIT

Indianapolis Would Materialize Dreams of Speedway Gossip.

FISHER PROMOTING PROJECT

President of Hoosier Organization Wants to Hold Competition Under Jurisdiction of American Automobile Association Board

NEW YORK, Dec. 24.—Although hard to pin down to anything definite, there is a general movement under way to organize a national automobile racing circuit. The greatest interest in the project appears to be in Indianapolis, where the big brick speedway is located. Of course, Atlanta and the far coast tracks favor the idea. Indianapolis, however, is trying to evolve something definite out of mere talk.

The president of the Indianapolis speedway is Carl G. Fisher. It is Fisher's plan to push the old project to include better known racing plants in a circuit, outline a schedule of dates, hold meetings under the jurisdiction of the American Automobile association contest board, obey the rulings to the letter in order to protest the public and give the followers of the sport certain definite results to study rather than conflicting claims of many manufacturers which frequently confuse more than enlighten.

The work of the contest board of the American Automobile association during the last year has been very successful, considering the handicaps it had to overcome to bring order out of chaos and frame untried rules. The contest board is now able to realize what speedway racing really is. The rules for 1911 will be modified somewhat in order to protect the public to the highest degree.

Records Are Compiled.

A list of fairly satisfactory records has been compiled but the Amateur Athletic association officers have learned much during the last season and will face the 1911 contests with an organization well equipped to look after the matter of records as well as other details which go to make up this fascinating sport. In the present records there are a few discrepancies which should be ironed out.

With a grand circuit the contest board would be able to maintain an organization so well drilled in its work that it could handle the events with much greater success. It could, moreover, keep an even better watch upon the numerous undesirables who enter the promoting game, especially in a small way. It could enforce to much greater advantage all the Amateur Athletic association rules, which would enable the public to know that a so-called "stock car" was a real stock machine.

The sport of motor racing is now on a good, sound basis. Great progress was made this year. The meets were more uniformly conducted and all of the important ones under direct supervision of the Amateur Athletic association. However, there is still some room for improvement.

While many manufacturers are not ready to make announcements of their 1911 plans they have given out enough information so far to promise the greatest season in the annals of the sport. Nearly all of the cars already in the game will be on the tracks again, and it is certain that many new drivers will appear. Moreover, several concerns that entered competition on a small scale the last season will compete on a bigger basis next summer.

Good Season Ahead.

The entrance into the race game of the United Motors company is expected by many to rival the meteoric career of the Buick concern, whose cars became notorious under the skilled hands of Burman, Chevrolet and Lewis Strang. The Maxwells have made a good showing in class events for which they were eligible. Now it is reported on good authority that the Stoddard-Dayton make, a United Motors concern, will be represented by at least one powerful car on road and speedway next season.

The Cutting 40 company is building a monster speed craft in its Michigan factory. This car, new in the racing game this year, has made a strong showing throughout the middle west. Judging from the work of its stock machine, the special should be a worthy competitor of all comers. It is also rumored that the Chalmers, which was declared champion stock car of 1909, will re-enter the racing game next year. The National, Lozier, Chadwick, Benz, Fiat, Falcar, Stearns, Pope-Hartford, McFarlan "Six," Lancia, Chadwick, E.-M.-F., Great Western, Maxwell, Mercedes, Alco, Marman, Velie and many others which have scored are now preparing for the coming year.

Interesting is the announced entry of the Case team. It will be remembered that these cars have been named to compete in the international speedway race at Indianapolis next Memorial day. Their debut in competition will be at New Orleans. Lewis Strang, who won three road races in a season will be at the wheel of one of the Case machines. Strang is captain of the team.

The Mardi Gras races are always a feature of the Southern speed season. New Orleans always staggers at that time under the press of the festival-seeing crowd. The auto races are a relief from the monotony of peaceful pageants, fancy dress parades and other Mardi Gras doings. Moreover, a new Orleans show will be held in February at the Fair grounds during the progress of the meet.

FARMERS WON BY AUTOS, ARE NOW HEAVY BUYERS

Consignment of 750 Cars Shipped to Chicago for the West and South.

While three years ago the average farmer regarded the automobile as his enemy to a degree which made it uncomfortable for the occupant of a motor car who should dare to ride out into the country, the times have changed so rapidly that just at present the farmer is regarded as the best possible customer for a low or medium-priced car.

In connection with the demand for cars from the rural regions it is noticeable that last week an entire train load of cars suitable for country use was shipped to one concern in Chicago, the consignment totaling more than 750 cars, believed to be the largest automobile shipment ever made in this country.

