

Check your parcels at our garages next week



Along Auto Row

Dealers Getting Ready for the Show—Will Show Cars This Week at the Omaha Land Show.

It might be said that Dr. MacNab, manager of the United Motor Chicago company, is a well-balanced production. He is "M. D. MacNab, M. D." The MacNab family determined to have a physician in the family and prefixed "M. D." to the good old Scotch name of MacNab. Ten years of sturdy application of the doctor's part added the "M. D." to the family designation. But as the best laid plans of mice and men often go hang, just so Dr. MacNab laid down his case of vials to pick up the tools of commerce. He has been signally successful in his new work.

New peculiar as is this "M. D. MacNab, M. D." it is more peculiar than the case of Dr. MacNab's younger brother. The family sought to make sure of his future at a tender age by prefixing the initials "A. B." to the proud name and an obliging college added another brace of alphabet letters and so this younger brother is privileged to sign himself "A. B. MacNab, A. B."

Whether the gentleman jumped four feet out of his seat while driving, or whether the model T actually left the ground and did the aeroplanes stunt, is a question that might be debated were it possible to take time to look into conditions. The facts in the case are as follows:

Mr. Wohlwend of Alliance, O., is an owner as well as an ardent admirer of the model T Ford, and the feats of service performed by the car. He don't believe there is another car on earth that can beat it, and he takes every chance he has to prove it. While driving to Hudson, O., recently the gentleman came up to a large touring car, which he immediately set out to pass. "I never stay behind," says Mr. Wohlwend, and so naturally with a couple more notches on his gasoline quadrant, the model T went whizzing past the big car. Then there was a crash. An unkind six-inch pipe was hidden in the grass, and in passing the Ford hit it with full force, completely shattering both glasses in the windshield. The collision was so great, says Mr. Wohlwend, that the car jumped four feet in the air. Our critic says he bet the driver flying four feet in the air trying to dodge flying wind shield glass. Anyway none of the axles or running gear of the car were damaged, so Mr. Wohlwend kept on going until far out of sight of the other fellow. Then a stop was made and after convincing himself that nothing was broken continued his trip to Hudson with no more damage to the car than a broken wind shield. Speaks pretty well for the value of vanadium steel in the axles and springs of the Ford car.

The United States government has taken official notice of the Indianapolis motor speedway with the result that two engineer-physicists from the bureau of standards at

Washington, D. C., have taken up headquarters at the famous brick course to make tests and observations which will show the effect of atmospheric changes on the vitrified paving surface. The speedway was chosen as the most perfect sample of brick paving in the country and the peculiar slopes and curves at the turns of the race course give the only opportunity to test irregular paving and road construction.

Major James E. Howard, head of the experiment work for the government is authority for the statement that the speedway stands alone in the vitrified brick paving field as an example of almost perfection, and the results obtained from the test there will be of lasting benefit to the cities throughout the land. The report of the experts will be sent to the Washington headquarters and they will be distributed to all of the municipalities which use brick as a paving material.

One of the tests which the experts are making is to determine the contraction and expansion of the brick surface in the various temperatures from 10 degrees below zero to summer heat. This will be of benefit to paving contractors in future construction work as they will know what allowances to make for such changes. Another test to determine the rigidity of the track has been made by placing a sensitive spirit level which shows a change of one ten thousandth part of an inch, beside an automobile. The machine is then run away and the action of the level noted. These tests so far have failed to show any change in the position of the level gauge.

Guy L. Smith has just received word of the building of a speed car weighing but 1,600 pounds by the H. H. Franklin Manufacturing company, for a particular customer.

This car in some respects resembles the special speed model built by the Franklin company, but is very different in many particulars. The principal feature of contrast between this and other cars is its light weight. In its manufacture every surplus part has been removed, irons are bored out, wood parts lightened, and in no place has an ounce of material been left except where absolutely necessary for strength and safety. Even the mud guards are mere strips of thin sheet metal above the wheels. The individual sloping hood and turtle back of the 1911 Franklin gives the car a most speedy appearance. The motor is a high compression four-cylinder affair, and while its horse-power is not officially announced it is said to be sufficient to produce very high speed. Mr. Awrell, the purchaser, will spend the winter months in Porto Rico with this unique car.

A score of test cars from the Indianapolis motor factories are working out daily at the brick track and the results which they have brought in making the brick surface smoother are remarkable. The steady grind of car after car, running over the brick, has worn the surface down to a smoothness which was believed impossible when the track was first constructed. After spending \$150,000 putting the brick surface on the course the management

found that it was rather hard on tires, so every means has been used to bring the track into the smoothest condition possible. Dr. Wadsworth Warren, manager of the Buick racing team, recently paid a visit to the speedway to investigate the report that the track had become almost perfect under the wear of the test cars.

