

CHAIN OF BIG FLYING MEETS

Plan Is to Have Several, Running from May to October.

ENGLAND CENTER OF INTEREST

Large Prizes Are Offered in Many Countries, Which Will Attract Many of the Most Noted High Flyers.

NEW YORK, March 4.—Though it is starting rather late in the day the Aero Club of America and the national council are planning to hold during the coming season a chain of big flying meets, a feature of which will probably be flights between different aviation fields. Courtland Field Bishop, acting chairman of the council, is now circulating various affiliated out-of-town clubs with a view to organizing a string of meets throughout the country to last from May to October. These competitions are planned to stimulate foreign competition. Mr. Bishop believes that many foreign aviators are eager to fly in America, but are kept away because of the lack of big prize money.

In Europe over \$200,000 has already been offered in prizes for 1911. The most valuable prizes are for long cross-country flights that will eclipse all previous efforts in this direction. The Journal of Paris has offered prizes amounting to over \$70,000 for a race from the French capital to Berlin, Brussels, London and back to Paris, the distance to be covered being, roughly, 1,500 miles. The date provisionally fixed for the contest to open is June 4.

England will be an important aviation center this year. From Germany, France, Russia, Italy, Belgium, Holland and America the most noted flyers are expected to congregate in the United Kingdom early in the summer to take part in two great competitions—the international cup race and the "Circuit of Britain," the latter race a tour of 1,000 miles to be completed during the season. In July, the prize of \$2,000 being awarded to the competitor, who, starting from a point near London, completes the circuit in the shortest time. No competitor must touch ground when flying from one town to another and the whole circuit must be accomplished in one week. Starting from London the aviators will fly between Harrogate, Newcastle, Edinburgh, Scirling, Glasgow, Carlisle, Manchester, Bristol, Exeter, Newry, Belfast, London, Brighton, Tunbridge Wells and back to the metropolis.

Other competitions for the year abroad comprise the Southern France circuit flight for \$6,000, the Rome to Turin, the Berlin-Hannover circuit and the Freiburg-Weinaden circuit. Prizes are also offered for flights from Liverpool to Manchester and from London to Newcastle, and finally there will be big prizes in the autumn military selection trials of new aeroplanes in France, for which the government recently voted a credit of \$20,000. In this country there is a prize of \$10,000 for a flight from San Francisco to New York via Chicago.

F. G. Campbell Wood, secretary of the Aero Club of America, says there is great enthusiasm in the club over Mr. Bishop's scheme. A good starting place for the American flying circuit, it is pointed out, would be Washington. The aviators could afterward pass on to Baltimore, Philadelphia, Atlantic City, Asbury Park, New York, Boston and Buffalo for meets of seven days or longer, with shorter stops at intervening places. After finishing at Buffalo the circuit would take the flyers out to the cities of the middle west such as Chicago, Cincinnati, St. Louis and Indianapolis.

It is pretty generally agreed that the day when aeroplanes will be as familiar as automobiles are now is hastened more by cross-country flights than by stunts in enclosures. Besides flying in Mr. center to another, the aviators in Mr. Bishop's scheme would have the opportunity, it is hoped, to win valuable prizes for circuits such as Philadelphia-Atlantic City-New York-Boston.

Who are the men who will take the pieces of Johnstone, Hoxsey and Mossant in the fight for aviation honors for America during the coming season? Members of the Aero Club of America are beginning to feel some anxiety in regard to the selection of a team to represent the country in the international cup race in London during coronation week. It is almost certain the Glenn E. Curtiss, winner of the trophy in 1909, will not be a contestant. The Hammondsport inventor is devoting all his energies to perfecting an aeroplane for naval and military purposes. J. A. D. McCurdy, the Curtiss flyer, is barred by being a British subject. The flying days of Charles K. Hamilton seem to be over.

The plucky little red-headed hero of the New York-Philadelphia flight seems to have never fully recovered from his smash-up on the Pacific coast in his ninety-mile-an-hour machine late last summer. J. Armstrong Drexel cannot compete, as he is no longer a member of the Aero club. He resigned as a protest against the statue of Liberty race award.

Along Auto Row

What Dealers Say of the Show—Great Improvement in Auto Sales in Omaha's Territory.

