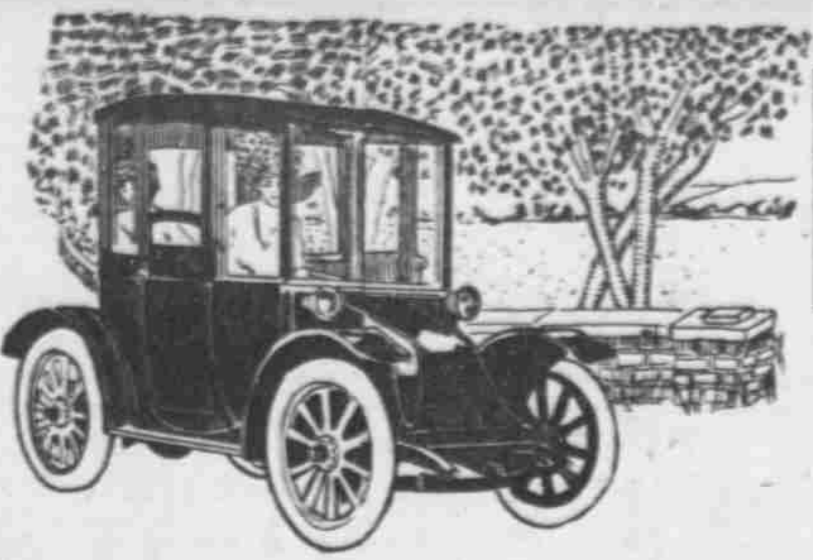


# AUTOMOBILES



## VACATION WITH MOTOR CAR

### Leisurely Exploration of the Byways of the Country.

### HOBBLE THE DESIRE TO HURRY

#### Secret of One Man's Success in Drawing Health Dividends from an Automobile Run for Comfort.

Take the speed recording instrument off your car when you begin making preparations to spend your vacation time in a motor car. For speed should have no place in a real vacation automobile trip. The man who would get the most benefit from a vacation spent in a motor car ought to forget for the period devoted to his vacation—that the mind of man ever devised such contrivances as gauges and instruments that record or indicate either speed or mileage, or both. A vacation should be a time devoted to recreation and recreation really means re-creation—a period of rest and building up strength and restoring to their normal state the nerves that have been overtaxed in the regular work that has preceded the vacation. Surely if one would plan for a real vacation to be spent in an automobile, he will dismiss in advance all queries both as to "How fast" and "How far" his car has been running, for certainly neither of these has any place in a time to be spent in re-creation.

Perhaps the chief reason for the spreading use and popularity of motor cars is the ease, quickness and certainty they possess for transporting men and to and from those places to which they wish to go for purposes of business or pleasure. Let your vacation purposes and certainly only should be the concern of a man bent on getting from his car the rest of mind and body he hopes for during his recreation time. Quickness is greatly to be desired during that portion of the year when one is engaged in his regular work, yet the motorist on a vacation knows a voluntary burden upon himself unless he forgets to hurry or willingly refuses to do so. Rest should be the primary idea of an automobile trip and the making of excessive speed or mileage will not only prevent rest, but in many cases make expensive trouble for the impatient one with impatient guardians of the speed-limit laws of the localities through which he drives.

### Go Where You Please.

For the motorist who has never tried it, an automobile vacation without plans as to where to go or how to get there will almost certainly prove a most unenjoyable and unprofitable success. Let him start out with a definite destination in his mind and drive his car over roads he has never before frequented. Let him determine before he starts not to hurry, but to drive slowly and easily and to really look at the country as he passes through it. If he sees a pleasant prospect up some crooked road frequented by his fellows to whom speed and distance are duties, let him drive off along that road. This method of making plans and selecting routes is surely the direct opposite of the general way of going on an automobile trip, and for this very reason is advocated. Because it assures a change from the usual hurry and bustle attendant upon automobile driving. It is quite likely that for the first time in his experience as a motorist he will realize the delights he has been thoughtlessly foregoing in his former "get there and get back" motoring days.

