

Wagon Bridge at Louisville



ON THE NEW PROPOSED AUTO ROUTE BETWEEN OMAHA AND LINCOLN.

HIGHWAY WILL SAVE MONEY

State Road Measure of Economy for Farmers.

BUSY WITH THE DRAGS NOW

Country People Realizing Value of Better Thoroughfares and Taking Steps for Improvement—To Issue Maps.

The cause of good roads in the west is to be greatly benefited by the Omaha-Denver highway, which will be opened within a few months. The road is of particular interest to automobilists and driving enthusiasts from the cities, but so many farmers have motor cars that their interest would be great if the better roads did not help them in other ways.

"It is easy for a farmer to see," said J. E. George of Omaha, who, with H. E. Fredrickson and S. A. Searle went to Lincoln last week and surveyed the eastern fifty miles of the highway, "that if he can pull more hay or grain on a good road with a team that has difficulty with a small load on a bad road, it is very much to his own interest to help with the road. All over the state, just for that reason, the farmers are out dragging the roads which have been designated as the official highway, and they are quite willing to give time and expense to the cause."

The idea for a road from Omaha to Denver, which might some day be a part of the national across-the-continent highway, materialized at a meeting held at Holdrege May 18. S. A. Searle of Omaha was selected one of the vice presidents of the association, and he and Mr. George, with Mr. Fredrickson, driving a Chrysler '08, risked the mud and damage during the wet days to pick out the best route between Omaha and Lincoln.

The Omaha half of the road was to be from here to Culbertson. All along the route the local commercial clubs and automobile clubs have helped in the work, and now the path is almost settled.

Map the Route.
The whole 500 miles will be so well mapped and described in the booklet now being printed that no one could possibly lose his way.

Between here and Lincoln the Omaha club will put up sign boards at every turn, giving the direction and distance to important points. The descriptions of the roadway are explicit and are given in distances of small fractions of a mile. Every important sign or mark along the roadway is listed and marked in the booklet. These will be on sale and will insure a stranger from anywhere a safe passage to Denver as long as the roads are passable at all and will find him the best routes. The condition of the roads is, of course, continually improving as the official designation of certain roads leads to more interest in them.

It is already constructed in the state of Colorado a good road from Denver to Holyoke, which will be intersected at that point by this Omaha-Denver highway and be a part of it.

Begins Down Town.
From Omaha this interesting highway will commence at Sixteenth and Farnam streets, goes west on Farnam street to Twenty-eighth street, thence south and west to Hanscom Park, thence west on Center street to Millard on a paved road, thence south to Springfield, across the Platte river to Lovelock, and thence west to Greenwood and southwest through Waverly, Havelock, University Place, passing the state agricultural farm to Lincoln, from which point it is located through Millard, Dorchester and Friend, following the Burlington railroad to Hastings, Holdrege, Oxford, McCook and Culbertson, and from thence to Palisade and Imperial to Holyoke, Colorado and Denver.

"The earnestness and activity displayed by the parties interested," said S. A. Searle, "especially at the Omaha end of this great highway, is indicated from the fact that regardless of the mud and almost impassable condition of the road, Mr. Fredrickson took the Omaha party from Omaha to Lincoln, and returned with speed and safety by the use of mud chains on his cars, regardless of the expense incurred by such a ride under present conditions. Great credit is due such men as Mr. Fredrickson and Mr. George, who, regardless of time and expense and the neglect of their private interests, they thus lend their aid to the construction of a public highway that will prove of incalculable benefit to the cities of Omaha and Denver and intervening points, as well as the people along this route for all time to come, and in case the public or the Automobile club and Commercial clubs are called upon, to render this project necessary assistance, it should be freely granted."

MICHELIN TIRES TO THE FORE

Eight of the Ten Winners in Decoration Day Race Equipped with Them.

Seventy-five miles an hour is the record made by Harroun in the great automobile race at Indianapolis, May 30. This terrific pace was tolled off mile after mile and at times was increased to over eighty miles per hour. Ten cars finished with only a small margin of time between them and eight of the ten were equipped with Michelin tires.

A new world's record for 250 miles in 2:30:29, was made by Harroun.

Proverbs Geographically Put.