After carefully inspecting the course, especially at the turns, he said: "I used to think that the brick track was hard on tires and that years of wear would not improve it, but I must say now that the surface appears to be entirely different than it was, even last summer at the July race meeting. It was better than at first then, but now I think there is not a superior surface in the country."

"The coarse surface of the cement coating has been worn down so that the filler merely serves to close the small apertures in and between the bricks. It renders the track," I believe, "practically skid proof and looks as though there never would be much more tire trouble. It would not surprise me if some of the cars go through the big 500-mile race next May with one tire change, at the most."

"Of course any surface, even dirt, wears out the tires, but I think this even brick surface will be easier on tires now than almost any other material which could be used."

Paul P. Willis, formerly publicity manager at Indianapolis, Ind., of the Overland Automobile company, has accepted the position of directing a municipal publicity and advertising campaign for that city. His work will be a part of the general crusade for a bigger and better city, being waged by the Indianapolis Trade association.

This organization is but one year old and has proved itself a pacemaker among similar organizations elsewhere, all engaged in the modern business of city building.

The officers of this society are all heads of big and successful Indianapolis concerns and they are directing the efforts of the Trade association along business methods. Will J. Dobyns, as secretary, has elegant headquarters in the Board of Trade building. There is a jobbers' and wholesale division, a freight division, a factory division and a "city beautiful" division. The newly organized advertising department, placed in care of Mr. Willis, will be managed along the same scientific lines as an advertising manager does business for any specific commercial concern.

Concerning the progress of this organization to date, Mr. Willis says: "We do not want a sudden boom. The analysis of the steady, yet rapid growth of this Hoosier capital shows cause for growth in many elements. The natural advantages of the city's geographical location is one of the chief of these. During the last few years the large increase in the number of interurban lines and improvements of the many older steam roads has impressed the shippers with the unexcelled advantages for supplying their customers in all directions with their orders of merchandise."

"The estimate of business done by the Indianapolis wholesale houses in the last

year is \$100,000,000. The Indianapolis drug market is the largest of any inland city in the world. A \$3,000,000 business was done last year. The wholesale grocery business, which employs more than 150 traveling salesmen, did a \$12,000,000 business last year. The Indianapolis dry goods business closed the season with a record of over \$10,000,000 business. The hardware jobbers did a \$7,000,000 business, the wholesale paper companies a \$3,000,000 business and the queensware people a \$2,000,000 business. Add this to an automobile industry of 20,000 cars a year and many other first-class business concerns and it is easily seen that Indianapolis is a giant that must be reckoned with seriously in the modern battle of cities."

The latest census report shows Indianapolis to have 232,620 population.

GAME FIGHTER WINS OUT

Downs and Ups of George W. Egan, South Dakota's Nervy Scrapper.

There is sportsman's instinct that stirs men to enthusiasm when a game fighter wins a battle against odds, without much regard to the cause for which he has been fighting. This instinct will find expression over the reinstatement of George W. Egan as a practicing attorney by the South Dakota supreme court. Whatever else may be, Egan is the best single-handed fighter ever developed in South Dakota politics.

Disbarred by the Minnehaha County Bar association early in his career in South Dakota, the young lawyer from Iowa was apparently down and out. Even though, as Egan strenuously protested, the disbarment was due to a complication of political, legal and business motives, nobody believed that the handicap thus created could be overcome. Even his friends, and they were not many at that time, expected he would pack his traps and make a new start elsewhere under more auspicious conditions. But Egan didn't quit for a minute. Having lost his fight before the bar association, he took it to the supreme court, only to lose again. Then he took an appeal to the electorate of Minnehaha county by projecting his candidacy for county attorney, an office for which he could not qualify while the disbarment stood. Egan said he wasn't particularly interested in the office; he wanted the vindication. He pleaded his case so eloquently and effectively that the voters of Minnehaha county actually elected him to the office that he could not fill—elected him by one of the largest majorities ever given in the county. Mr. Egan made another fight to be allowed to qualify, and lost it, of course. Still he wasn't ready to quit.

Unable to practice his profession, Egan established a weekly newspaper in Sioux Falls, mainly on nerve. With rare optimism, as nearly everybody thought, he announced that the mission of his newspaper would be the vindication of Egan, and as a means to that end, the promotion of his independent candidacy for governor. It did not seem likely that anybody would care to pay for or read such a purely personal organ, but many must have done so, for Egan continued to hang on, publishing a long serial story of his troubles and discharging weekly broadsides at his political and personal enemies, and the courts, which he contended had denied him justice. Egan's newspaper regularly presented him as a candidate for governor, but politicians smiled at the absurdity of the notion.

