

AUTO IS TO RACE AEROPLANE

Five Days of Fast Sport Planned for Next Month.

FIVE WILL FLY ON EACH DAY

Corkscrew Flight and "Shoot the Chutes" to Be Demonstrated Each Afternoon During the Week.

Aviators representing five of the great nations of the world will be present in Omaha ten days from today for a stay of one week, May 1 to 14, England, France, Ireland, Switzerland and America will each have a contestant present, striving for honors in rivaling the flights of the birds. The aviators have named their party the International Aviators.

The course of the Omaha Speedway has been chosen as the place for the flights and the Speedway officials has the promoters of the coming Omaha meet. Joe Seymour, one of the most famous auto drivers of the world and who has in recent years taken to aviation, will be the Englishman to fly in Omaha, driving a big Moisant biplane through the air. Seymour is bringing with him on the trip to this city his "Shooting" auto, with which he won the Vanderbilt cup and the grand prix at Paris. He also took premier honors at Savannah. Brian Cliff and Atlanta with his big machine over the Speedway, if the east end of the track is in shape to be driven over by that time, and in the air above him one of his brother aviators will race against the speed of the auto with a swift bird machine.

Rene Simon, that fearless Swiss, who has been termed the "fool flyer," because of his many reckless stunts with his Eleriot monoplane will be here to start the Omaha crowds with his feats of daring. Simon added another laurel to his crown when he flew above Juarez, Mexico, and discovered the insurrector camp after all hope of finding it had been given up by the land scouts.

Shoots the Chutes. Simon has a program of his own which makes his turn in the air ever popular. He does the corkscrew flight and does the "shoot the chutes." In this he starts at a great height far up in the clouds and descends with great speed in a long sweep, rising again when he is within a few feet of the ground by merely elevating the slope of his steering plane. He can descend to the ground and start off in the air with no assistance and without leaving his seat, and he is the only aviator who ever made a turn on the ground unaided. Rene Simon is 22 years of age and a graduate of a big university in France.

America's representative in the world of flights is noted only for being the steadiest and surest man of them all when in the air. Staples keeps his head no matter what happens, and it is reported would be the man of the world to try the record for long distance. He will race with one of the other bird men while in Omaha.

Rene Barrier, the Frenchman, has, up to date, captured the highest honors of any of the party. He was knighted by the king of Spain for his great performances at Madrid and he is the owner of the famous Castle More trophy obtained at Havana by outlying McCurdy by one and one-fifth seconds.

Warfare Machines. The fifth one of the party, Captain John J. Frisbie, is by no means the least interesting. He is a member of the United States Aeronautics reserve force and can lecture by the hour on the many uses one of the air machines has in warfare. Frisbie is the only true Irishman who can fly, and has been dubbed "Ireland's Own."

Captain Frisbie also operates the man-carrying kites used in warfare and will bring one here with him. The Irish aviator operates a biplane with wonderful skill, and the "auld sod" will be gloriously upheld.

The complete list of machines that will be brought to Omaha for use here will include three Eleriot monoplanes, said to fly the prettiest of all aeroplanes, one Moisant, all reserve force and one demountable model and two of the more common biplanes. In the party will be more than fifty people, as the Moisant brothers carry their own men.

Permits to smoke are now being issued. See your dealer.

Faster Pace Expected in Stock Car Races

Mulford's Average of Sixty-One Miles an Hour is Not to Remain High.

CHICAGO, April 23.—The boyish Ralph Mulford drove his white painted racing automobile in the national stock car championship last year at an approximate average of sixty-one miles an hour. Some driver will win the event again this August at Elgin. He may be Mulford in the leader, but the average will not be sixty-one miles an hour. It will be higher. At least such is the purpose of the Chicago Motor club and the Elgin Road Racing association, joint promoters of the meeting. Already it is forecasted that the winner will average sixty-five miles an hour. These predictions are based on the fact that extensive improvements are being made in the course at Elgin.

Five men, two teams and a grader are to work on the course under the direction of F. H. Wood of the Chicago Motor club and F. W. Jencks of the Elgin organization. Operations were begun at McLean's turn at the eastern end of the north leg and the intention is to continue until the entire course has been gone over. Later on the road making gang will be enlarged, the intention being to provide one of the fastest motor race courses in the country.

The work now going on is more of a preliminary nature and during its progress uneven spots will be worked down and hollow places filled in with limestone. By following this method Wood believes a firm foundation will be developed when the time comes to put on the road rollers and oil tank wagons. The more enthusiastic members of the two committees already are predicting an average speed of sixty-five miles an hour by the winner of the feature event of next August's races.

LAY STONE AT OLYMPIC CLUB
Fifty-First Anniversary of San Francisco Organization.
SAN FRANCISCO, April 23.—The cornerstone laying of the new Olympic club building will take place on May 4 the fifty-first anniversary of the founding of the club.