### Don't Worry About the Roads.

Fears of bad roads need not deter our vacation motorists from making his trip on such a plan. For unless he makes his trip in very wet weather, he will have little or no trouble with the roads. American motor cars are well and staunchly built and will carry him over any kind of roads he encounters, always provided he takes them easily and does not set out to make or break records from town to town or city to city. Excessive speed, too often encouraged by stretches of level, smooth, macadamized highways, has done too much mischief to the cause of automobilism for it to have any place in the plans of our vacationists. In many of these smaller towns he will pass through, he will hear of interesting side-trips he can make, particularly if he be in no hurry to get to some certain point. In this way he may have an opportunity of visiting places of historical interest that his hurrying neighbors would never know anything about except from their histories. He will also be practically sure of seeing beautiful spots that would have been missed had his journey not been a leisurely one.

As he drives along these pleasant roads at a reasonable rate of speed, let him stop every now and then to talk to farmers or peddlers, if he comes upon friendly wayfarers trudging along the road in the direction his car is headed, he can often help the cause of good roads and automobilism by carrying these pedestrians along in his car for a part of their journey. While he enjoys his automobile vacation trip, let him be sure that he helps as much as possible to improve others that motor cars have done in spite of the fact that so many motorists display so little cooperation for other users of the highways. A week or two weeks spent in this kind of a vacation motor car trip will give a man a much better idea of the delights which he lives than could be obtained in any other way. He will come to know the pleasant places that have always been near to him, but which he would probably have never heard of while he continued to use his car only for relatively fast drives over the improved high-ways.

### Unexpressed Charms.

His very lack of definite plans will help make his trip a pleasant one for him, as he will be meeting unexpected scenes and people continually and the unexpected more frequently charms than repels. Most men brought up in cities or towns have at one time or another gone on unexplained trips when they were boys, starting out for walking trips of a day or more without a definite destination. To motorists who have memories of such days, a vacation trip without prearranged routes should prove most alluring. If his vacation trip is carried out along these lines, he is

likely to finish it without mechanical troubles than if he were to start out and plan to cover a certain number of miles each day. A car that would run for a year or two at moderate speeds without the slightest mechanical trouble might be badly damaged in a half day's trip at high speed. High speed not only imposes very great shocks on the delicate mechanism of a car, but especially on roads unfamiliar to the driver, broken springs often result from a car striking an unnoticed hole in the highway.—William Frost in Leslie's Weekly.

## Along Auto Row

### Races Occupy Attention of Motor Dealers and Enthusiasts During Week—Trade Conditions Strik.

E. H. Lowe, general manager of the Fiat Motor company, manufacturer of the Fiat car, is in Omaha in attendance at the speedway races. Mr. Lowe is also familiarizing himself with conditions in the state of Nebraska, the Paxton Automobile company having taken the agency for the Fiat car.

One disappointed dealer in Omaha the last week was J. A. Freeland, manager of the Freeland Auto company. Mr. Freeland had made arrangements to enter one or more Midland cars in the Speedway event, but the factory was unable to send him cars in time on account of the rush of business.

Thomas Keller has assumed the management of the Veie agency at Nineteenth and Farnam streets, following the resignation of E. Silver, who will be connected hereafter with the Paxton Automobile company, Fifteenth and Huron streets.

The head officials of the Packard Motor Car company passed through Omaha last Wednesday on their home to Detroit from Wyoming, where they have been testing the merits of the 1911 Packard car over the rough hills and roads of the Rocky-Hole country. In the party was H. R. Ruff, chief engineer and E. F. Fisher, general factory superintendent. Full reports will be given later of the data obtained upon the trip.

The first of the 1911 Packards to reach Omaha will arrive tomorrow, according to advices which have been received by Denise Barkalow, manager of the Electric Garage. The first car will be used for demonstration purposes, considerable interest having been aroused over the appearance of the first of the 1911 cars in the city. From illustrations of the 1911 Packard it will appear in its lines and construction in previous efforts of the automobile builder's art.

The Freeland Auto company this week received two carloads of the new design Midland "30." The cars are colored in dark blue and green, with the latest four-door and hood design seating five passengers.