When the primary campaign of 1910 opened there seemed to be no place for Egan. The old factional lines in the republican party were drawn anew, and factional slates were prepared. The faction with which Egan was in sympathy was supporting the governor of the state, then serving his first term. The opposing faction had a candidate of its own, and had no use for Egan in any event. In the circumstances it was supposed Egan would not present his candidacy at the primary as a republican, but might project an independent candidacy in the fall. This was another poor guess. Egan entered the primary in competition with the other two republican candidates, and the subsequent proceedings amassed all onlookers.

Egan hired an automobile and proceeded to give the term "whirlwind campaign" new significance in South Dakota. He traveled from town to town, holding open-air meetings and presenting his personal and political campaign with fiery eloquence and enthusiasm that infected the crowds. The report began to go the rounds that "Egan was getting the voters," but still the politicians refused to take him seriously as a factor in the campaign. When the primary returns began to roll in, however, it was found there was basis for the reports. Egan had got the votes of thousands of them, from towns and farms alike. On the day following the election it seemed sure that he had been nominated. The official returns showed he had distanced one of the factional candidates, and had just fallen short of beating the other. It was generally admitted that if the "whirlwind campaign" had covered more territory Egan would have won the nomination.

Egan disappointed the guessers again by not taking an independent candidacy to the polls, where, on the surface of things, he might easily have held the balance of power. Instead he preferred to hold his standing as a republican, and point to the astounding primary vote as a popular reversal of the supreme court's judgment in the disbarment case. Evidently the supreme court itself was impressed with the significance of the demonstration. It permitted a reopening of the old case, and following the withdrawal of many offensive utterances made by Egan during the heat of the campaign, it reversed itself and restored Egan's credentials as a practicing attorney.

The interesting question regarding the extraordinary Egan is, What next?—Sioux City Journal.

Musings of a Cynic.
It is one of the mysteries of life how two men can make a bargain, and both get the worst of it.
"Millions for defense," is an admirable motto for the lawyer who is retained at that end of the case.
Some men are like blotting pads in that they absorb the ideas of others without acquiring any of their own.
The cook book may be an admirable thing in its way, but it is responsible for many an unhappy marriage.
The trouble about beginning at the bottom of the ladder is that you may have to do it so often.—New York Times.

PEARY MEETS A BOGUS "COOK"

Explorer Completes Riding Test and Hooks His Overcoat with the Waiter.

The wintry blasts off the icy Potomac contain no hidden dangers for Commander Robert E. Peary. Lest there be any doubt in the minds of hopelessly biased persons on this subject, the following facts are presented for consideration:

Ten days ago the discoverer of the North Pole, now a "naval engineer" attached to the Department of Justice, received orders to prepare for the ninety-mile riding test that is prescribed for naval officers. Meditatively the commander stroked his tawny mustache and frowned a polar frown as he said: "I haven't been astride a horse for seventeen years, and have almost forgotten how to mount a saddle. But I'm going to make that ninety-mile ride if I die in the attempt."

It was typical of Commander Peary to make a determination of this sort—and to carry it out. Wednesday morning he started out on the course, a three-and-one-half-loop around the speedway. He knew he had to complete the ride in three days

and was a trifle worried by the thought. But at 10 o'clock Thursday morning, after eleven hours of hard riding in all, Commander Peary crossed the finish line with just the suspicion of a smile on his lips. He had demonstrated he knew a few "land-lubber" tricks as well as those of a plain seaman. He had used eleven horses in his riding stunts, had never once allowed them to slacken down in their ten-mile-an-hour gallop, and had emerged from the test with 110 miles to his credit.

Incidentally, the test ride was climaxed with the spice of excitement. After completing the ride, the North Pole discoverer made a little reconnaissance to a place of refreshment, where he might find a little "spiritual" nourishment. The "little journey" was successful. Then Commander Peary found he had brought no money with him. His pockets were empty.

"I'm afraid I can't pay you for that drink just now, my man," he said to the man behind the bar. "I haven't any money. But I'm Commander Peary."

"The — you are," replied the man in the apron. "Well, I'm Dr. Cook, and I have proofs, specifications and documents to show you bought a drink and didn't pay for it. I should advise you to come across with some cash, Mr. Commander Peary."

Thereupon an excited colloquy ensued, but the commander was so decisively won over in the argument that he betwought himself of a compromise. Finally, a happy thought struck him.

"I'm going to leave this overcoat here as a guarantee that I'll pay for this drink. That ought to satisfy you. A man can't wear an overcoat this kind of weather, anyway," he added.

So the overcoat was held hostage until late in the afternoon. Commander Peary might have given a certain polar watch charm of his instead of the overcoat, but he would not run the risk of losing it. It is altogether too valuable for that.—Washington Herald.