Invitations to attend the ceremony are being issued to all the athletic institutions in the United States and the Hawaiian islands, in addition to the notable athletic leaders of the country.

Big Foot Ball Teams Beginning Quietly on Spring Practice

Other Athletics Are in the Limeslight at Present, but Gridiron Men Are Busy.

NEW YORK, April 23.—The underdogs of our colleges are giving their attention these days to the base ball, track, lacrosse and rowing squads. These are the sports of spring. The men who participate in them are idealized on the campus. But removed from the enthusiasm and encouragement of crowds is another sport that is active. It is foot ball and is an intruder in the present season.

But that matters nothing to the foot ball men. They are not spending the afternoons in long practices so that honors will be attained within the next month or so. Their day will come late in autumn. What they are doing now is merely preparing for the campaign to come when base ball, rowing and all have gone. Their practice maneuvers under the name of "spring training," but in reality the men work harder than the members of current athletic squads.

Almost unnoticed, the foot ball men are out at Harvard, Cornell, Brown and Yale. Smaller colleges throughout the country are also preparing for the hard work of the fall. They, too, are going quietly about their tasks. Even the preparatory schools are holding these preliminary workouts. For instance, up at Phillips Exeter there will be four weeks of practice. Thirty candidates are already at work under the direction of Coach Ziegler.

Percy D. Haughton, Harvard's talky foot ball coach, had some difficulty getting his spring practice started. Not enough candidates answered the call to satisfy the genial Percy. Indeed, he grew so peeved that he threatened to call off the work unless the men reported. They did.

Fifty men are now on the field at Ithaca. As Brown the drills are being carried on under the direction of Assistant Coach C. Donald Pryor. There are seventeen men in the squad. Brown is doing rather advanced work, as plays are being run through and formations evolved. As a rule the spring practice is confined to merely instruction in the fundamentals of the game. The early training at Providence was most encouraging.

Seven of the men who came out for the practice are veterans, having played either as first string men or substitutes on last year's team. Captain Sprackling ran the team from quarterback and showed all his old ability in getting the men to work.

Yale Oarsmen Facing Long, Hard Schedule

Yale's Oarsmen Must Pull Against Great Schools in Trying Boating Contests.

NEW YORK, April 23.—Yale crews have a hard schedule of races ahead of them this season. In addition to the annual spring regatta, the Blue will meet Princeton and Cornell on Carnegie lake, the University of Pennsylvania and Harvard. The last event, the most important on the program, will finish up the season.

Rowing experts will watch the Cornell-Yale-Princeton races with considerable interest. Not only will the contest mark Princeton's debut in intercollegiate aquatic sports after an absence of many years, but it will furnish a standard by which to judge the relative merits of the New London and Poughkeepsie crews.

Cornell has long been mistress of the Hudson, and the Ithacans look for another victory this year. Should this be the victor in the Carnegie lake regatta would have something tangible upon which to base a claim as the best college crew of the year.

"Old Man" Courtney aroused great interest in the Cornell student body with his system of intercollegiate races. All the schools of the university are represented by crews which will compete in a big regatta planned by the Ithacan rowing authorities. This is one of Courtney's methods for bringing out material for his crews.

Coach Ten Eyck of Syracuse is not having an easy time getting his crews in shape this season. Latest reports from the Syracuse state that many of the men of the varsity caliber are ineligible to row on account of scholarship. Ten Eyck has made an earnest appeal to the men to make up their deficiencies that they may keep their seats in the boats.

Our Own Minutemen.
"Mistah Walkah, kin yo' tell me de difference 'tween a thurbred buggy hoss an' a man buyin' a ticket at a ball game?"
"No, George; that's a hard one. I give it up. What is the difference between a thurbred buggy horse and a man buyin' a ticket at a ball game?"
"De one gets de check rein an' de oddah gets de rain check."

Ladies and gentlemen, the peering vocalist and human nightingale, Mr. Howe E. Bellows, will now sing the popular ballad entitled, "Mother Dear, Hand Me the Glycerine My Hands is Chapped."—Chicago Tribune.

Gasoline Truck Economical

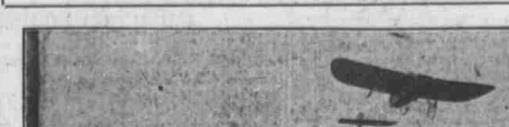
PACKARD TRUCK DUMPING BRICKS FOR ROAD PAVING.
One concrete example of the superiority of a motor truck over horses for heavy work is afforded by the recent experience of J. Schaffner of Butler, Pa., who had the contract to construct a state road.

