

### MANY BEBATE GRAND PRIX

Few Americans Seem to Have Any Use for French Race.

MAY AMERICAN CANNOT WIN

Experts Say that Previous Records Should Have No Effect on This Year's Races in that Country.

NEW YORK, April 15.—Automobile race drivers and other persons interested in the speed game have from time to time berated the French Grand Prix. In the course of the month when motor car racing men get together the subject is invariably touched upon. It seems that the American car, Grand Prix have not met with the approval of Americans who were in France at the time. They tell of how the management of certain Grand Prix races in the past were most discourteous to Americans; that they looked upon our cars and drivers as jokes and treated them as such. Also they say that an American car could never win the Grand Prix, that the foreign pilots would look wheels if necessary and that the spectators would pick up a winning American car and pitch it off the track.

The absurdity of these exaggerations is apparent, yet they reflect the feeling of men who have had Grand Prix experience. Also there is the incident of Herbert Kyle when he was at the starting line of a Grand Prix race. The western pilot was at the wheel of the Pope-Toledo racer. There was a final clearing of the course and one of the officers of the race, a Frenchman, rolled by in his American car. As he passed Lytle he leaned out of his car and did something for which New Yorkers are famed if they do it on subway station platforms. Also he sneered: "For your American car, bah!" This is the story as Lytle told it to a prominent officer of one of our racing associations.

But previous contests for the Grand Prix should have no effect on this year's race. There will be no discourtesy toward Americans. The French have come to realize this country's position in the automobile world. Also there will be none of the courtesies of the past. Americans will be welcomed. The establishment of the Grand Prix agency in this city at the offices of the Motor Contest association assures this. The French are soliciting American patronage for the race. They appreciate the fact that this country leads the world in automobile racing and will accept cheerfully when the big contest is held on July 2.

Guarantees Fair Play. And a more substantial guaranty of fair treatment is at hand. W. J. Morgan, who has returned from France, promises a square deal to every American team. He is the well known motorist who has been asked by the French Grand Prix promoters to look after the entries in this country. Also, to assure the success of the race, Robert Lee Morell of the Automobile Club of America has accepted an invitation from the Automobile Club de la France to be one of the judges in the race. The latter club is promoting the Grand Prix. Morell's record, which includes the perfect handling of the Grand Prix at Savannah, shows that he is fully qualified to look after the interests of American manufacturers who may race in France. No attention need be paid to the incidents of past races for the Grand Prix. Both the French club and Morell are determined to do away with them.

With the return of Morgan more data on the course are obtainable. The roads are described as "admirable, rolling and resistant." The circuit is located southeast of La Mans and has a circumference of fifty-three kilometers. The start and finish line will be at Pontlieux, which is an important suburb of La Mans. To quote further: "After starting on the national route of Tours the cars will not meet during the first twenty kilometers of the route, which is absolutely straight and does not necessitate any slackening of speed. On the last ten kilometers the speed should attain its maximum. On entering the circuit they turn to the left, go up hill, then descend, but which does not permit passing until Saint Mars d'Antilly is reached. A race they turn towards arriving at Grand Pontlieux, where the race is over. The absolutely flat country, then over demarcated with a curve, in the neighborhood of Parthenay. Between Parthenay and Tours the surface is rough and uneven, but can be traveled over at high speed."

BLIGHTING EFFECT OF X-RAYS Another Name Added to the Death Roll in a London Hospital.

