

CLEARING SPOT FOR AVIATORS

More Than One Hundred Men Are at Work on Chicago Field.

PERFECT AERODROME BUILDING

Grade from Haasgrove Slopes Gradually, Affording Best Advantages to Those Who Attempt Flight for Pleasure.

CHICAGO, July 1.—Although the opening of the aviation meet to be held in this city in nearly two months away, 100 men and half as many teams are now at work in Grant park making a billiard table surface where hummocks and ditches predominate. When the workers have finished Grant park will have been transformed from an area of no particular usefulness to perhaps the most perfect aerodrome in the world.

Northern in the world has there ever been plotted so ideal a spot for such an event. The spectators, for whom there will be space to accommodate 50,000, will directly face the lake front with absolutely nothing to intercept their view of the events. A large proportion of the seats will be free to the public, and at each end of the course will be parking space to accommodate all told more than 1,000 automobiles and carriages.

Specs Would Improve Broken Down Players in Batting Averages

New York Doctor Makes Suggestion that Might Bring Old-Timers Back to the Game.

NEW YORK, July 1.—In view of the statements of McGraw, Duffy, Murray and others that the main cause of bad batting is bad eyes and that all recruits should have their eyes examined in the spring, a prominent New York doctor and former Yale player, who asks that his name be withheld, has written the following rather interesting article on the subject: "Nothing to me is more pathetic than to see how uniformly a baseball player goes into the discard around the age of forty, particularly as regards batting. A patient of mine last week told me that he wears spectacles when he is batting. One Saturday he did not wear them and struck out every time he went to the bat. The following Saturday he got to first base. Out of six times at the bat he got one pop fly to the infield, a base on balls, two singles, a double and a triple.

These Three Players Are Star Performers as Pitchers' Targets

Curtis Welch, Hughie Jennings and Frank Chance Stop More Balls Than Any Others.

NEW YORK, July 1.—"There have been three men in the history of the big leagues," said Big McPhee, the old second baseman, "who stood out above all others when it came to being hit by pitched balls. Those three men were Curtis Welch, Hughie Jennings and Frank Chance. They have never had any rivals, and I don't suppose any players are really anxious to equal the records that they made. The strangest thing of all, so far as two of these men were concerned, was the fact that they didn't mean it. They were gamed all right, but not game enough to voluntarily run the risks they seemed to take, and the countless bruises they received were not endured to help their teams, but because they couldn't dodge a ball, and Frank Chance cannot duck one now. As for Curtis Welch, he was a different proposition. He got hit intentionally time after time, and never, perhaps, without full meaning.

Pirate Scout Seeks Minor League Stock

William Murray Ends Four Weeks' Trip Taken to Look Over Youngsters at Colleges.

PITTSBURGH, Pa., July 1.—William Murray, the former manager of the Philadelphia National league baseball club, who is now a scout for the Pirates, arrived here the other day after a trip extending over a period of four weeks, during which he looked over considerable minor league and college material in the hope of finding something worth while for the local team. "Billy" had a long talk with President "Barney" Dreyfus, but would not admit that he had made any recommendations.

"I did not see a crazy about any of the players I saw," he said. "Most of my time has been devoted to watching college teams perform, and I did not visit many places at that. Did I think any future greats? Well, if they existed in the places I visited they managed to escape my eyes. I have never known material to be so scarce as this year, and I shall be a much surprised individual if about 75 per cent of the players that are being bought up by major league clubs do not turn out to be lemons.

Chase is Scientific in Style of Throwing, Asserts Learned Man

Doctor Explains Why Hal Chase Has it on Other Ball Players in the Great Game.

NEW YORK, July 1.—After carefully watching Hal Chase play a number of games the learned doctor had something to say. His instructions had been to take a few hours in the general sunshine and give his opinion as to why Chase has a little on some other first basemen as a physical machine.

It is more than probable that the learned doctor never would have entered upon such an errand had it not been that another doctor insisted that Chase had a "loosening of the elbow joint," or something of the sort—the phrase being well disguised with polychromatic Latin words—which gave him an advantage over his fellows.