When Mr. Schaffner took the contract, he figured that it would cost him \$5 a thousand to put the brick on the job. His first pit team was with work, with the trip averaging four miles. By exact figures, this hauling cost him at the rate of 5 cents a ton mile. Deciding that this course would prove disastrous in the end, Mr. Schaffner purchased a Packard truck, and after two days' service discharged all his teamsters.

The truck carried 300 bricks in each load and dumped them at the far end of the work, five miles from the freight siding at Freeport. Each brick weighs more than nine pounds, and the first mile of the road is a 15 per cent grade. Mr. Schaffner was able to deliver ten loads a day at an estimated cost of \$10 a thousand, or a ton-mile cost of less than 7 cents.

To obtain this result he employed a laborer to pile the bricks in the car on an improvised chute, from which the truck could be loaded by simply releasing a catch. The body is the ordinary dumper kind, requiring only three minutes to unload.

Rene Simon at Mexico City



MACHINE TO FLY OVER OMAHA.
NEW YORK, April 23.—Rene Simon, the fearless Swiss pilot, is expected to fly over Omaha this season. It is expected that he will attract crowds from the Thames and the varstices.

Permits to smoke are now being issued. See your dealer.

GRADE SCHOOLS TO COMPETE

Twenty-Seven Omaha Schools to Have Representatives.

EACH WILL ENTER TEN MEN
Preliminaries to Be Run at the Y. M. C. A., with the Big Finals at the Auditorium on Evening of Twentieth of May.

Two hundred and sixty of the speediest runners and the highest jumpers of the grade school lads of Omaha will compete in the annual grade school meet to be held May 17, 18, 19 and 20. The three preliminary events are scheduled for the Young Men's Christian association track and the big night of the finals will be at the Auditorium May 20.

Each school will have ten men entered to represent it, the following being the list of schools: Bancroft, Castellar, Central, Clifford Hill, Columbian, Comenius, Dupont, Edward Rosewater, Farnam, Franklin, Howard Kennedy, Kellom, Lake, Leavenworth, Lincoln, Long, Loup, Mason, Monmouth Park, Pacific, Park, Saratoga, Train, Vinton, Walnut Hill, Windsor.

Eight teams will compete in the first preliminary at the Young Men's Christian association and nine the other two preliminary nights. The teams for each will be chosen alphabetically. In the finals at the Auditorium there will be teams competing, the winning three of each of the preliminary nights. Last year at the annual meet there were ten in the finals, as two of the schools had tied for third place on the opening evening.

It will be practically a new set of track teams which will compete in the grammar school contest this year. The majority of the lads who win places on the teams are the largest ones, those in the eighth grade. They graduate before the next meet comes around and the seventh graders make up the squads next season.

Competition is keen.
Thus it is always impossible to state which school looks like a winner until the finals come off. Kellom, Farnam, Central, Long, Franklin and Howard Kennedy looked fairly strong last season, but until they get in action the "dope" on them is uncertain.

Coach R. L. Carns of the Omaha High school and J. T. Maxwell, physical director at the Young Men's Christian association, are greatly interested in the work of the grade school lads and both are aiding the different teams. They will act as officials of the meet.

Mr. Maxwell has had the leaders and some of the members of the school squads under his charge at the Young Men's Christian association, teaching them starting and other finer points of the game, and the High school coach has several of the members of his track squads working at the school grounds each afternoon, training the runners and jumpers. Robert Wood is in charge of Central, Roy Bazard of Kellom, Fred Talmadge of Dupont, Benson Rowley of Pacific, Paul Feres of Farnam, Roy Warring of Monmouth Park and others of the High school boys at other schools.

The list of events of the meet will include dashes, races, both individual and relay; high jump and broad jump. The dash will probably be forty yards in length and there will be an eighth-mile and possibly a quarter-mile individual event. The relay event will be a half mile. Points for the events are given on the system of five for first place, three for second and one for third place. Relay races are ten, six and two points.

One of Champ's.
An old man out in his cane, tried to commit suicide by hanging himself with a blind bridle. His son cut him down just in time.
When the son cut him down and brought him to the old man complained feebly: "It ain't right, Henry; you've kept your father out of heaven."

You'd cut a fine figure in heaven, looking through a blind bridle, wouldn't you? returned the son.—Philadelphia Record.

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Before you put the winter suits, dresses, overcoats and wraps away—don't overlook the importance of having them thoroughly cleaned and pressed. They will give better service in every way—and will be ready for use when needed.

When we dry clean them, the finest fabric is not injured in any way. We restore them to their original condition, freshness of the goods—remove dust, lint, grease, erasable stains, wrinkles. Our process is perfection in cleaning.

If We Clean It, Depend On It, IT'S CLEAN

Get the winter clothes together and phone for one of our wagons. We'll be there promptly and return them promptly.