Mr. H. E. Sidles, general manager Nebraska-Bulk Auto company, was in the city Friday on his way home from the Sioux City show, and reported the sale of eleven cars of Buick cars. Also the sale of an Olds Autocrat. Also said the show had a very good attendance.

The Nebraska-Bulk Auto company have been very busy the past week sending cars out to different points in the state, they having sent overland to Kennard, Gandy, Hershey, York, Tobias and Red Oak, Ia. They also sent carload shipments to Yankton, S. D., York, Neb., Central City, Neb., Harvard, Neb.

One of the classiest cars to be seen on the streets today is the new Regal roadster, a 26-25 horse-power of very pleasing design. This car is new in Omaha, but is built by the Regal Motor company of Detroit, one of the largest and most reliable manufacturers in the United States. The Regal is bound to push its way into popularity in Omaha rapidly, as it has done in other sections as soon as introduced. It is made in six models and the price are remarkably low for such a high grade car. The Independent Auto Repair Co., 218-18 Farnam street, are the local agents.

Mr. F. W. Robartes, division salesman of the Old Motor company for the middle west, was here just before Thanksgiving, who was much impressed with our city, that when he established his headquarters, he selected Omaha as a point in the center of his division that could be worked out of economically. It will be remembered that Mr. Robartes is the manager of the Oldsmobile racing team, and it was under his direction that the Autocrat made such a wonderful showing at the Vanderbilt races. In the Autocrat is seen the highest type of automobile construction, obtained only by securing the combined knowledge of the best automobiling engineers. The motor is of the "T" head type, 5-inch bore by 6-inch stroke, 24-inch valves. The car is a 24-inch wheel base, 28 1/2-inch tires and demountable rims as regular equipment. The Autocrat, selling for \$1,500, and the Nebraska-Bulk Auto company have already sold six of this high grade car in their territory.

Albert E. Bilher, master mechanic and manager of the Independent Auto Repair company, is very enthusiastic over the Regal car, for which his company has just secured the agency. Mr. Bilher says he has examined the car inside and out and that it has everything else "backed off the boards" for the money.

Happy Dave O'Brien and Adolph Storz, the general officers of the Independent Auto Repair company, now have the "Regal" smile for all their automobile friends. They have secured the agency for the Regal car in Omaha and declare it to be best low-priced car in the market.

The Cameron Auto Repair and Garage company is now in its new headquarters, 501 South Nineteenth. Mr. Cameron has been in the automobile business for years, being formerly with the Buick people of this city.

The Traynor Auto company is a new concern on the Row, Traynor was several years with Fredrickson and is well known throughout this section. His place of business will be at 218 South Nineteenth street and he will handle the Paige-Detroit and the Everitt "30." These cars are popular east and should go well in Nebraska. The garage is undergoing thorough repairs and will be one of the prettiest on the Row.

L. L. Pratt, manager for Guy Smith, accompanied by Mrs. Pratt, left today on a several weeks' trip to Florida.

Roy Coffeen and James Frestland are pushing the Midland now in earnest. Their new garage has been completed and their shipment of new cars has arrived.

Guy Smith rolled out two Franklin's yesterday, said to visitors to the show.

Fredrickson Auto company is showing some new and beautiful Chalmers-Detroit, Hudsons and Picores.

The Brush covered itself in glory show week. It was the one car sought by the crowds. The car that is cheaper than a horse and buggy and actually proven on the streets of Omaha, was a drawing card.

Manager Silver is showing now some very pretty Vettes at Farnam and Nineteenth streets. The Vette is one of the best known cars in Nebraska.

Lewis Doty, manager United Motor Omaha company, reports big sales show week on Maxwell and Columbia. The Columbia attracted unusual attention and won friends from among those who were in the market for superior cars and had not seen the Columbia before.

McIntyre Auto company did a thriving business during the show. The Oakland has grown more popular every day since McIntyre took another agency.

Van Brunt Auto company is preparing to do the heaviest business that it ever did in Overland. This company has received a large shipment and they are beautiful models.

Manager Gould of the Ford Motor company said that the show was a grand success. He sold the Fords and looks for the heaviest year in the history of his company. "The factory thinks the same way of the outlook," said Gould.