The learned doctor scoffed when he heard it and pleaded for time to study the subject. "It's as easy as rolling eggs down the White House hill," said the learned doctor when he sat down to talk about it. "There isn't any freak exhibit of muscles in Chase's throwing arm. The other chap may have thought so, but he was traveling further into science than the subject warrants. Chase throws with his forearm, and that's all there is to it. How many are there who can throw with their forearm?"

Inter-City Tourney to Be Held July 4th

Tennis Players from Five Important Centers Will Meet at Omaha Field Club.

An inter-city tennis tourney will be played at the Omaha Field club July fourth, the participants to be players from five cities in the Missouri valley. Teams from St. Louis, Kansas City, St. Joseph and Des Moines will join the Omaha enthusiasts in the events. Arthur Scribner, Cuthbert Potter, Harry Koch and probably McKay, a new man in Omaha tennis ranks, will make up the Omaha team. McKay has already shown his speed in defeating a number of the Omaha cracks, including the city champion, St. Louis City's tennis squad will consist of W. S. Gilman, W. S. Carey, W. B. Hicks and George Howell.

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Immediate Delivery of Hudson "30" Motor Cars

Hudson dealers all over the country have been clamoring for additional allotments of the "30" model. We have secured three carloads of this popular car which we offer for sale this week.

In view of the fact that the Hudson factory has declined 1,500 orders this season, this means a great opportunity for prospective buyers in this territory. Should you be looking for a car possessing the distinctive merits of the Hudson, we recommend that you see us within the next few days.

H. E. Frederickson Auto Co. 2044-46-48 Farnam Street Also CHALMERS, PIERCE-ARROW and THOMAS Cars

Cyclists Speeded July Fourth

Some of Most Daring Men in Country Will Participate.

HUNDRED-MILE RACE IS PLANNED Both Amateurs and Professionals Are Eligible for Entry—Local Riders Out on Track Practicing Every Day.

Independence day in Omaha will be the day of the biggest motorcycle meet of the west and one of the big events of the country for 1911. A 100-mile race on the Omaha Speedway has been planned by the Omaha Motorcycle club, and some of the speediest and most daring riders of the United States will participate.

The 100-mile race will in reality be four races in one. Prizes will be presented to the winner in the 100-mile single cylinder even and in the twin cylinder class. The complete list of prizes will be worth more than \$200. The winner of the race, regardless of what class machine he rides or whether he is amateur or professional, will receive the grand prize in addition to the regular prizes.

Along Auto Row

Things of Interest Among Local Motor Car Dealers and Owners—Business Prospects Bright.

The modern Isak Walton uses a motor car when going fishing, according to a letter received the last week by the Pioneer Implement company of Council Bluffs, from Chris Larsen of Primrose, Neb. With his son and two friends Mr. Larsen drove in his Model E Jackson some time ago to Willow Lake, which is located in Cherry county. The distance was 213 miles, and was negotiated in eleven hours, despite the sandhills and bad roads encountered on the trip. The fishing part of the expedition was also successful, as 120 black bass were caught on the trip. Some of the bass caught weighed nearly six pounds each.

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During Wednesday and Thursday of the last week the E-M-F branch house had sufficient cars on hand to supply its customers. During this period an even allotment of eighteen cars was distributed to the territory surrounding Omaha.

Richard Bacon, assistant sales manager of the Chalmers factory, was in Omaha during the week at the salesrooms of the H. E. Frederickson Auto company.

Carlson Bros. of Beresford, S. D., drove a Jackson car home from the garage of the Pioneer Implement company of Council Bluffs.

C. L. Gould, manager of the Omaha branch of the Ford Motor company, was married in Lincoln Wednesday to Mrs. Della McClure. The event was celebrated with the knowledge of any of the Omaha office force or any of the groom's friends. On Thursday evening the couple left for Detroit, where the convention of the Ford branch managers will be in session this week.

The Cadillac company of Omaha received word this week of the victorious performance of the 1911 Cadillac in the Iowa Little Glidden tour. The run started at Des Moines and lasted for four days, covering 300 miles of all kinds of roads. There were thirty-two starters. The Cadillac was the only car with a perfect road score and a perfect technical score.