J. E. Rose of South Omaha, who left the city two weeks ago for an extended hunting and fishing trip through the Rockies in the state of Colorado, has written to J. A. McIntyre that at the present time he has gone over 1,000 miles without a mishap of any kind to his Oakland touring car. He is now at Trapper's lake, a fishing resort, 100 miles up in the heart of the Rockies.

Mrs. G. A. Hogan purchased an Alro motor car during the last week from Jack Sharp, the Omaha agent. This is the second Alro touring car owned in the same family. As Mr. Hogan is the driver of a Stearns "M."

F. E. Fischer, assistant treasurer of the E-M-F factories, is making a visit to the Omaha branch of the company. In speaking of conditions relative to the automobile business, Mr. Fischer says that never in the history of the industry have prospects been so good. All of the larger factories, he stated, were behind in their orders and there has been a general demand this season to supply the market. He declared that this demand indicated a healthy financial condition throughout the country and that the automobile is being considered a popular necessity.

The second Hudson automobile ever made rolled into the Ritter Automobile company's garage at Madison, Wis., the other day, after a 16-mile trip from Aurora, Wis. The car was in splendid shape, despite the fact that the trip had been through heavy mud and rain and the time covered less than eight hours. The first car of this make is still in use in New York state. The second was purchased three years ago by Dr. Dreyer of Madison, who has driven it continually throughout the years since its acquisition.

Deise Barkalow, manager of the Electric Garage, agent for Packard motor cars, is in the limelight in the Packard, the monthly periodical issued by the factory in the interests of its dealers throughout the country. The June number is designated as the "Wild West Number" and as a member of the "Packard Who's Who Show." Mr. Barkalow is given a prominent part. One other feature of local interest in this number is the description of the trip recently taken to northern Minnesota by E. A. Craghton, A. C. Lewis, Elmer Redick and George M. Redick. The trip, which was supposed to be taken for pleasure, was captioned as a "tourist" instead of a tour, because of the rivers of water and mud which the tourists traversed on their way to the famous fishing haunts in Minnesota.

Loaded with a full five tons, its rated capacity, a Pierce-Arrow five-ton truck, worn driver, recently made a trip between New York and Boston in twenty hours flat. The run was made by way of New Haven, Hartford, Springfield and Worcester. The odometer showed that the distance covered was 40 miles, which would make the average speed 40 miles an hour.

Although only seven cars had so small displacement in piston measurements as the

Veie, which was entered in the Indianapolis 50-mile race two weeks ago, it maintained an average speed of 64.4 miles per hour throughout the race. Instructions were given the drivers to set a conservative pace and not endanger themselves to the point of not endangering themselves to the thirteenth position, the best winning car having 30 per cent greater displacement. No tire changes were made until after 100 miles had been traveled.

The first important commercial car contest to be held on the Pacific coast ended on May 3 in Los Angeles, with a victory for the Brush car entered by J. B. DeLalle. In competition against practically all of the light delivery commercial cars that have been introduced in that territory and handicapped by an over load which amounted to almost 50 per cent, Mr. DeLalle

finished the run with a decided advantage over his competitors.

Explained: "Say, you don't say a word about the big money in this long account of that fabulous wedding." "There doesn't seem to be anything to say about him." "Hasn't he any business?" "No." "Who are his people?" "Nobody knows." "How old is he?" "Twenty-three." "An absolute conceit, eh?" "Yes, but that's all right. The bride is 22 and rich.—Cleveland Plain Dealer.

Of considerable interest to the motorists of Omaha will be the exhibition of the Glidden trophy, which is on exhibition at the salesrooms of H. E. Fredrickson this week. This trophy was won in the 1910 Glidden tour, conceded to be the hardest endurance tour for automobiles ever held. Starting from Cleveland, O., the tour extended "by way of Dallas, Tex." to Chicago, 1,800 miles through thirteen states and over some of the worst roads in the country.

The trophy has been sent to the principal cities of the country where agencies are maintained by the Chalmers company. Because of the honor attached to the winning of America's classic endurance run, the trophy has been the center of admiration wherever shown.

Upon the invitation of the Chalmers company, Mr. Fredrickson acted as official observer for the Chalmers "30" during the tour, hence considerable interest attaches to its visit to this city.