The United States Tire company is the new organization composed of four of the most prominent makers of pneumatic and solid tires in the country—the Continental Caoutchouc company of New York, the G. & J. Tire company of Indianapolis, the Hartford Rubber Works company of Hartford, and Morgan & Wright of Detroit.

A conservative estimate places the company's automobile tire output alone for the coming year close to the \$3,000,000 mark. This line will also include solid motor truck tires, bicycle tires, motorcycle tires—in fact, tires for everything on wheels from a go-cart to a fire-truck. The change will not affect the manufacturing divisions of the four plants, except that the secret processes and improved methods heretofore possessed only individually by the four companies will now be utilized in the making of the entire United States line of tires.

Iowa and Nebraska for the United States Tire company.

During a meeting of the leading automobile manufacturers in New York last August, it was estimated that the contemplated output for this year would be 25,000 motor cars, according to James W. Gilson, general sales manager of the Mitchell-Lewis Motor Co. of Racine, Wis.

"This was before the bankers got paroled of the panic," said Mr. Gilson, "about that time the tail of Hailey's comet side-swept the banking fraternity and pushed them so far back in the innermost recesses of their vaults that Jimmy Valentine, with his sensitive finger tips at their keenes could not tickle the safe combination."

"Because of this attitude of the banks the manufacturers curtailed their estimates to such an extent that not more than 50 per cent of the prospective estimate just mentioned will be manufactured for 1911."

"There is a demand in the United States at present for about 30,000 cars annually. About 8,000 of this number will be exported. One-eighth of the product of the Mitchell-Lewis Motor Co., or 1,000 cars, will go abroad. I do not think that more than 150,000 or 100,000 machines will be built this year and with the normal demand, about the 200,000 mark, it can readily be

seen where the shortage will occur. For this reason the policy of waiting until the last minute to purchase a car is poor practice and prospective buyers will be sadly disappointed in April, May and June when they can't have their orders filled.

"As the Mitchell owners form one large family we are enabled to keep closely in touch with them and avoid this habit of waiting until the last minute to buy. We established this through our 'Mitchell service,' a policy which was inaugurated in 1904 when the proprietors of the present head of the Mitchell-Lewis Motor Co. embarked in the wagon business. When the Mitchell company consummates a sale, instead of bringing the end of our relationship, it is really the prelude to it. We begin where the others end, and for that reason every owner belongs to the Mitchell family, which means that we are both operating under the golden rule."

William Drummond is back in Amesbury attending the funeral of his mother. The first part of the week he received a message saying that she was dangerously ill, and later her death was announced. Only a few months ago Mr. Drummond visited his old home. Mrs. Drummond, although more than 90 years old, was in good health and in high spirits. Mention was made at the time of the visit and of the happy

is a notable tendency the past two years to confine non-skid tires to the heavy all-weather tires of which the Firestone letter tread is such a good example.

Among many similar letters, the following from Charles P. Downey, a well known hotel proprietor of Lansing, Mich., is to the point: "Was just looking at the heavy rubber-type of which the Firestone letter tread is such a good example. I don't know what the average life of a tire is, but have no kick coming on the Firestone."

The Firestone company advises all motorists to keep a careful speedometer record on the mileage of each tire. This is of value not only in determining the best type for each particular service, but also because it gives timely warning of the undue wear caused by poor alignment of wheels, uneven braking and similar faults.

Contrary to general opinion, an efficient non-skid tire is not necessarily shorter lived than a tire having no skid preventing properties. Despite the tremendous strain of arresting great momentum with only a few square inches of effective traction, it has been found that durability and efficiency can be secured in the same tire by proper construction and materials. There

reason of the family of sons and daughters in their mother's home.

E. H. Wilson is east hurrying a shipment of Lexingtons to Nebraska.

Colonel Deright has been in New York several days.