Another name has to be added to the death roll of the X-rays victims—that of Ernest K. Wilson, who was for more than twelve years an operator at the London hospital. Mr. Wilson, who was only 40 years of age, had undergone six operations. Two minor operations were performed on his hands in 1906, to be followed by two more in 1908. Then he lost one gland of his right hand, and finally some glands round the armlets, which were removed last September, when Mr. Wilson was forced to retire from the staff of the London hospital owing to his terrible affliction. E. Harnack, who was for twelve years a colleague of Mr. Wilson, says some interesting particulars of the death of the radio department at the London hospital. "Dr. Huxley and myself were really the pioneers of the work at the London hospital," said Mr. Harnack. "The department was established in 1895, and when the work became heavier, in 1897, Mr. Wilson was engaged as my assistant. He was chosen because he was an expert photographer. In fact, a gold medalist of the Royal Photographic Society. Wilson's is the third death—the others being Dr. Barry Blacker and Harry Cox. Mr. Blacker, who worked with us, is comparatively safe now, although he has been under an operation for X-ray dermatitis. There is practically no danger now in handling the X-rays," added Mr. Harnack. "For the last ten years operators have worn protecting lead-impregnated clothes and gloves, which absorb the rays and do not allow them to penetrate." Mr. Harnack has himself undergone eight operations, having lost his left forearm, one finger and two half-fingers of the right hand. He has also had glands removed from his left side, but he talks quite cheerfully of further operations.—Boston Transcript.

MISS LEMP WANTS PROPERTY Granddaughter of Late St. Louis Brewer Files Suit for Part of Big Estate.

ST. LOUIS, April 15.—Marion Lemp, granddaughter of the late William J. Lemp, began a legal fight today for a share of his \$10,000,000 estate by filing a suit in the circuit court asking that the court decree give her one-eighth of the estate.

Her father, a minor she brought suit through her mother. All heirs of the Lemp estate are named as defendants. Miss Lemp is a daughter of the late Frederick W. Lemp, William J. Lemp left his estate in the hands of his widow and when she died stated that the interest of Marion Lemp had been purchased and she accordingly left them nothing.

### Along Auto Row

Dealers in High Spirits Over the Business of Last Week—Outlook is Better Than Ever.

Worm, or screw gearing, is among the oldest mechanical movements and, until recent years, has been employed to obtain either a great mechanical advantage or a considerable reduction in speed between related machine parts. Later developments, however, saw its introduction as a driving gear for higher speed mechanisms and while its reputation as an effective but inefficient mechanism remained, its users began to see greater possibilities for its use than they had at first expected. Worm drive for automobile purposes, however, is counted by many as a new development, while, as a matter of fact, its use commenced with one of the earliest, if not the earliest, really successful automobiles built in Great Britain, the "Lanchester." The makers of this car developed at the inception of its manufacture a special form of worm gear which they have employed continuously since 1887, and the mechanical success which they undoubtedly achieved with their worm gear led to the Dennis company following their example and later, another company, known as the "New Engine" company, adopting similar practice. These three concerns, however, constitute the disciples of worm driving, and it was not until the advent of more silent engines and general reduction in noise that the greater bulk of the English manufacturers took advantage of the properties which worm drive provides. Conjecturally, however, with the created public demand for silence they realized in a body the necessity for the abolition of noise in their transmissions and an increased efficiency, with the result that many of them closely investigated the merits of the worm drive and immediately adopted it for their new models. Today a very high percentage of the British cars are worm driven, both in the commercial and pleasure fields, while weekly reports from Europe indicate that not only are the French and Germans following in the lead as quickly as they can accumulate the necessary experience, but that the balance of the prominent English manufacturers are about to adopt the worm drive as standard in the near future.

An ancient method of separating a citizen from his dollars was to cover a lead brick with gold leaf and sell it to him as a chunk of pure gold. But crooked methods have since been replaced by more honest ones, and while today the phrase "gold brick" is a synonym for a swindle, there are hundreds of automobile owners who will pay \$2 for a set of "rubber" tires weighing 100 pounds when they know that pure rubber when washed and tried costs \$2 a pound.

The following sales are reported by the E. R. Wilson Auto company: H. J. Allyn, Lewis, Ia.; Charles Jacobsen, Omaha; Dr. C. G. Bloss, Dewitt, Neb.; Heyn, photographer, Omaha.

The Nebraska-Buick Auto company delivered a handsome five-passenger Oldsmobile Autocrat to Mrs. C. C. Allison last week. This is the new 1911 Autocrat that is creating such a stir in automobile circles this year, outclassing every car in its class. The Nebraska-Buick Auto company delivered a car to Arnold, Neb.; three to F. L. Williams, Winneton, Neb.; one to S. P. Lawrence of Council Bluffs; one to A. E. Tunberg, Hopper; one to C. F. Hayes last week.