H. E. Fredrickson is spending his annual summer outing thirty miles away from any railroad up in the mountains near Fillmore, Wyo. With him is R. C. Phelps and the two have been having a genuine outing and loafing near the mountain streams. Mr. Fredrickson and Mr. Phelps will remain two or three weeks longer.

Motorists from Omaha and Council Bluffs report that the road between the two cities and Spirit Lake, Ia., is in especially good condition for touring purposes at the present time. A number have been making the trip within the past two weeks and are loud in their praises of the Iowa roads encountered. The route as followed by the majority goes straight from Council Bluffs to Denison and then over the "Hawkeye Highway" to Spirit Lake. Most of the road is either macadamized or graded and is said to be like a boulevard.

The Lozier Motor company has announced that in the future Lozier cars will take no part in races or contests on dirt tracks or horse tracks of any character, unless they have been rebuilt for the express purpose of automobile racing and received the approval of the proper American Automobile association committee. The fatal accident to Baale at the Hawthorne track in Chicago recently and the accident to Strang in the Wisconsin races are cited as reasons why lives should not be endangered by tracks of dirt. This decision will not affect the Lozier company entering cars on the speedways at Atlanta, Los Angeles or Indianapolis or the road courses at Savannah, Elgin or Fairmount park.

F. E. Fox of the service department of the Chalmers Motor company was at the garage of the H. E. Fredrickson Auto company on business this week.

The Brush Runabout company has inaugurated a unique economy test that will be national in character and run on a national holiday, namely, Fourth of July. This test will be run in every city of the United States and will be 100 miles in length.

Accompanying the driver of the Brush car will be a disinterested party acting as observer, who will keep complete detail record of the mileage, amount of gasoline and lubricating oil consumed, the number of stops and the reasons for the stops, the number of the punctures and blowouts, if any, and a complete record of any adjustments that might be necessary.

All the data pertaining to the run throughout the country will be published from the Brush headquarters and will make interesting reading to all who are at all interested in automobiles.

This promises to be one of the greatest stunts that has ever been pulled off in the United States.

Savannah Will Hold Big Automobile Race

Southern City Has Not Given Up Plan of Pulling Off Notable Auto Event.

NEW YORK, July 1.—The Savannah Automobile club has not abandoned the idea of holding the international light car race, as it was reported some time ago it might. A letter from Arthur W. Solomon, secretary of the Savannah Automobile club, says: "We are going to have on Tuesday, November 28, two races, one for the Savannah challenge trophy, the other for the Vanderbilt cup. Both these races will be run in the way the Vanderbilt and the sweepstake races were run on Long Island last year, smaller cars being started first. There will be no races on Wednesday, but on Thursday, Thanksgiving day, will be the Grand Prix.

The first meeting of the course committee was held recently and it was decided to make all the turns in the course longer and probably to bank them so that we could increase the speed for a world's record. In fact we are going to make the course this year finer than anything abroad."

If the course is so perfected there is no reason why the winner should not attain an average speed greater than the American road record of 73.23 miles an hour, held by Tetzlaff's Lozier, and perhaps better than that of 74.3 by Nasarro's Fiat.

Jose Froelich, manager for the Benz branch, said that he had received a cable telling him to enter two Benz cars, the one in which Bruce-Brown won last year and that in which Hemery finished second.

BIG AUTO RUN PLANNED FOR WESTERN IOWA SOON

Six-Day Trip to Boost for Good Roads to Start and End at Omaha.

Six days of automobile touring through Iowa will be undertaken on the annual mid-summer run of the automobile club of Omaha and Iowa interested in the Transcontinental Route association, July 6 to 12. The run will start and end in Omaha, the local automobile club picking up other members as they proceed on their way.

Eighteen counties of the western part of Iowa will be covered on the trip by the route laid out, taking in Council Bluffs, Missouri Valley, Sioux City, Le Mars, Fremont, Spirit Lake, Emmetsburg, Humboldt, Fort Dodge, Perry, Adel, Waukeo, Des Moines, Guthrie Center, Exira, Atlantic, Avoon, and back through Council Bluffs to Omaha. Des Moines is the eastern point of the run, the plan being to spend the night there, July 10.