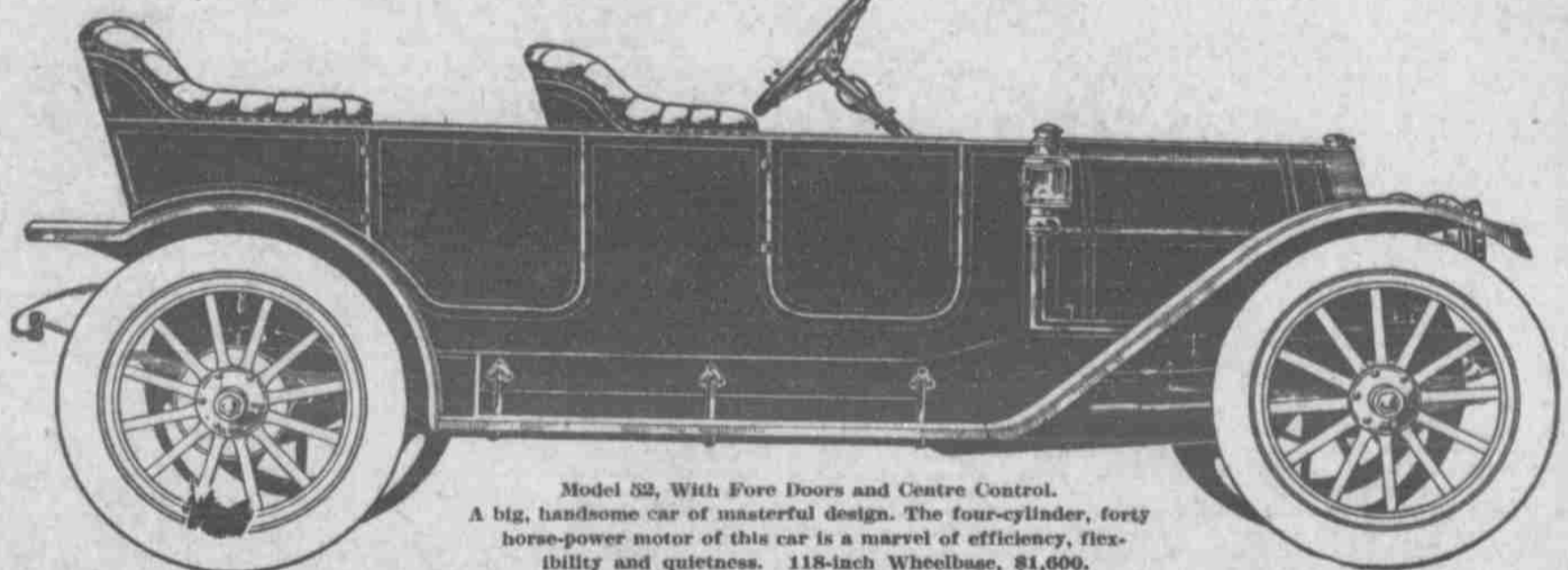
Manager Craig of the E. M. F. attended the show in Sioux City last week. Craig amused the town when he asked for the superintendent of the Board of Education, that he might change the system of A. B. C. on beginners to E. M. F.

"It was the best show that we have held," said Denise Barkalow yesterday. "The weather was superb, the people came and we sold the cars." Of course Barkalow referred to the sales of the Packard and Baker.

"It does not matter who sold the first car," said George Heim of Cadillac fame. "I think I sold it, but say, if some other fellow did, watch the Cadillac that fly along Farnam from this time forward."

John Yoke, factory representative of the E. M. F., is spending several days with Manager Craig in Omaha.

No other manufacturer can produce the car described below, sell it at the price we ask, and make a profit. This is a fact which comparison will prove. Certain it is, that no maker gives as much for so little. 25,000 Overland owners know this from experience.



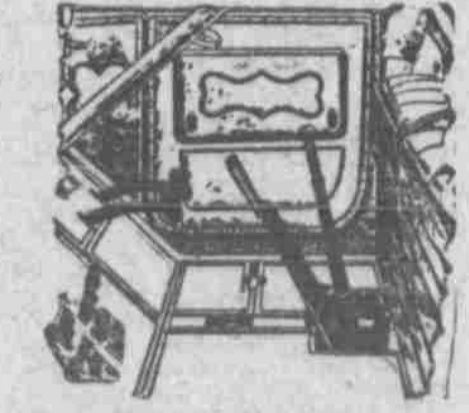
Model 52, With Fore Doors and Centre Control. A big, handsome car of masterful design. The four-cylinder, forty-horse-power motor of this car is a marvel of efficiency, flexibility and quietness. 118-inch Wheelbase, \$1,600.

