

BUSY SPRING FOR DETROIT

Stiff Schedule of Exhibition Games is Announced.

TO PLAY IN NINETEEN CITIES

Two Divisions Will Meet Clubs in Southern, Texas, Central and Western Leagues—Omaha April 3-4.

DETROIT, Mich., Jan. 7.—President Navin has announced the schedule of exhibition games which he has arranged for the Tigers and it looks as if the members of the Detroit base ball club were going to have a very busy spring.

Hughie Jennings will command the first squad which will be made up of veteran infielders and outfielders and the second division, composed of veteran pitchers and recruit basemen and other gardeners will be piloted by Wild Bill Donovan.

As all the players will probably be in Monroe by March 1, they will have more than three weeks of work before their first work in the stadium.

Statistics are not available to show what percentage of drafted players either are traded or sold to other teams, mostly minors, but we venture to say that it is at least 50 per cent, if not more.

Not that anybody felt any serious doubt over the matter, but just to confirm a common belief, it may be interesting to restate that George Tobau, boss of the American association, announces that that organization and the Eastern league will make no trouble in the way of an invasion until the end of 1911, when their franchise expires.

Now, do we understand Br'er Hackenschmidt correctly? All he wants, according to his astute fiscal agent, Mr. Jack Curley, is a chance at the big house, and not the championship. That's it, isn't it? Well, for a time, at least, we should say Hack ought to draw fairly well, but he has about as much chance at beating Gotch as a lamb has of killing a butcher.

If Don Despain gets Bobby Lowe for his manager he will have done well. For Robert was some player in his day and his head still contains loads of base ball knowledge, which would be valuable if properly imparted to the present generation.

Sam Crawford is back to visit the folks in Wahoo and Nebraska. Sam brings back with him this year the distinction of having batted across the plate last season 113 runs, more than any other American leaguer.

The Highlanders have another man to "fight it out at third with Jimmy Austin." Well, bring 'em on, Jimmy fought it out rather successfully last season with half a dozen of them, and will be much more able to meet all comers this year.

President Rourke is dickering for a good trade on Harry Welch. The doctor ought to be a valuable asset to many a team. He does not care to play in Omaha any more and for that reason Pa has agreed to let him go elsewhere.

Old Hoss McCloskey advertises for "young players of ability, who can hit the ball—not the high ball"—for his Butte team. John is back with his first love and here's hoping he makes a go of it.

Johnny Goding continues to grow young and supple as the winter progresses. The other day when the sun came out real warm-like, he almost leaped the counter in the store where he is working.

Foot ball warriors who are not playing basket ball are anxiously waiting time to enter the big ball case in the spring. Not the Cornshucks.

Jack Thomas has become a fixture each winter in a Lincoln clothing store, which, of course, beats chasing Billy goats out of your back yard in Kerry Patch.

At that if Hollenbeck does go to the Three-Ere league we are going to try to brace ourselves for the shock.

King Cole, the Cub's long pitcher, has gone on the stage. He ought to make a hit simply as an exhibit.

Pa is getting those new stands under cover rapidly. Hurry up, Old Hoss and pass on.

A Dangerous Wound rendered antiseptic by Bucklen's Arnica Salve, the healing wonder for sores, burns, cuts, eczema, salt rheum, etc. For sale by Boston Drug Co.

Persistent Advertising is the Road to Big Returns

Along Auto Row

Dealers More Encouraged by the Last Week's Business Throughout This Territory.

The demand for cars in Omaha and its district last week was gratifying. It was of such a substantial nature as to cause dealers to anticipate a great business that they have been looking for.

J. W. Broese, sales manager for the Packard track department, has been in Omaha several days whooping things up for the Packard truck.

J. L. Sternberg, manager for the Interstate automobile, has been in Omaha hurrying out a big shipment of cars. Sternberg is a hustler and is meeting success in this section with the Interstate.

The New York Globe of January 3 says the Velle Motor Vehicle company of Moline, Ill., in conjunction with the Garland Automobile company of Broadway, New York, are absolutely the big noise of the New York show.

There is little doubt in the minds of those acquainted with the industry that the announcement marks the beginning of a new epoch in motor car standards.

Full page advertisements announcing the new prices, appearing in the newspapers from the Atlantic to the Pacific on New Year's day and on the eve of the New York show have created a deep impression on manufacturers, dealers and buyers alike.

It is a sequel of the company's statement issued months ago when President Benjamin Briscoe said: "The object of the United States Motor company is to realize in the highest degree, efficiency and economy resulting from concentration and co-operation in production and distribution."

