

Along Auto Row

Some Notes of Passing Interest to Dealers and Prospective Buyers of the Big Pleasure Cars.

J. D. Bartlett and family of Toledo, O., passed through the city Thursday on their way to San Francisco. They were driving a Buick model '27' and had come from Ohio without a puncture or adjustment of any kind.

T. M. Brownell, manager of H. E. Fredrickson Co., received a postal card from Louis Stora yesterday, picturing his new Chalmers '40' and telling of a couple of Pierce-Arrows he saw on the streets of Munich the day before causing a slight feeling of homesickness.

George Reim is expected to return today after a two weeks' western trip in his Cadillac.

While in Denver last week Mr. Corhill, of the Apperson Automobile company, had the pleasure of a ride in a new Matheson aeroplane. He is very enthusiastic over the trip, saying it is the most wonderful experience of his career.

The Marion Automobile company of which Mr. McDonald is proprietor, reports a brisk demand for their cars.

Denise Barklow is in a quandry how to get more Packard trucks. The demand is so great that he cannot fill his orders.

Frank Furry and Bert Murphy made a trip last week to Sterling, Colo., and returned in Murphy's Huppmobile. They sent telegrams to several friends asking who did the driving. Of course the answer was that "Murphy Did It." They attracted considerable attention on account of the sign attached to the back of their car. In immense letters were the words, "Around the World," but upon close inspection, one found in small letters the rest of the story completing the sentence as follows: "Is an awfully large way, so we are not going."

Lewis Covell and Orion Doty were in Omaha Saturday enroute to Denver in a Huppmobile. Their speedometer showed over 1,800 miles, and up to this point they had come through without trouble of any sort.

H. E. Sidles, general manager of the Nebraska Automobile company, spent part of the week in Omaha, the guest of Lee Huff, local manager of the company.

Driving from Cleveland, O., to Pittsburgh, Bedford Springs, Harriaburg and Gettysburg, Pa., thence to Cumberland, Md., and back to Cleveland, one of the new Stearns-Knight models, recently completed one of the most strenuous mountain runs ever attempted. During the three days the car covered 76 miles, 50 of which were mountain running. Five men and 400 pounds of luggage and camping materials made up the load. No attempt was made to break speed records, the object being to test and prove the car and engine in every conceivable way.

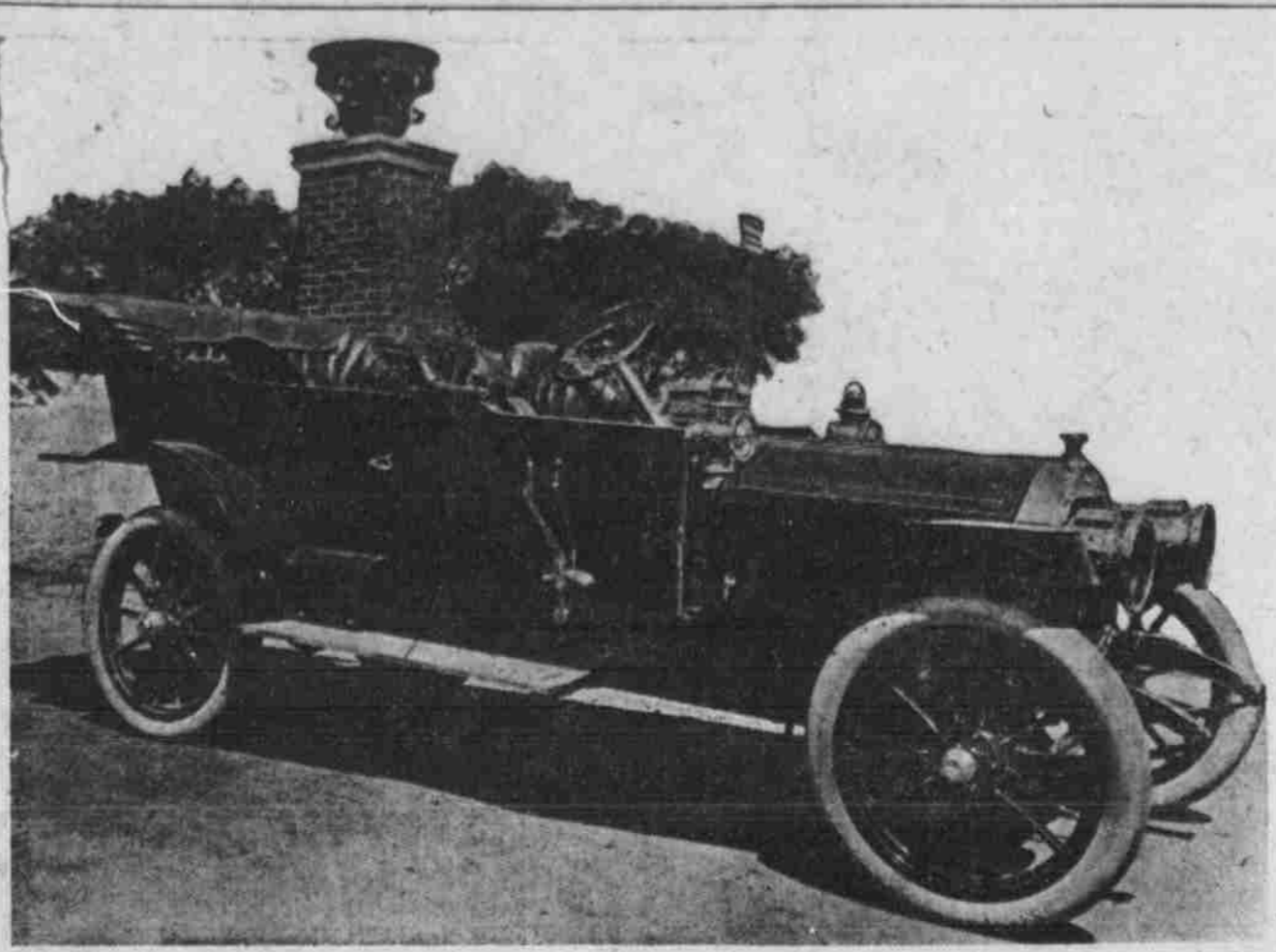
Of twenty-four cars which started in the recent one-day reliability run under the auspices of the St. Louis Auto club, not one finished as high a score as did the Mitchell, model T, 1911 car, which won in the touring car class over a large number of entries. Most of the run of 138 miles was made in a steady downpour that followed a long week of wet weather and in consequence there were no perfect time scores. The Mitchell, however, finished with 99 points, which was six points better than the next car in the touring class and one point better than the winner in the roadster class.