These headlines contain statements which, is true, mean everything to the buyer who wants the most a given amount will buy.

If this advertisement will cause you to act—induce you to make an investigation of the claims we make for Overland Cars and compare them with others, it will have accomplished its mission.

Make your comparisons thoroughly, part by part. The more thorough your investigation, the stronger your conviction will be that the Overland is the car to buy.

Your comparison will prove, first, that you get in the Overland the largest, handsomest, most luxuriously finished car, that you get a power plant not equalled for efficiency, reliability, quietness



All fore door models of Overland Cars have the center control. Any fore door car showing levers outside is obsolete, or at best a makeshift.

and flexibility in any car selling at less than \$2,500. Compare the motor in Model 52 Overland, with the best car you know selling at \$1,700, \$2,000 or \$2,500. Compare the springs and riding quali-

ties, the speed, the hill climbing ability, the wheelbase, the frame, transmission, brakes, rear system, size of wheels and axle; steering gear. Compare the finish, upholstery, the body design and workmanship. You'll find that Overland fore door models are designed and built as fore door models, not old bodies patched up to meet the prevailing style with shifting lever and emergency brake outside and out of reach. See the detail cut to the left, showing Overland center control, the approved practice in all up-to-the-minute, high-class cars.

Consider and bear this point in mind always that the Overland is a manufactured car, every part and every piece made by us, after our own designs, by our own men, in our own plants.

You'll find, too, that the Overland is a thoroughly standardized car. Each operation on every part is made by an expert workman on that particular thing by special machinery in a special "jig," from the best material.

Each cylinder, gear, shaft, bearing, axle, frame, transmission, body, etc., etc., is exactly like the other in the same Overland chassis. No fitting, grinding or filing is necessary or permitted in the final assembly.

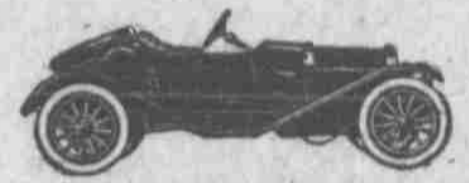
On parts like cylinder pistons, cam shafts, etc., we work as close as one one-hundredth part of an inch. One one-thousandth part of an inch limit of

tolerance is common practice in Overland construction.

Unlimited facilities, enormous production of exact standardized duplicates, an ideal organization built up, controlled and directed by one man—John N. Willys—enables us to make the minimum price on the maximum of motor car efficiency.

We could make them more extravagantly, but we cannot make them better.

The production of Overland Cars, for 1911 will be 20,000. We make only five chassis—22 body styles, with or without fore doors. No extra charge for fore doors.



Model 52, Same Chassis as 50 Two-passenger Model, \$1,500.

We have prepared a sheet of comparative data, tabulating specifications of Overland Cars with America's best in their class.

Write for this sheet and our catalogue.

THE WILLYS-OVERLAND CO., Toledo, Ohio. Please send me Catalogue and Comparative Data Sheet. Name: Address:

The Willys-Overland Co., TOLEDO, OHIO.

CONTROLLED BY VAN BRUNT AUTO COMPANY COUNCIL BLUFFS, IOWA.

JUDGMENTS

THE National association has done a good turn to the player in its new rule affecting suspensions. It requires owners and managers to accompany their notice of suspensions with the reason for the penalty and in case of failure to meet the requirement, the player's salary will remain in effect and his suspension be disregarded by the higher court of base ball. This is a sound rule. It will work injustice to neither party, but serve to correct or prevent injustice often to players. Arbitrary managers sometimes have a way of inflicting this sort of penalty when they are not entirely justified and the association must have come to that conclusion. With the found cases of abuse, or it would not have been led to take the action it did. The Sporting News cites a case in hand where the player undoubtedly has been seriously wronged and, strange to relate, our old college chum Ducky Holmes, figures in the case as a benefactor. When Ducky took hold of the Mobile club as manager he found in the list of players turned over to him the name of Catcher Bert Blue. Manager Holmes made out a contract to Blue, along with others and mailed it to the player. Blue answered that he had been suspended by that club two years ago for failure to report, but if they still wanted him to give him his home and family, though he would be of no use, for he had long been suffering with rheumatism, was unfit to play Class A ball and knew he could not make good. He suggested that if the suspension that had been hanging over him for a couple of years should be lifted, he might be glad to catch on with a minor league team near his home, and work back into the game again; that if Holmes doubted his statement as to condition, he could send him a ticket and he would report for practice. Manager Holmes decided the player was not "faking," and not wishing to stand between him and a living he might make by playing in a Class D league, wrote Blue he would see that the suspension is lifted. No doubt many young players not familiar with the rules have suffered similar hardships. It is a healthy indication of the growing disposition on the part of the managers of the game to give the player the benefit of greater protection to have such rules enacted and it should serve to ease the player's mind as to any apprehensions he may have along this line.