The brush standard runabout, which was formerly sold for \$46, is now listed at \$60. The sixteen-horse power Maxwell still stands at \$200, but the company includes in the 1911 equipment a top, gas lamps and generator.

The Stoddard-Dayton and Columbia cars stand for the limit of motor car excellence and luxury, and no better car can be made until the world's engineering knowledge is enlarged and the skill of its craftsmen is heightened.

Lewis Doty said: "Old Dobbin has again been outdistanced by an automobile in an economy test in Danville, Ill., corroborating the result of a similar test in Greater New York last October. The horse and the automobile were pitted against each other on a fair basis to determine their relative maintenance cost under actual conditions of service."

The attention of the automobile public has recently been attracted to the publication by the Thomas B. Jeffery company of a most significant statement of the Rambler policy follows:

To make all parts for the Rambler, and by limiting the output to make them so carefully that the Rambler may justly deserve distinction as a car of character and quality.

To be exact in all statements; never to misrepresent or exaggerate and never to disparage others.

To be guided by the experience of many years and to value permanent rather than temporary success.

To maintain independence as a safeguard to stability, and to assure to our customers the perpetuation of this policy.

To serve every Rambler owner so promptly, courteously and thoroughly as to assure to each the pleasure and satisfaction he expects.

An interesting announcement comes from the Velle Motor Vehicle company of Moline, through their representative, the John Deere Plow company of Omaha.

The trucks will be modeled along conventional lines and possibly will use the regular Velle "40" engine as supplied in their line of pleasure cars.

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The building is brick with green decorative tile trimmings, two stories high, 6x12 feet in dimension. An especially designed cornice extends over the sidewalk, above the main entrance.

The interior is finished entirely in oak, with a wainscoting eight feet high. A novel treating of the wood work gives a pleasing effect. Instead of the usual glossy finish, this has a dull finish, produced by oiling and rubbing.

Back of the sales room, and separated from it by partitions, filled with leaded glass windows, are the manager's offices, the offices of the accounting and stenographic departments, and the superintendent's room.

A newspaper man called upon Mr. J. N. Willys, president of the Willys-Overland company, to obtain his opinion of the effect the reduction in prices of one of the largest automobile companies would have upon the business at large.

George Rein has received information that the Cadillac is making more records for itself in the east. Rein & Drummond are pushing the car about as vigorously as dealers can in this section and their work is telling.

Recently three of the most prominent men in the automobile industry of Europe were visitors at the factory of the Chalmers Motor company. These men are

George Diehl, president and chief engineer of the Benz Automobile company of Mannheim, Germany; Fritz Wurmell, assistant engineer of the Benz company, and Carl Neumann, president of the Rheinischen Automobil Gesellschaft.

Mr. Diehl is the man who built the "Lightning Benz," with which Barney Oldfield established a world's record for speed—a record which is likely to stand for some time to come.

These gentlemen have been visiting the Chalmers Motor company with a view to introducing Chalmers cars in Germany. They are going to take a Chalmers "30" back with them for trial under German conditions.

The engineers from the Benz company were vastly interested in American methods of manufacture, as typified by the Chalmers company. It was only a short time ago that representatives of the Fiat company of Turin, Italy, also went through the Chalmers plant. These European manufacturers, coming from widely separated localities, and representing two of the greatest automobile companies in the world, concede that Europe can learn a great deal from America about automobile manufacture.

All three of the gentlemen representing the Benz company say that the Chalmers company has one of the most complete and efficient automobile plants they have ever seen.

O'NEILL'S TEST FOR THE UMPIRES Carbon Sheet Behind Plate Tells the True Story.

President Lynch has nothing on Norris O'Neill of the Western league in regard to the testing of umpires to judge of their capability. This section is not a matter of merely testing the umpire's eyesight.

Neither the umpire or someone else able to pitch a ball is allowed to pitch to a batsman who takes his stand in front of a white sheet of canvas. At the rear of the plate a solid structure is built and carbon paper registers the exact position of the ball when it hits.

The Western league magnate does a real good job in testing when he is putting his mind on it and has an indubitable record.

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The Western league staff of umpires will remain the same as in former years. The list includes five names. Some one will have to be found to fill Johnny Mullin's place and it is rumored that O'Neill has another change or two in mind.

CHICAGO SKATING SEASON SET International Series to Open in Windy City January Seventeen.