Good roads' meetings will be held every evening when stops are made. Spirit Lake is planning a monster meet for the Saturday night that the automobilists will be there, with speakers from all over the state present. Another meeting worth attending will be the Des Moines one on July 10. In Omaha at the close of the six-day run, on July 12, a monster meeting, to surpass all the others in size, will be held.

The plan of the boosters of the trip is to get every town of the seventy-seven along the route to enter a car. When the party reach the towns on the circuit the car of that town will drop out. Thus each car will complete the circuit, the Omaha men returning home last.

OCEAN TO OCEAN AUTO TOUR

Fourteen Cars Start on Leisurely Run from the Atlantic to the Pacific.

The first transcontinental automobile tour ever attempted in this country started Monday morning, June 26, from Atlantic City, N. J., where the rear wheels of each car were rolled in the surf and no more salt water will touch the car until the front wheels are driven into the Pacific ocean.

There have been more than a few cars that have crossed the American continent from ocean to ocean, but never before has there been a regularly scheduled tour planned, and the fact that fourteen private owners of cars of one make have enticed over the prospect of a run of such magnitude presents a new situation in private automobilism.

The idea of the tour originated among some owners of Premier cars in Philadelphia only a few weeks ago, and Metropolitan Premier owners only heard of the proposition during the previous week, but the scheme struck such a popular chord that four owners in New York immediately sent in their entries.

These cars, with their owners driving, left R. M. Owen & Co.'s establishment in New York Sunday morning at 9 o'clock, and were accompanied by twenty-five automobiles filled with friends of the trans-

continentalists, who wished to give the inland tourists a "send off." The line was augmented at Newark by twenty more cars, containing friends of the Newark entrant, and the "send off run" started on its way to Perth Amboy, where the real tourists were entertained at dinner and presented with souvenirs and admissions of one kind and another. The ocean-to-ocean travelers left Perth Amboy for Atlantic City at 4 p. m. The cars and occupants were: W. Ellsworth Sprague's car, with Mrs. Sprague, Gilbert E. Horton and Mrs. Horton.

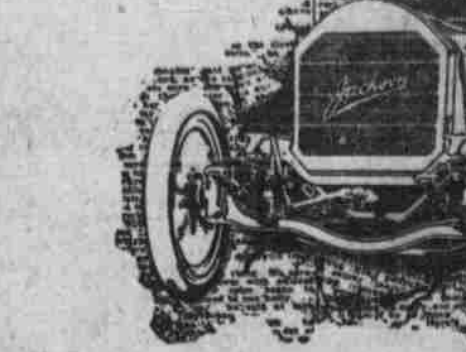
Dr. Hugh F. Cook of Newark was accompanied by Mrs. Cook. Frank A. Moller had with him L. J. F. Moller and W. Herman Rose. John H. Murphy took Mrs. Murphy, Countess de Calatrava, and John Matthews. The first stop of the tour Monday was at Philadelphia, and from there on until the Pacific ocean is reached there will be no inland tourists a "send off." The line was augmented at Newark by twenty more cars, containing friends of the Newark entrant, and the "send off run" started on its way to Perth Amboy, where the real tourists were entertained at dinner and presented with souvenirs and admissions of one kind and another. The ocean-to-ocean travelers left Perth Amboy for Atlantic City at 4 p. m. The cars and occupants were: W. Ellsworth Sprague's car, with Mrs. Sprague, Gilbert E. Horton and Mrs. Horton.

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S.S.S. REMOVES ALL HUMORS FROM THE BLOOD

The cause of all skin diseases can be traced to some humor in the blood, and therefore the cure of any skin trouble can come only through a thorough cleansing of this vital fluid.



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

FRANKLIN PEERLESS GUY L. SMITH, 2207 Farnam St.

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

MARION FOUR MODELS Prices—\$1,150 to \$1,700. OHIO ELECTRICS Marton Auto Company C. W. McDONALD, Mgr. 2101-2103 Farnam St.

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

Nebraska Buick Auto. Company Buick and Oldsmobile Cars... Lincoln Branch 19th and Y St.—E. E. SIDDLE, Gen'l Mgr. Omaha Branch, 1915-14-13 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

Velie MOTOR CARS VELIE AUTOMOBILE CO., 1902 Farnam Street John Doore Plow Co., Distributors

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