He Stood the Test.
The hour was 1 a. m.

Inside the dimly lighted hallway stood Mrs. Dorkins, with a grim smile on her face.

"John," she said, in cutting accents, "you have been dissipating at the club again!"

"Maria," spoke a voice outside, rapidly, clearly, and distinctly, "he blew luxuriously on the blooming bugle!"

Instantly she unfastened and opened the door.

Mr. Dorkins had not been dissipating.—Chicago Tribune.

"The City Owns One of My Cars"

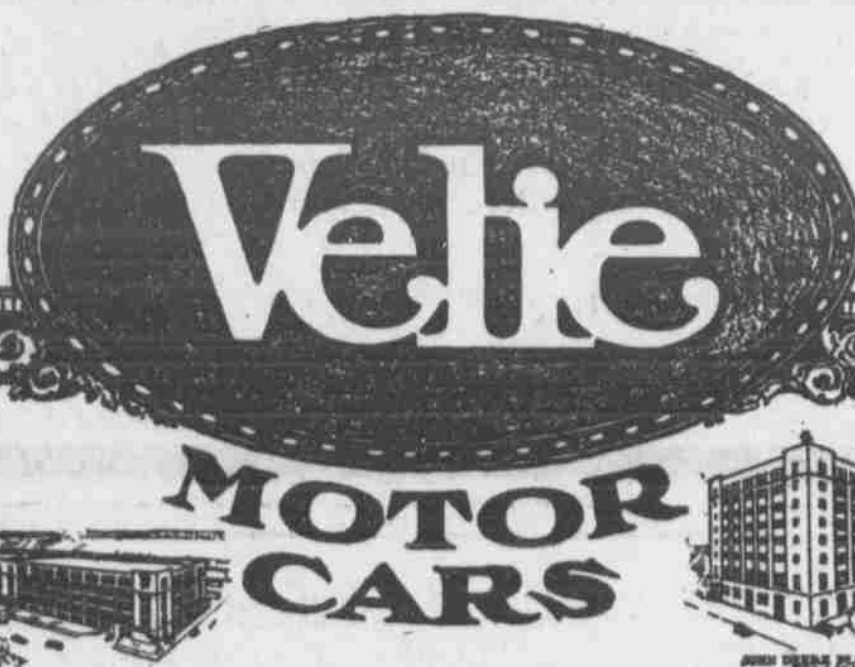
Said J. L. Sternberg, manager for the Interstate Auto Co. Ask the officials what a masterful machine it is. It will outrun, outwear, outclass many a high priced car and thousands are finding it out.

I sell now a 5 or 7-Passenger Car
"50" Torpedo Touring Car for \$2,700

Show me anybody else who can do it. Marvelous beauty and power are shown in its artistic body lines. Its powerful, soft purring engine, its roomy interior makes it seat from 5 to 7 easily. The \$1,750 "40" is well known in Nebraska and Iowa, and there are hundreds who wouldn't ride in any car except an Interstate.

INTERSTATE AUTOMOBILE COMPANY
310-12 South 18th Street

John L. Sternberg



"A Comparison"

Shakespeare says "Comparisons are Odious" but—

A Standard \$4,000 Car	A Velie \$1,800 Car
has	has
44-Horse Power.	40-Horse Power.
4.9 Bore.	4.5 Bore.
5.25 Stroke.	5.25 Stroke.
A Water Pump instead of Thermos syphon.	Water Pump.
29% have L-cylinder.	L-cylinder.
82% have cylinders in pairs.	Cylinder in pairs.
48% have double ignition.	Double Ignition.
95% have Selective Gearset.	Selective Gearset.
Cellular radiator.	Cellular Radiator.

Which proves that a Velie offers practically the same value in the parts that make it an automobile as cars costing twice as much.

Therefore the difference in price must be due largely to the external or parts which please the eye, but not necessarily the pocket.

This comparison is based upon actual facts and we believe we can prove to your entire satisfaction that the Velie car offers the most value for the money.

The same satisfactory service from the car and the same fair treatment at the hands of the manufacturer is assured the Velie purchaser.

Why not investigate and find out for yourself that what we say is true?

Do it now—IMMEDIATELY.

JOHN DEERE PLOW CO.
DISTRIBUTORS
OMAHA
CITY SALES ROOM, 19TH & FARNAM STS.

1911

No hill too steep,
No sand too deep.

CONVERTIBLE TORPEDO

Jackson
LIVE POWER, PLANT, NEARLY ALL IN AND OUT

A handsome, comfortable car, equipped with a powerful engine. A reasonable all the year around servant.

Model 30, \$1,250.00

PIONEER IMPLEMENT CO., Council Bluffs, Iowa.