NEW YORK, Jan. 7.—The international skating season will open in Chicago on January 17. At a meeting of the International Skating Union of America held in this city the following dates and championships were allotted:

International indoor championship, Chicago, January 17, 18. National indoor championships, Cleveland, January 20, 21. National outdoor championships, Saranac Lake, January 24, 25. International outdoor championships, Montreal, January 26. New England championship, Boston, January 31. Eastern championship, Newburg, January 31.

No date was set for the international figure championships, although applications have been received from Boston, Cleveland and Chicago. An announcement will be given out later.

The speed skaters will all assemble in Chicago for the initial event and from there makes the round of the circuit.

BOWLERS MEET AT ST. PAUL International Association Will Hold Annual Tourney.

ST. PAUL, Minn., Jan. 7.—Much interest is manifested here in the International Bowling association tournament to be held in St. Paul from February 11 to 23. Minneapolis bowlers will co-operate with St. Paul in the arrangements. It is assured that there will be teams here from Chicago and other Illinois cities; Milwaukee, Superior and other bowling centers; Indianapolis and cities in Indiana, Dayton, O., and cities in the east; Vancouver, Winnipeg and other Canadian cities; Duluth and the northern part of Minnesota; Fargo, Grand Forks and the cities of North Dakota where bowling is popular; Aberdeen and Watertown, S. D.; Des Moines, Sioux City, Dubuque, Waterloo and Marshall, Ia.; Omaha, St. Joseph, Kansas City, Council Bluffs and St. Louis. Cities and towns adjacent to those mentioned are expected to be well represented.

No-Rim-Cut Tires

Motor car owners have long and willingly paid 20 per cent extra for Goodyear No-Rim-Cut tires. Now they cost nothing extra, because of our enormous production.

We have sold half a million Goodyear No-Rim-Cut tires, and last year our tire sales tripled. Yet, until lately, these premier tires cost 20 per cent more than the ordinary.

All because the tires can't rim-cut, and because Goodyear tires are 10 per cent over-size.

Now these same tires—No-Rim-Cut tires—10 per cent over-size—cost no more than other standard tires. Our multiplied output has cut the cost of production.

The difference is this: Goodyear No-Rim-Cut tires don't need to be hooked to the rim. Through the base on each side we run 63 braided wires—a feature which we control.

These wires make the base unstretchable. When the tire is inflated the wires contract. A pressure of 134 pounds to the inch then holds the tire to the rim.

Other makers, to get rid of this hook, use a single wire or a hard rubber base. But both are impracticable. The braided wires, which contract under air pressure, are absolutely essential to a safe hook-less tire.

In addition to this, Goodyear No-Rim-Cut tires are 10 per cent over the rated size. That means 10 per cent more tire at no extra cost. With the average car that adds 25 per cent to the tire mileage, because it avoids overloading. You get these advantages without extra cost when you specify Goodyear No-Rim-Cut tires.

Together they cut down average tire bills half. They are more fully explained in our book, "How to Select an Automobile Tire." May we send it to you?

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO Branches in All the Principal Cities We Make All Sorts of Rubber Tires

At the New York palace show there were 57 per cent more pneumatic tired cars equipped with Goodyear than their nearest competing make.

OMAHA BRANCH 2020-2222 FARNAM ST., OMAHA

FRANKLIN The most efficient road car in America. Franklin body design is the distinct sensation of the automobile world.

The new sloping hood, the flush-sided body, the high front and rear doors have set a new standard of beauty for motor cars. A perfect blending of hood and body lines is achieved for the first time in motor car design.

The cooling system is the greatest mechanical success in automobile construction; it requires no attention. It is the only cooling system that is absolutely reliable at all times and under all conditions.

Franklin tire service is exceptional. That is because a Franklin is light weight and uses large tires. The castings are never over-loaded.

The Model H is the most luxurious large car built. It can go farther and faster in a day than any automobile.

Other models are: Model D (38 horsepower) Touring Car, 5 passenger. \$3,500 Model M (25 horsepower) Touring Car, 4 passenger. \$2,700 Model G (18 horsepower) Touring Car, 4 passenger. \$1,950

GUY L. SMITH 2205-7 Farnam St., Omaha.

The Bee--the Best for Sports

World's Two Greatest Automobile Values Now Ready for Delivery!

WHEN you buy a car you buy Performance, Durability, Comfort, Economy and Style. The car whose price is so high that its merit cannot possibly equal the price, is being sold upon other than a value basis.

In the Inter-State you get maximum value, dollar for dollar. Actual records and specifications prove that the Inter-State at these prices offers the greatest value on the market today.

Two NEW "40" Models \$1750 \$2000

Inter-State Automobile Company J. L. STERNBERG, Manager

310-12 South Eighteenth Street

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