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Cleaning and pressing overcoat \$1.50
Cleaning and pressing men's suits \$1.50
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SHEPPARD IS GOING ABOARD

Runner Will Compete for Honors in Foreign Meets.
NEW YORK, April 23.—Melvin Sheppard, America's greatest middle-distance runner, is going abroad this summer. He stated that he would sail the early part of July. While abroad he will compete in three classic meets in Scotland—the Celtic's, the Rangers and the Ayrshires games.

"While in Scotland, after the last Olympic games, I promised the managers of these associations that I would return before I quit the game and compete at their meets," said Sheppard. "Since then business has prevented me from making the trip. This year my vacation comes in July, and as these games will be held that month, I intend to make good my promise and run there."

"There is only one thing that I know of which will prevent from sailing. That is lack of condition. If I am not in my best shape, I shall stay at home. I have already begun outdoor practice. I am going along slowly in my training and expect to reach my best form by the latter part of next month."

"If my suggestions are accepted by the officials on the other side, I will compete in three races at classic distances—quarter mile, half mile and one mile.

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In the shop or on the road with no tools but your hands. Punctures, blow-outs, cuts, tears, etc. in the tube or casing can be repaired without patches and without vulcanizing in few minutes.

"TITE-WAD"
GAIN YEAR IT OFF
The rubber putty when applied to tire injuries becomes a part of the tire or casing. Even the worst blowouts in tubes or casing can be repaired with just two hands and "TITE-WAD." We guarantee a permanent repair as good as any vulcanizing machine ever invented.

By promptly repairing cuts, and sand pockets in your casings with "TITE-WAD" you can double the mileage of your tires.

Always have an outfit in your tool-box enough for 50 repairs. Price of complete outfit, \$2.00.

Money back proposition with each outfit. This is our guarantee of satisfaction.

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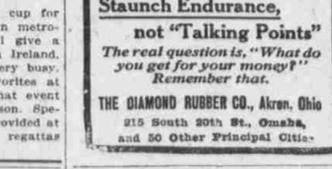
EVER-BRITE

Bright beautiful brass that looks like burnished gold can be obtained all the while by the use of "EVER-BRITE."

"EVER-BRITE" is not merely a polish—it is a complete outfit for the purpose of refinishing your brass with an absolute water proof finish. Today an hour's work, two months later as bright as the day it was polished, regardless of rain, mud, dust, sleet or storms.

Here is the greatest time and labor saver ever placed on the market. Price \$1.00. Guarantee by money back offer. You to be the sole judge.

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NOT MERELY TIRE TANGIBLE RESULTS—

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The real question is, "What do you get for your money?"
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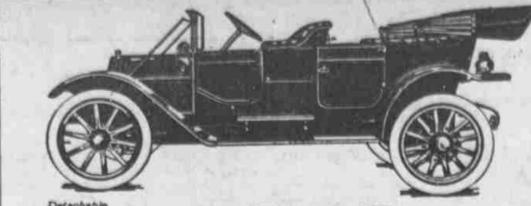
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There are Four Main Elements of Safety in a Motor Car

These are the frame, the wheels, the steering connections and the brakes. Examine all cars critically on these points.

Chalmers frames are made of the best pressed steel. They are stronger and heavier than the frames of any other cars of the same total weight. These frames are made to sustain many times the weight which they are called upon to carry when assembled in Chalmers cars. The double drop in the frame brings the car close to the ground and makes it hang well to the road.

Chalmers wheels are built of the best second-growth hickory and are extremely heavy. The rear wheel spokes are bolted to the brake drums as well as to the hub flanges. Like every other part of the Chalmers car, the wheels are built to stand the strain.

The steering knuckles, connections and steering arms of the Chalmers are of forged steel of a weight and strength not found on other medium priced cars. The steering cross rod is placed BEHIND the front axle out of harm's way.

The foot or service brake on the Chalmers is of the contracting type and is very large and powerful. The rear wheels of Chalmers cars are equipped with metal to metal lateral expanding brakes operated by a hand lever. No other brakes are to be found on any automobile.

Always, in a Chalmers, you have a sense of security which can come only from the realization that the four main factors of safety—frame, wheels, steering connections, and brakes—are absolutely all right.

Now would be a good time to place your order.
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No-Rim-Cut Tires

Tires 10 per cent oversize—tires which can't rim-cut—tires used by 64 motor car makers

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Last year our tire sales increased 200%. This year 64 makers of motor cars have contracted for these tires. Over half a million have already been sold—enough to equip 125,000 cars.

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A 25% Saving
The fact that these tires can't be rim-cut saves the average motorist 25%.

For rim-cutting ruins more automobiles than any other single cause. To run on a flat tire for even a block may wreck it beyond repair.

Goodyear No-Rim-Cut tires—controlled by our patents—get rid of this trouble forever. We have run them flat as far as 20 miles. They simply can't be rim-cut.

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