When in Nashville, count Tenn.
When in Atlanta, don't get too Ga.
Where there's a West Point there's a Va.
It's an ill wind that blows Chicago good.
Ain't things come to him who waits in Mobile.
It never rains but there's Ariz. in Phoenix.
The sine of Seattle will come out in the Wash.
Wyo. why should the spirit of Cheyenne be proud?
There's but one Fla. between the gulf and the Atlantic ocean.—Judge.

There are men who probably would be wiser if they knew less.
It's a safe bet that a man is what he suspects others of being.
Many a girl with the hammock habit has a mother with the wash tub habit.
The wounds of love are quickest healed by another dart from Cupid's arrow.
The more you talk to a man about himself the more brains he will think you have.
A young man may be in love with a girl and still draw the line at marrying her family.

AUTOS MAKE TERRIFIC SPEED

Staunchness of Modern Machine is Shown at Indianapolis.

CARS SUSTAIN SEVEREST TESTS

Twenty-Nine of Forty Cars of Twenty-Four Different Makes Spin at Seventy Miles an Hour for Seven Hours.

Seventy odd miles an hour for nearly seven hours, including all stops—that is the feat accomplished by twenty-nine out of forty cars of twenty-four different makes at the 500-mile race at Indianapolis last Tuesday. It is of enormous consequence to every owner of a motor car, present or prospective, to know that practically three-fourths of all the cars subjected to that terrific and long-continued strain sustained the test. Really more than three-fourths sustained it, for at least three cars were wrecked, not by any defect in themselves, but by the errors or mishaps of others.

Forty-six cars were entered for the race. The prizes offered by the management totalled \$25,000, including first and second prizes of \$10,000 and \$5,000. About \$15,000 more was offered by tire makers, oil makers, carburetor makers, and so on, on the condition that the winning car should have used their particular type of accessory. The owners of the forty-six cars spent far more than the total of the prizes in preparation for the race and in the race itself. The tire bills alone ran into the hundreds, and loss on damaged machines into the thousands; oil, gasoline and wages to ten or twelve men for each company added to the total. The drivers, as a rule, raced for the prize and the glory; few of them were paid for the labor and the risk.

Before the race began six cars withdrew or were disqualified because of inability to make the seventy-five miles an hour required of all who took part, leaving forty to face the starter's flag.

Each Had a Crew.
Each of these forty cars had its own crew. All but one of them (Harroun's Marmon, the winning car) carried also a mechanic, whose duty it was constantly to force fresh oil supplies to bearings loked dry by the fierce friction of the drive; to watch and warn the driver of the approach of other cars; to identify, analyze and patch upon the instant, heedless of burns and danger, anything that could be patched at seventy miles an hour. Important factors these mechanics, though little known or regarded by the public. More daring than an ordinary engineer, for they can see the approaching peril and must sit quiescent, trusting wholly to the driver. When the rear tires of Greiner's car exploded on the twelfth lap and crushed to death S. P. DeLeon, mechanic, beneath its overturned mass, nothing but his bare name could be learned by the eager newspaper men.

Each car had its own pit, where grimy pitmen waited to change tires and pour oil, gasoline or water into the emptying tanks. Seconds count in this and pitmen, drilled until they can shift a tire in less than fifteen seconds, may help to win or lose the race. Harroun's Marmon, the winning car, stopped only four times in the 500 miles, while Mulford's Loxer stopped eleven times. Yet these two and Bruce-Brown's Fiat, which came third, were within thirty seconds of each other at the finish.

But the driver it is who bulks large in the public view. Crouched in his car he sits, bending slightly forward like an aimed arrow; his left hand rests on the steel driving wheel, guiding the power of more than fifty galloping horses; his right hand clutches the emergency brake, potent to curb and stop those fifty horses at will. His feet play on the clutch as an organist plays on the pedals of his pipes. No weak man can hold that wheel or can tread that clutch for 500 miles. Ever the wheel must shift, shift, shift, and each shift translates itself into more than ninety feet in a second. No time to think is allowed; action and reaction must be immediate. When Jagerburger's car broke a knuckle joint, hurled Wood, its mechanic, into the middle of the track and began a dance of death in front of a dozen crowding cars, there was no time to think. Close behind, Harry Knight, in his Westcott, threw himself desperately on the wheel. Car and man he grazed by a hairbreadth, but ruined his own chance of winning. Carried on by its impetus his car went catapulting broadside down the track, sweeping Lytle's Aperson and Hearne's Fiat before him for a hundred yards, and whirling them all in a tangled mass, while through the passage thus cleared thundered the following cars.