Mr. and Mrs. Lee Huff drove a M-21 Buick to Grand Island last Sunday which they delivered to Mr. Ray Kingsbury. They report almost perfect roads on this stretch 130 miles, an ideal trip out. Max J. Egge of Grand Island will drive his new M-21 Buick out today.

Mr. Huff of the Nebraska-Buick Auto company advises us that Mr. Sidles has just returned from the Buick factory, where he has been arranging the shipments of Buick cars into the Nebraska, Iowa and South Dakota territory for the last three weeks, and he reports that the Buick factory has the largest, best organized, best equipped and best organized automobile shops in the world, and third largest factory of any kind. Their floor area is 2,453,124 square feet, over fifty-six acres. They are the largest shippers of first class freight in the world. On the ground where these buildings now stand, and the army of 5,000 workmen turn out their 100 odd high grade motor cars each day, a huge crop of hay was harvested seven years ago. Thirty seven cars were made in 1910 by about fifty men; 30,000 were made in 1911. Full trailloads of Buick automobiles are often shipped to Buick distributors. One train of forty Rock Island cars, over a third of a mile long, carrying 127 Buick automobiles valued at \$160,000, was recently shipped to Dallas, Tex. Another train carried 100 Buick cars to Buick motor cars to San Francisco. Approximately 15,000 freight cars will be required to move the 1911 production of Buick cars; these cars would form a train more than 100 miles long. The lamps on the 1911 cars placed less than 100 feet apart would more than light the road from New York to San Francisco. The American Sheet and Tin Plate company is authority for the statement that the Buick Motor Car company's contract for cold rolled steel is the largest single contract for cold rolled steel and shafting ever placed in America.

The 1910 Buick production was about equal to the total number of automobiles manufactured the world over in 1904, the year the Buick Motor company was organized. Two hundred and twenty-eight Buick cars were shipped in one day; in twenty-eight days in June, 1910, 8,333 Buick cars were shipped. "In every part of this great industrial organization everything is in place, immaculate. There is no confusion—even the floors are immaculate."

It is also a fact that Buick cars are more completely built in their own factories than any other make of motor car. A spring works, gray iron foundry, brass foundry, forging plant, spark plug plant, sheet metal plant, radiator plant, aluminum foundry (which used 5,000,000 pounds in 1910), body plant, wheel plant, axle plant and a motor plant under one roof covering seven and one-fourth acres, all make parts from the choicest chemically tested raw materials. These parts are turned over to the great machine, motor, gear cutting, axle, forging and milling plants. They are then given to separate assembling plants, of which there is one for each model.

Offices, designing rooms, pattern shops, marvelous power plants, paint shop, heat treating ovens by the dozens, oil tempering baths, top and upholstering shops, electrical shops, chemical laboratory, storerooms, a garage and salesroom are all necessary units in this great enterprise. Even the cap screws, nuts and bolts are made here.

Representing millions of dollars, the equipment of the Buick shops is the marvel of this engineering and manufacturing age. It includes thousands of automatic labor-saving machines that save the pur-

chasers of Buick cars millions of dollars a year in first cost. Mr. Huff and Mr. Sidles have shown themselves to be in keeping with this great factory, as they have made greater progress in the short time the company has been organized than any other automobile concern in the west, and their success is due to the way in which they handle their trade and Buick owners.

The following sales to Omahans are reported by the Apperson Auto company: Hans P. Noble, Sophus P. Noble, Dr. Frederick Warrn, Charles McCanditt, Craig, Mo.; J. Bordenier, Onawa, Ia.; C. F. Hunt-ington, Onawa, Ia.; Kilpatrick Bros., Beatrice, Neb.; Wetman Bros., Waco, Neb. All the above were delivered this week.

That Omaha is not lagging in the race is made evident by the fact of the recent organization in Omaha of the Auto Delivery and Messenger company, with office at 1715 Douglas street. This company was organized by F. A. Putman, for several years manager of the wholesale office of the Postal Telegraph company.