DON'T SLAM THE AUTO DOOR

Repeated Shocks Loosen Bodies of Best of Cars.

One of the errors to which nearly all automobile men are addicted is the slamming of tonneau doors. Probably the habit comes from the accepted practice of slamming the doors of broughams and other horse-drawn vehicles, which are so constructed that it does not injure them. With the ordinary type of touring car body, however, the door frames are not braced with sufficient solidity to withstand repeated shocks from the door. As a result the frames of many bodies become loosened before their time. It is as good a rule for the car as for the house that attention be paid to the injunction, "Don't slam the door."

Tennis Men Make Early Start for Clay Court Meet

Members of the Tennis Committee to Attend National Association Meeting.

Omaha tennis enthusiasts, represented by the Omaha Field club, are starting an active campaign to keep the national clay court championship tournament in this city. S. S. Caldwell, as the head of the tennis committee, will start at once to insure the event here in 1911.

Cincinnati is the other city after the event and a lively fight is due for it. Omaha got it last year by sending a proxy to the annual meeting of the National Lawn Tennis association, but this year some of the Omaha players will attend the meeting and put their claim in person.

Letters received from Melville Long, winner of the tournament of last year; Merrill Hall, runner-up, and from Hayes and Anderson, winners of the doubles, all show that the men who entered in the tournament in 1910 are for Omaha for the 1911 meet.

Dr. P. B. Hawk of the University of Illinois, who is a member of the executive committee of the National Lawn Tennis association, and who aided greatly in getting the tournament here last year, has written to Conrad Young, who was the head of the tennis committee of last year:

UNIVERSITY OF ILLINOIS, URBANA, Ill.—Mr. Conrad H. Young, 408 Brandeis Theater Building, Omaha, Neb. Dear Sir: The time is approaching when we must be thinking of the clay court championship for 1911. Inasmuch as we shall probably have active opposition, I am again asking for proxies in order to be able to retain this important tennis fixture. If you wish to aid us in this matter will you please see that the proper official of your club signs the enclosed proxy and returns it to me as soon as convenient. Yours for western and southern tennis,

P. B. HAWK.

Development of the Automobile

Revolution in Construction of Motor Vehicles During the Last Ten Years.

It is well known that the last ten years have seen a revolutionary change in the design and construction of automobiles. Hardly 10 per cent of the American factories now producing automobiles could have been considered as running systematized organizations ten years ago. Today the members of the Association of Licensed Automobile Manufacturers have very highly developed and extensive production systems and factories. This means practically that a large industry has been established in a decade.

Compared with this, only detail improvements have been made in locomotive design or coach building during the same period, nor have horse-drawn vehicles for freight haulage been materially changed. Only those coach builders who have been associated with the automobile industry have radically changed their methods of manufacture.

Following the example of the automobile, horse-drawn vehicles for city use are now shod almost universally with rubber tires.

As to locomotives, consider as a fair basis of comparison their development to have begun in 1825, after the experimental stage was over. From 1825 to 1875 the locomotive experienced no greater development than has the automobile in the first ten years. As to the coach industry, no fifty years of its history ever showed a development as rapid as that of the automobile in the last decade.

It is pretty generally acknowledged that down to a certain point unit production is more properly indicative of manufacturing development than value of product. As to comparative numbers produced in the field under discussion, not until 1889 had one of our locomotive manufacturers produced its 10,000th locomotive. The same manufacturer completed a second 10,000 of locomotives by 1902—fifty-eight years for the first 10,000 and thirteen years for the second 10,000. Incidentally, it took thirty years to produce the first 1,000.

Starting from practically nothing, a number of American automobile plants have each produced over 10,000 automobiles since 1902.

Woman is Finding Pleasure in Auto

Also is Discovering that it is a Great Boost to Her Health.

"In these days, when it can be truly said that the automobile has 'arrived,' there are probably few who stop to consider it from a hygienic standpoint," says Mrs. A. Sherman Hitchcock, in the Automobile. "It rejuvenates tired nerves, changes the feelings of dullness to one of energy, gives a keen joy in the beauties of nature, and the swift pace is certainly stimulating to the circulation. The woman who is affected with ennui will find her trouble quickly dispelled by a spin in her car, and, through the medium of fresh air and sunshine, will be physically and mentally the superior of one who dwaddles away her time at home over a piece of fancy work or talking the latest gossip.