## Famous Glidden Trophy to Be on Exhibition in Omaha This Week



Touring Trophy Devised by Charles J. Glidden.



CHALMERS "30" NUMBER 4 WINNER OF THE GLIDDEN TROPHY FOR 1910. AT THE CONCLUSION OF THE TOUR IN CHICAGO.

## THE OMAHA BEE'S DIRECTORY of Automobiles and Accessories

Apperson "Jack Rabbit" APPERSON AUTO COMPANY 1102 Farnam St.

Baker Electric Electric Garage DENISE BARKALOW, Prop. 2214 Farnam Street

BRUSH RUNABOUT A Marvel of Workmanship. T. G. Northwall Co., 914 Jones St.

FRANKLIN PEERLESS GUY L. SMITH, 2207 Farnam St.

H. E. Fredrickson Automobile Co. Thomas, Hudson, Pierce, Chalmers 2044-46-48 FARNAM STREET

MARION FOUR MODELS Prices—\$1,150 to \$1,700. OHIO ELECTRIC MOTOR AUTO COMPANY, 2101-2103 Farnam St.

MIDLAND CARS FREELAND AUTO CO., 1122-24 Farnam Street.

NATIONAL Motor Car Co. National "40" Badger "30" 1115 Farnam Street.

Nebraska Buick Auto. Company Buick and Oldsmobile Cars. 1200th Branch 15th and F Sts.—H. E. SIDLER, Gen'l Mgr. Omaha Branch 1512-16-14 Farnam St.—LEE RUFF, Mgr.

Rambler MOTOR CO., 2052-54 Farnam St., Omaha.

SEARCHLIGHT GAS F. J. McSHANE, Jr., 2129 Farnam Street MORE LIGHT, MORE HOURS for Less Money

Stearns Wallace Automobile Co. MOTOR CAR 2203 Farnam Street

Veie MOTOR CARS VELIE AUTOMOBILE CO., 1902 Farnam Street John Deere Plow Co., Distributors

VanBrunt Automobile Co. Overland and Pope-Hartford 1212th and Farnam Streets, Omaha.

## THOMAS FLYER

### World's Champion

**Greatest Improvement in Motors Since the Change from Two to Four Cylinders.**

### Distinguishing Features Are:

- Six Cylinders** (No interval between impulses) Increases flexibility over the four-cylinder by over thirty-three per cent.
- Long Stroke Motors** (The long swinging stroke) Gives equal power with fewer revolutions.
- Large Valves** (Unobstructed respiration) Gives much more power and flexibility at low and high motor speeds.

These features, combined exclusively in this car, mark the greatest improvement in motor construction since the change from two to four cylinders. They achieve smooth, quiet running—always on high gear—and lessen the wear and expense on mechanism and tires. They are improvements to which all high-class cars must come.

### Greatest Car in the World

"Mr. Thomas, I don't believe you realize the Thomas Flyer is the greatest car in the world. Without previous intention or set purpose, I drove two hundred and sixty-five (265) miles in one day through town and over country roads without once changing from high gear."—C. E. JONES, Akron, Ohio.

We are making a particularly attractive proposition to agents in order to get this car introduced in outside territory.

## H. E. FREDRICKSON AUTOMOBILE CO.

2044-46-48 FARNAM STREET  
ALSO HUDSON, CHALMERS AND PIERCE-ARROW.

### Motor Satisfaction is Midland Ownership

**THE CAR that will run at high speed, withstand testing endurance, and not be a source of many breakdowns is the car that represents the best in automobile manufacture—it's the Midland.**

The Full Floating Motor is one feature—found only in the Midland—that permits this car to stand the severest tests. This motor is a 3-point suspension so constructed that the motor, transmission, clutch and differential are always in perfect alignment without any strain on any of these parts, no matter what the position of the car may be.

The Midland is a Delight to Its Owner.

A stripped chassis, showing full working parts and mechanism, is on exhibition at our showrooms. Demonstrations given at any time.

## FREELAND AUTO COMPANY

Twelfth and Farnam Streets, Omaha.