Fa has twenty-seven men on his list now, but hopes to run his team with many short of that number. He ran along with twenty and twenty-two last year, chiefly because he was not very certain at any period just what he had and did not care, with the train of accidents befalling his men, to let anybody go. He has twelve pitchers engaged thus far, but will probably not retain more than seven, or possibly six. He has two faculty men and four outfielders and will whittle that bunch down, probably, to four, possibly only to five. It is still a guess as to the outfield. King, Schoonover, Anderson and old Ollie Pickering are on the list. If Pick and Anderson are right they are almost certain to stick. Of course, Kick will, but he is as yet holding out on salary, as he usually is at this season of the year. Schoony is a good boy, and even should be crowded out of a regular berth, which is not certain, would still be in line for utility, as a rival of the Honorable Swampy Thompson and a newcomer from St. Louis named Ward.

Fa Hourke had to go—or did go—to St. Louis to procure young Loiz, an Omaha boy, who has been pitching ball for a few teams on corner lots of Omaha for a couple of three years. St. Louis finally sided Loiz and Fa tried to get him last year, but the youngster preferred to go to the bigger town. Now he will come back and join Omaha for this season. Both he and Hall, who also comes from St. Louis, are expected to be getting good from the start off. That gives some assurance to our pitching staff, which will show up as a powerful department unless all signs fail. Aside from these men there are Keeley, Rhodes and Ventrone of last year's team, all of whom ought to come back much stronger, and Danny Dreamer Durbin, on whom we are relying with firm faith. As a matter of fact it looks now as if Omaha was to have another of those great pitching stunts for which Colonel Hourke has become famous, and, if so, we shall make the rest of 'em hard to catch, indeed.

The annual alarm of the gamblers getting hold of base ball has been turned in. Don't worry, nothing is safer than base ball from the clutches of the gambler. This alarm has been sounded for many years. Early in the stages of the game it was in imminent peril of such degradation and a few years ago it approached the danger line, but it is too well fortified now to justify any alarms.

There is still a chance of Omaha getting Corridon, but only a chance. Barney Dreyfus proposes to hold onto all his recruits until Fred Clarke can try them out. Should Reddy not be needed, Hourke might get a whack at him. Red wants to come and is needed. With Byrne at third and Wagner at short, he certainly has poor show of sticking in Pittsburgh.

Another bright star has shot. Jimmy Dygert, once the brightest luminary in the firmament of Athletics pitchers, has walked down the plank to Baltimore in the Eastern league. Connie Mack retains pitchers only a little while after the gilt wears off. James should have lasted longer, but he was not very strong last year.

Dr. Harry Welch is quoted as having said he would decline the honor of playing with Sioux City, or any other ball team; that he has entered the banking game at Omaha and is too busy learning how to become a most trust baron to be annoyed by such a trifling thing as base ball. BULL—

Omaha has contributed two more sons to the professional base ball arena. Frank Gibson, a catcher, and Harry Williams, a pitcher, both of whom go to Dallas, Tex. This city has done its share in sending out home-grown products.

Durham, Wichita's king pitcher, has this winter passed the required examinations to make him a full-fledged pharmacist, consequently may be expected to dose out some bitter pills for the boys who face him.

Jack Haskell contends that the staff of umpires in the Western league this year will be a good one. We hope so, for that is an important part of the business.

We still repeat—our friends who persist in reading O'Neill for the umpires he selects that two of them are now on major league payroll.

As an element in the apothecary of base ball, do not forget to include Fa Hourke's new mark.

Crowd along there to the box office.