E. C. Morse, a motorist of San Diego, Cal., had so many experiences with under-powered cars in the deep sand of the American desert that he imposed a rigorous test in satisfying himself of the capability of cars. He asked demonstrators in Los Angeles to drive their cars through the deep sand of the Los Angeles river bottom. After he had driven through hub deep sand and up the sides of the steep river embankment in a Columbia, he purchased the demonstrating car, saying it was the best performance he had ever seen.

"After going part way up to Pike's Peak in a large four-cylinder car and seeing the difficulty with which it got over the ground, I realize more than ever the extraordinary character of the feat of the Brush runabout that ascended and descended this mountain in record time," said Frank Briscoe. During a trip through the west from which he has just returned, Mr. Briscoe visited the scene of Fred A. Trinkle's triumph in a runabout, when the climb up Pike's Peak was made in eight hours and the journey down in the same time. The Brush was the only car to make either trip in less than two days. Many machines have given up and others have required as long as seven days. This climb is seven miles long with a rise of three-fourths of a mile.

The Peerless Motor Car company of Cleveland has just received a beautifully engraved certificate from the management of the Appalachian exposition, held in Knoxville, Tenn., last fall, as evidence of the award of the Jury, conferring the first prize for the most magnificent exhibit of automobiles, upon this company. The Peerless Motor Car company will exhibit at various automobile shows during the year and it is expected that the new line of six-cylinder cars and new four-door bodies will attract more than the usual amount of attention. Mr. Guy L. Smith of 2204 Farnam street is the local agent for the Peerless cars.

The 1912 Seven-Passenger Lexington



Contracts have been awarded by the Board of Water Commissioners of Detroit, Mich., for two Sampson delivery motors of 1,500 pounds capacity.

The Everitt "30," driven by Joe Gardham, captured the cup for perfect road score and most consistent performance in the Cleveland News reliability contest after a strenuous three-day run from Cleveland through Wheeling, W. Va., via Youngstown, O., to Columbus, via Zanesville, and thence back to Cleveland, a total distance of 223 miles.

George H. Strout, for four years sales manager for the Apperson Bros. Automobile company of Kokomo, Ind., leaves that position August 1 to become eastern sales representative of the Grabowsky Power Wagon company of Detroit. His territory includes New York, New England, Pennsylvania, Delaware, New Jersey and the District of Columbia; and his headquarters will be at 316 West Forty-eighth street, New York.

With the present-day renewal of travel by road there is becoming more apparent the imperative need of a comprehensive system of sign posting the highways. The work is occupying much of the attention of the touring information board of the American Automobile association, and as a result a large part of Chairman Longstreth's correspondence with the 300 clubs of the national organization has to do with this subject.

American Automobile association clubs have spent substantial sums in marking the roads in their respective vicinities, and motorists generally have benefited by this now essential adjunct to aid the traveler who covers not only his own state, but goes beyond its confines whenever it strikes his fancy. Since such a large and growing class are now to be served in this manner the conviction has become fixed that the duty is one which devolves upon city, county and state authorities, with particular reference to state routes which serve as lines of interstate communication.

Zbyszko Training Hard for Frank Gotch Has Been Wrestling All Over Russia Preparing for His Labor Day Battle.

NEW YORK, July 29.—Despatches from Russia state that Zbyszko, the big Polish wrestler, who will be on hand to challenge the winner of the Gotch-Hackenschmidt match of Labor day, is doing lots of hard work on the mat. He has been wrestling in Warsaw, Posen and other Russian cities, and is to finish up in London after visiting Brussels and Paris.