Air, light, and space are said to be essential to health, and, deprived of these, the result would be physical deterioration. There is no way to obtain these three life-giving qualities so satisfactorily as by autoing. The motor-loving woman will never remain at home on account of weather, for with the many kinds of motor raiment now procurable the weather has little effect upon the true lover of the sport. Another prime necessity of a woman's life is the alternative distraction or occupation, and there is absolutely nothing that fits so exactly every requirement as an automobile. From the hygienic standpoint it is the amusement par excellence, and, again, it furnishes a very necessary relaxation. There are many women who do not realize the great need for physical as well as mental exercise, and find themselves exhausted and incapable of further effort when they have accomplished a certain amount. They do not realize that unless one has a healthy body it is impossible to have a healthy brain, and without this one cannot do good work of any kind.

OLD RIVALS IN TWO GAMES

Harvard and Princeton May Meet Twice in Spring.

CAMBRIDGE, Mass., Dec. 24.—Harvard and Princeton may play two base ball games next spring. Coach Roper of Princeton was here and tried to arrange a series of three contests if a play-off game should be needed. Harvard agreed to two contests, but could not arrange the series. If Princeton is willing to play two games they will probably be played on May 20 and May 24. One game is surely listed at Princeton on May 30.

Persistent Advertising is the Road to Big Returns.

MOTOR WAGON AT AUTO SHOW

Vehicles for Commercial Use Will Be on Diaplay.

OMAHA'S DEMAND IS GROWING

Trucks Coming Into General Use Here—More Than 25,000 in Operation in United States—Development Ahead.

The Omaha Auto show is to give special prominence to the commercial vehicle. The entire basement of the Auditorium is to be occupied by the exhibits of trucks for commercial purposes.

Preparations for the display of commercial vehicles at the Omaha show are now in progress. The year since the last show has seen a general increase in the use of the auto truck in Omaha and in the territory which Omaha supplies with cars.

The forthcoming show will be a revelation that will amaze thousands of visitors. It will be an exposition of an industry in which, according to the best available information, more than 300 builders of complete machines and experimental constructors are now engaged; an industry that is already well developed and established on a solid foundation, yet which is only at the beginning of a growth the magnitude of which nobody fully realizes.

In New York City alone there are in regular use 2,300 motor trucks, delivery wagons and other forms of industrial vehicles, and in Chicago the number has grown from forty-five to 900 in three years, according to good information. It is estimated that throughout the country there are from 20,000 to 25,000 power work vehicles in regular use. At an assumed average cost of $3,000, these represent a total valuation of from $60,000,000 to $75,000,000. If the cost of garages for housing these machines is taken into account, the total investment reaches into figures of considerable magnitude.

To Revolutionize Transportation.

Viewed in its fundamental aspects, the commercial motor vehicle represents a development in transportation the effects of which will be revolutionizing. It provides the connecting link between the factory and railroad or steamship, and between the store and place of residence or business of the customer. It accelerates movement in the streets, avoids traffic delays, economizes space in the stable or garage, at the loading platform and in the streets. Already it occupies a place in our activities that never has been filled before, because it performs tasks that are hopelessly beyond the capabilities of horseflesh, such as the dash to a fire with pumping apparatus or chemical tanks at a speed of thirty to forty miles an hour, or a sixty-mile trip over country roads with a load of household furniture in a day. It enables the great retail houses to make deliveries the same day or within twenty-four hours of purchase at distances of twenty or more miles from the store. It does the work of three wagons and three or six horses in the same time and at less cost. It is clean and sanitary, does not suffer from heat or cold, slip and fall on icy streets, nor contract contagious diseases and become a total loss.

It is natural to think of the motor wagon as a vehicle only. It is more; it is a vehicle and a portable power plant; it can do everything that the horse drawn wagon can do and can perform other important functions as well. The power developed in the engine or released by the battery through the motor can be applied to operating power winches for loading and unloading heavy pieces of machinery, boxes and crates of manufactured articles, taking on and putting off removable bodies that can be placed ready loaded upon the chassis of the machine; for pumping water to extinguish fires and for pumping water out of manholes; for drawing telephone and electric light cables through underground conduits; for operating suction pumps for vacuum cleaning and various other purposes. The power can also be utilized in machines for street celaning, plowing and cultivating farm land and in road making machinery and road rollers. In short, the applications are innumerable.

Business Man's Opportunity.