Spectacular Features.
As in all races the spectacular features were at the beginning and the end. The accidents were not spectacular. They could not be. The track was too large, the distances too great. The huge motor cars, dwarfed by their speed, seemed almost toylike as they whizzed around and around and around. Even when the three cars were piled together in the great though almost harmless crash of the day, there was nothing spectacular to be seen in a pile of crumpled iron hundreds of yards away. Thrilling enough, horrifying enough, perhaps, it was to those who could imagine what that mass of scrap might hide; but not spectacular.

But the start was superlative. Far away to right and left in a great curve stretched the broad speedway, bordered by banks of seats, tier above tier, filled with 100,000 people, gay with tossing flags, roaring with cheers. The drumming bands, soon to be drowned by the roar of the motors, the electric contagion that goes with great crowds, and the impending threat of hovering death set the pulses of the dullest looker-on a quiver. One by one the cars came out and circled the track. In them sat almost every driver of note in all America, and each as he passed was wildly cheered.

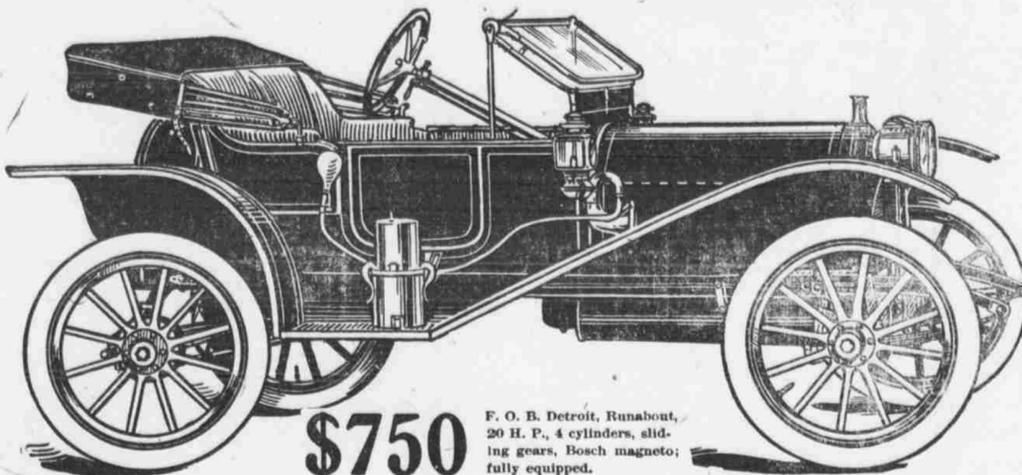
The Yellow Peril.
Jaundice, malaria, biliousness, vanishes when Dr. King's New Life Pills are taken. Guaranteed. Ec. For sale by Beaton Drug Co.

Persistent Advertising is the Road to Big Returns.

1912 Announcement



GUARANTEED FOR LIFE



\$750

F. O. B. Detroit, Runabout, 20 H. P., 4 cylinders, sliding gears, Bosch magneto; fully equipped.

All prices include full equipment

Full equipment means

fore-doors, standard high grade top, zig-zag wind-shield, mirror lens headlights, mounted on specially designed headsets, gas generator, 3 oil lamps, horn, tools, full repair kit.

We are going to show you that in this 1912 Fore-door Hupmobile, fully equipped for \$750, you get infinitely more than you have ever before been offered.

Today you can with more reason than ever compare the Hupmobile, for quality, with the costliest cars of larger size; for we have added improvements which represent in material alone \$100 more than the Hupmobile which charmed your fancies two seasons ago.

So much for quality; in the complete equipment added without extra cost, namely: fore-door at \$25, top at \$30, wind-shield at \$20, gas lamps and generator at \$20, we are giving you nearly \$100 more in actual quantity value.