Bordino Anxious to Race Bob Burman for Championship

Italian Driver Would Match His Skill Against the American Speed Artist.

NEW YORK, July 29.—Bob Burman is anxious to race P. Bordino, the celebrated Italian driver, for the world's championship, and has issued a challenge for a match with his 200-horsepower Benz. Bordino recently at Saltburn-by-the-Sea, driving a 200-horsepower Fiat, lowered the world's record for one hour when he traveled 118.13 miles in sixty minutes, or twenty-six miles less than Burman averaged when he dethroned Barney Oldfield.

The record of Bordino eclipses the best performance of any of the foreign pilots with a fast car since Burman took into camp the record of Camille Janatsky, who drove his famous kilometer in 18 3/4 seconds at Ostend, and who lowered the record of Oldfield made at Florida. Burman's time was 15.88 seconds.

To bring about a contest between the European and the American, E. A. Morosa has issued the following challenge to the Fiat company with the hopes of securing a match, to take place in America, that will become the real classic for motor racing contests. In fact, nothing less than a match between the world's fastest cars, cars which previous to this time have been confined almost exclusively to record work only. Until the recent Fourth of July meet at Brighton Beach, the Blitzen Benz has always been used for an exhibition car, but Burman, unlike Oldfield, has shown a willingness to use it in open competition. There are many, however, who consider the Blitzen Benz a short-distance car, but in order to get a match with the celebrated foreigner, Burman is willing that the distance of the match be between five miles and 100 miles, whichever Bordino may select.

Talking of the match, E. A. Morosa, who is backing Burman, said: "I desire that Fred J. Wagner be elected to start this event and I further desire that the first deposits of \$1,500 for each driver be paid into his hands. The balance of the wages up to \$10,000 to be handled in any way that may be suggested consistent with satisfaction to all parties. It will take but little time to negotiate the whole deal.

Omaha Motor Club Offers Reward for Arrest of Thieves

Effort to Be Made to Stop the Stealing of Automobiles—Thieves to Be Prosecuted.

Owing to the large number of thefts of automobiles in Omaha during the last few months, the Omaha Motor club offers a reward of \$5 for the arrest or for information leading to the arrest and conviction of anyone found guilty of stealing or damaging one of its member's cars.

WASHINGTON OFFICIALS SEE WAR AUTOMOBILES

Cars Equipped with Armament and Wireless Are Demonstrated at Aviation College.

Within the last week army officials and aviation experts at Washington have been given an interesting demonstration of the automobile's defensive utility in time of war by the four Cadillacs owned by the Northwestern Military academy of Chicago.

The battery consists of two Cadillac carriages which went through the Children's tour of 1910, experimenting for the government as balloon destroyers, and two 1911 Cadillacs uniquely equipped for wireless telegraphy. The electricity is developed from a generator run off the engine, and with the aid of a telescope mast, which runs sixty-five feet high, messages can be readily sent from thirty-five to fifty miles. A balloon, which is part of the equipment of each machine, can be inflated by hydrogen gas, and with this equipment the antennae wires can be carried to any height and the sending and receiving power of the machines greatly increased.

BUICK AMERICA'S GREATEST TRUCK. Fills the Demand in Every Line. A thoroughly tried and tested truck—a source of profit and satisfaction to its thousands of users. Many have replaced 3 teams with one Buick truck. Built for all trades. Includes image of a Buick truck with 'HONEY BREAD' advertisement and 'A. GEISTLINGER CO.' text.

THE OMAHA BEE'S DIRECTORY Of Automobiles and Accessories. Includes contact information for Apperson 'Jack Rabbit' and Baker Electric.

Automobile Tires at Cost. LOOK OVER THIS LIST AND SEE HOW MUCH WE SAVE YOU ON NEW TIRES.

FRANKLIN PEERLESS GUY L. SMITH, 2207 Farnam St. H. E. Fredrickson Automobile Co., Thomas, Hunson, Pierce, Chalmers.

NEBRASKA BUICK AUTO. COMPANY. Buick and Welch Cars... Includes price list for various Buick models.

MOTOR CO., 2052-54 Farnam St., Omaha. WALLACE AUTOMOBILE CO., 2203 Farnam Street. VELIE MOTOR CARS, VELIE AUTOMOBILE CO., 1902 Farnam Street.

Our 1912 Announcement of E-M-F "30" and Flanders "20" models and prices will appear in this paper next Sunday. Watch for it. You have wondered what it would be. Over 8,000 dealers have written us asking about our 1912 line and our ability to supply the cars. We will tell you all about it in the ad. Meantime, suffice it is to say, we are doubling our factory facilities to make over 300 cars per day. Even at that we cannot hope to fully meet the demand for these cars for, as in the past, this famous line will set the standard for the world in automobile values. Let others follow; they cannot hope to catch up. Let them cut prices, they cannot equal our values. We will tell you all about it in the ad next Sunday, and "between the lines" we will, in our usual frank manner, tell you a few inside facts—trade secrets that may assist you in choosing right. Next Sunday read and digest it. STUDEBAKER CORPORATION E-M-F Factories, Detroit, Mich.