The forthcoming show offers an excellent opportunity for the business man to get posted upon just what these machines are accomplishing, how they have been improved in recent years and how they are helping their users to build up trade and decrease expense and trouble. At the show where the various makes are gathered together under one roof, each can be compared readily with the others and the visitor can meet and discuss his own transportation problem with the heads of factories, sales managers and other principals in the business who have made a careful study of all phases of hauling and delivery work with relation to the motor wagon.

There will be something to appeal to everyone at the show. The commercial vehicle is going to become a real factor in the lives of every inhabitant of the country eventually, from the head of the great manuafcturing plant and the big retail merchant to the wage earner who will ride in motor omnibuses in the city, and from the farmer who plows his fields with motor traction engines and receives his mail by motor postal cart to the mine owner and great lumber companies that haul the natural products of the land on motor trains over trackless roads to shipping points.

ST. LOUIS MECCA OF BOWLERS

Coming from All Over the Country to Bowling Classic.

St. Louis will be the bowlers' mecca this season, as the bowling classic of the world will be held there by the American Bowling congress during the latter part of January and the first part of February of 1911. Each year, as the American Bowling congress goes marching on, gathering additional bowling hosts to their banner, all predict what is called the limit of entries and limit of prize fund; but each year we find that it is growing, and the territory covered by the entries from bowlers to this congress is enormous. Actually from Vancouver to New York City, and actually from Winnipeg and Montreal to Mobile. Entries from these cities have been received during past tournaments of the American Bowling congress, which is more than any other tournament ever held can say, and they will actually be entered again. The Vancouver Board of Trade subscribed over $2,000 to send a team of six men to Cincinnati to bowl three games, and these boosters did more from Vancouver then tens of thousands of dollars of literature advertising. They were representative gentlemen, as well as bowlers, and were entertained in every city they visited on their trip by different manufacturing bodies and they boosted Vancouver all the time in a legitimate way. The fact that this trip is to be repeated to St. Louis demonstrates that the business men of the western Canadian metropolis are awake to the fact that this is the best way of placing their city and gateway of the orient before the public.

An Auto Collision

means many bad bruises, which Bucklen's Arnica Salve heals quickly, as it does sores and burns. 25c. For sale by Beaton Drug Co.

Chains Hurt Tires Rather Than Roads

This is Conclusion of English Engineer Who Has Experimented on Private Roads Abroad.

Henry Edmunds of London, a member of the Institute of Civil Engineers and of the Institute of Electric Engineers, has given the subject of road injury by chains on automobile tires much thought in the last few years. Mr. Edmunds has been an automobilist for many years, during which time he has watched the effect of automobiles on his private roads leading from the highway to and from his house. Chains have ben used for a longer time abroad than in this country and, in fact, in some places abroad are required by law.

Mr. Edmunds has been a user for the last six years and has found that the drives on his grounds have not been affected in any particular by their use. It is his contention that the chains do not injure road surfaces because any action of the chain is on the tire—in other words, any movement is a reaction that comes on the yielding tire.

He contends that if a road was cross-stretched with chains and any number of cars driven over the chains the tires alone would suffer. The traction effort is the tire on the chains, not the chains on the road. Coming back to practice, Mr. Edmunds has found that while chains have not had any influence in unmaking his drives, tires with fixed non-skids, such as studs, did tear up the surface and for that reason were abandoned and only tire chains used in bad weather.

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— but tomorrow your clothes may need cleaning just the same, sir.

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2211-13 Farnam Street

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The only beer brewed from pure spring water on the market. Order a case for your home and get the best.

A beer just suited to quaff at home—a night-cap for the sociable evening—a refreshing draught for the late supper—a delightful glass to sip under the evening lamp. Stars and Stripes is a foaming, sparkling beverage for the keen palate—for the connoisseur.

Have a Case Delivered to Your Home

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Of Automobiles and Accessories

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BAKER ELECTRIC — Electric Garage. DENISE BARKALOW, Proprietor. 2218 Farnam Street.

AUTOMOBILE INSURANCE — 500 Brandeis Building. Phone Douglas 29. H. E. PALMER, SON & CO., John W. Redick, Mgr. Auto. Dept.

Velie — MOTOR CARS. VELIE AUTOMOBILE CO., 1902 Farnam St. John Deere Plow Co., Distributors.

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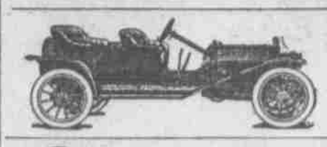

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