The record of Herb Lytle, universally known as the dean of American automobile drivers, who will pilot his Apperson Jack Rabbit car in the great 500-mile sweepstakes race on the Indianapolis speedway on May 30, is known to some and of interest to many.

His connection with the motor car industry began in November, 1885, when he joined the Duryea Motor Wagon company in the building of gasoline cars, remaining there until 1896. He drove a Duryea in the Cosmopolitan race in New York, May 30, 1896, just fifteen years prior to the day on which he will drive the Apperson Jack Rabbit over the 500-mile route at Indianapolis on Decoration day next. On November 14, 1896, he drove a Duryea in the London-Brighton race in England. This car he exhibited at the Bray Horse show near Dublin in August, 1896, this being the first motor car ever seen in Ireland.

In 1906 he finished fourth in the Vanderbilt elimination trials and in the Vanderbilt race of that year was disqualified for towing his car to start the motor after the starting crank had been lost.

In March, 1908, soon after he joined the Appersons, he drove his Jack Rabbit into first place in the 100-mile Savannah road race and the following year secured with the Apperson in the 300-mile race, which was won by a foreign car. The same year he finished second in the Vanderbilt, and won first prize in the sweepstakes race over the same course with a foreign car. In April, 1908, he finished fourth with an Apperson in the Brainerd race.

In 1908 his motor was in the Vanderbilt in the Crown Point, Lowell and Riverhead road races. In the latter he sustained an injury that made it impossible for him to drive the Apperson in the Vanderbilt, Fairmont Park and Atlanta races in which he had been entered.

On the Atlanta speedway in 1910, Lytle won the fifty-mile race and finished second in the 200-mile as well as in the ten and twenty-mile free-for-all.

On the Indianapolis speedway on May 28, 1910, in the ten-mile handicap, Lytle started from scratch and had obtained first position in the last lap, when his car left the track and he suffered a broken leg.

Last December he went to England for a visit and returned early in March. He married an English girl and has three children.

No one connected with the business of racing motor cars is more esteemed by his associates, competitors and acquaintances than is Herb Lytle.

### Auto Dealer Celebrates His Thirty-Fifth Birthday

Although young in years, H. E. Fredrickson, who is today celebrating his thirty-fifth birthday, is a man of much experience in several fields of endeavor.

Today Fredrickson is one of the leading automobile dealers of the west and he has climbed to that position by his own endeavors. As a youth Fredrickson first came into the limelight by his prowess on a bicycle and many a racing man has had to watch the huge form of the big fellow cross the tape a winner. He raced when bicycle racing was in its prime and saved enough money to enter the bicycle business.

Fredrickson was the first to have an automobile in Omaha and the first to sell one. Later he owned and sold the first large car. When he displayed a \$2,000 touring car for sale some were wont to think he had something no one would buy. It sold and since that time Fredrickson has kept to the fore with the highest priced cars, realizing that the people of Omaha demanded the best to be had.

After repeating the experiment with two or three other beers under exactly similar conditions, and in each case obtaining as a final result a greater percentage of alcohol than he had before he started to freeze the liquid, he came to the inevitable and incontrovertible conclusion that he had, instead of carbonating desiccated frozen beer, really been doing exactly the contrary, and had been gradually reproducing some alcohol by chemical means in a liquid from which it was his most earnest desire to keep it out. He had repeated the experiment twenty or thirty times, generally, but not always, with the same result. The maximum increase was from 2 to 2.3 absolute alcohol. This was not obtained in a very large quantity, and it took some time, and he admitted that only one beer gave such a generous result.

What appeared to him to be most curious in this production of alcohol was that the entirely neglected waste product, carbonic acid gas, had by this discovery been raised from insignificance to a pinnacle of the greatest importance. The discovery lent itself to such an enormous amount of fascinating original research of the most practical kind that he suggested that six of them should unite and co-ordinate the results they might obtain by experimenting upon this basis with a view of publishing the whole series of researches under their joint names.

Many Millions Go to Waste Fellow with the Frugal Mind Presents Figures on Fortunes Passed Up.