Now to get down to "brass tacks"—pick out any car of lower price. Then add to that price the money value of the 1912 equipment and the improved quality in the Hupmobile.

Surely if quantity plus quality spells value you will not ask for any more convincing argument than the actual extra worth in dollars that we have just shown you.

Study the list of 1912 improvements—see for yourself how in each and every Hupmobile for 1912 we have incorporated entirely new elements of value.

Many of these improvements are peculiar to the Hupmobile; for some of them you'll have to look to cars of \$1,500 or more.

The legitimate savings of an immensely increased production are passed on to you in the form of structural, mechanical and incidental refinements never before offered in a car at anything like this price.

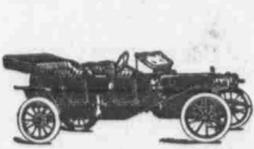
Remember the flawless reputation of the Hupmobile, not only among those with whom cost must enter an important figure, but also with men of wealth and automobile experience in every community.

We believe that your conclusion will lead you to be among the first to inspect this better than ever Hupmobile.

We have just received our first quota of the new cars. We are ready now to prove beyond question that we have the greatest motor car value that has ever been demonstrated in this city.

1912 Improvements

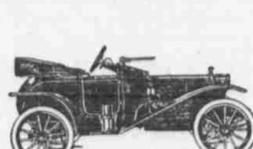
- An auxiliary inverted top-leaf spring placed between the frame and rear spring, to prevent listing of body.
- Old ball bearing back of driving pinion replaced with Timken bearings.
- Four pinions instead of two on the differential.
- Rear axle shaft tapered into and keyed onto the wheel—cannot work loose.
- Ball bearings on either side of differential replaced by specially designed Hyatt roller bearings.
- Axle shaft babbitted near brake, so that no grease can escape.
- Ten-inch double internal expansion brakes instead of eight-inch. Adjustable ball housing for universal joint.
- All spring trangers fitted with oilers.
- Timken roller bearings on front wheels.
- Supporting seat for front spring. All springs made of Vanadium.
- New pressed steel radiator, lined with brass, with 33 1/2 per cent more efficiency in cooling.
- Improved water outlet to engine.
- Radius rods have square lock nuts on transmission ends, to make them more easily adjustable.
- Double springs on the foot brake pedals.
- Steel flywheel guard.
- New square dash and hood ledges of natural walnut.
- Nine-inch mud guards instead of six-inch; and mud shields completely enclosing space between wheels and fenders.
- Running boards of pressed steel, supported by two drop-forged irons.
- Magneto encased in a Rubbertex cover.
- Hub caps of real brass; stronger and better.
- Large timing gears of bronze instead of fibre.
- Valve adjusters on all valves maintain timing longer under all conditions; make timing quickly adjustable and prevents engine power from decreasing.
- All cast-iron used on the car sand-blasted to give smoother surface and keep grit out of gears and bearings.
- Improved Breeze carburetor—will not leak and is accurately and easily adjusted.
- Cam-action oiler on the engine regulated with the throttle and gives a positive feed. You get more oil as you need it and as the engine develops power. This feature peculiar to high priced cars of foreign make.
- Inside drive on the side-door models.
- Fore-door included as regular equipment with no extra charge; also top, windshield and gas lamps and generator.



Touring Car—\$900
F. O. B. Detroit. Fully equipped fore-doors, gas lamps and generator, 3 1/2 inch rear tires, shock absorbers in front, three oil lamps, horn and tools.



Coupe—\$1100
F. O. B. Detroit. Standard equipment includes electric headlight, combination oil and electric dash and tail lamps; folding dash seat for third person, shock absorbers in front, 3 1/2 inch rear tires, tools and horn.



Torpedo—\$850
F. O. B. Detroit. Standard equipment same as Runabout.



Delivery Wagon—\$850
F. O. B. Detroit. Standard equipment, includes gas lamps and generator, 3 1/2 inch rear tires, shock absorbers in front, three oil lamps, horn and tools.

Hupp Motor Car Company, Detroit, Mich.

W. L. Huffman Automobile Co.

Omaha, Neb.
2025 Farnam Street
W. N. HELLEN, Manager

Sioux City, Iowa
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J. W. PLACE, Manager