At the beginning of every year somebody or other of a mathematical or frugal turn of mind begins to figure out how much we might have saved had we begun harvesting our pennies, oil and wine at the beginning of the year. This time it is John T. Schaffer, inventor of labor-saving and waste-preventing devices, of Rochester, N. Y., who leads the van with interesting financial statistics of what might have been.

According to data compiled by him, many millions of dollars were simply thrown away during 1910 because we let them dribble through our fingers. He has more statistics in the waste problem than probably any other man in the country. Of the long list of materials most grossly wasted in America, corn cobs, oily waste, conataks, sugar cane stalks and waste leather scraps are perhaps the most valuable when scientifically treated for conservation.

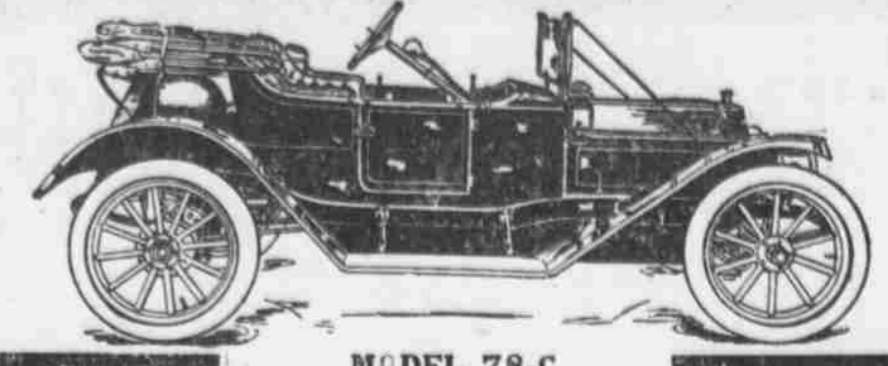
According to Mr. Schaffer, the lubricating boxes on railroad car wheels are one great source of unconserved wealth. There are 10,248,462 car wheels in the United States on its passenger and freight cars and locomotives. They require, on an average, thirty gallons of oil per year, which makes the annual consumption of oil for car and engine wheels alone 307,483,869 gallons.

To soak up this vast amount of lubricating oil, Mr. Schaffer has discovered that he could drive carbonic acid produced from soda and sulphuric acid—therefore, not fermentation gas with either ether or alcohol—through beer when he raised the temperature to above 70 degrees Fahrenheit, and that the gas contained traces of alcohol as it escaped after having been driven through the beer in such conditions that the latter was converted into foam. When the temperature of the beer was raised to 130 degrees Fahrenheit, and carbonic acid gas was driven through it the percentage of alcoholic content becomes constantly less, until the liquid might be made absolutely alcohol free.

Before these experiments were made it was considered absolutely impossible to abstract alcohol from beer without placing that liquid under such conditions that it could not reasonably be hoped to continue the fermentation afterward on account of the heat required to separate the noxious excreta or alcohol. By the above-mentioned process he desiccated absolutely brilliant beer form all except ultra-microscopic traces of yeast, and he continued the process by carbonic acid gas at 120 degrees Fahrenheit until the percentage of alcohol in the beer had been lowered from above 4 per cent to 2 absolute.

When this beer had been desiccated to 2 per cent, it was his intention to prepare a brewer with a weak, but not now desiccated beer in the same sparkling condition in which it generally was sold in bottle. He, therefore, froze all the beer and proceeded to do the best he could to carbonate it in the laboratory without pressure. He started to pass a slow current of carbonic acid gas through the chilled beer, when the beer was at freezing point he analyzed it and found to his intense annoyance and astonishment that he had made a grave mistake and that his estimate of the spirit had now risen to 1.13 absolute. He threw the stuff away and then went through the whole experiment over again, but the result remained the same—the artificial production of alcohol is a brilliantly clear, yeast-free, desiccated beer at a temperature of 120 degrees Fahrenheit subsequently frozen at a temperature at which no English yeast cells or cell juices could produce a trace of alcohol.

Such a thing as an artificial production of alcohol had never entered his head, and since he had offered that paper to them he had heard the opinion expressed that the matter was absolutely impossible. He was



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