

**STILL SEVERAL TO APPEAR**

Interesting Booklovers' Contest Just About Half Over.

**PLENTY OF TIME FOR NEW ONES**

Contestants Who Enter Game Now Will Have All that is Needed for Answering Every Puzzle in Game.

With the picture today forty-three Booklovers' puzzles have been printed. There are still thirty-two pictures to appear, making in all a total of seventy-five. Some contestants have been at work only a few days and have already given answers to the illustrated pictures that have been printed so far.

Since there are thirty-two pictures to be published during the next thirty-two days those people who wish to enter the game now will have plenty of time in which to answer all the puzzles and prepare their answers. An extended time will be given for answering the puzzles after the last of the pictures has been printed, so that those who enter now or within the next few weeks will have all the time that is needed for answering the puzzles.

The back pictures are on sale at the business office of The Bee for 1 cent each. Title catalogues, the little books which aid so materially in the solution of the puzzles, are on sale for 2 cents. They will be sent by mail for 30 cents.

**List of All Prizes.**

First—A White Steamer automobile, a beautiful five-passenger car, celebrated for its durability and speed, valued at \$2,000. It is exhibited at Drummond's, Eighteenth and Harney streets.

Second—A ten-acre ranch in beautiful Tehama county, California, delightful climate, rich fruit land; value, \$1,200. Full information concerning this land may be had at the office of the Trowbridge-Boister company in the City National bank building, Omaha.

Third—A beautiful Krell Auto-Grand player piano (have the music of the masters in your own home); value, \$90. This prize is exhibited at the Bennett store, Sixteenth and Harney streets.

Fourth—One lot in the business district of Ralston, a lot 25x100 feet, on Maywood street; value, \$75. Full information may be had at the office of the Ralston Townsite company, 500 South Seventeenth street, Omaha.

Fifth—In the beautiful suburban town of Ralston, one lot in the residence portion, 50x150 feet; this lot is valued at \$25. Full information may be had at the office of the Ralston Townsite company, 500 South Seventeenth street, Omaha.

Sixth, Seventh and Eighth—Three sets (twelve volumes) of Nelson's Loose-Leaf Encyclopedia, the encyclopedia that cannot grow old; each set valued at \$96. These books are exhibited at the store of W. A. Hixenbaugh & Co., 1814 St. Mary's avenue.

Ninth and Tenth Prizes—These prizes consist of twenty-four volume cloth-bound sets of the "Book of Knowledge," an encyclopedia made especially for children and sold at \$36 a set. This work is written in simple language and as a "wonder book" in that it makes simple all knowledge necessary to broad education. It may be seen at the Omaha office of W. A. Hixenbaugh, 1814 St. Mary's avenue.

**Grand Island Hero Accused of Cruelty**

George H. Poell, the Grand Island locomotive engineer who lost a leg while saving a baby from death under the wheels of his engine, and who was swept into the office of county clerk of Hall county by a wave of popular admiration, was sued for divorce in district court Tuesday.

In her petition Mrs. Cecelia Poell charges extreme cruelty. She alleges that during the last three years Mr. Poell has practiced cruel acts toward her. A year ago drove her from their home with a revolver. The petition says they were married in Hanover, Kan., in 1904. Mr. Poell is employed as engineer in an Omaha hotel.

**Donahue Married Thirty Years Ago**

Chief of Police J. J. Donahue and Mrs. Donahue quietly observed the thirtieth anniversary of their marriage Tuesday. Chief and Mrs. Donahue were married in Iowa City, the former being 34 years of age. The chief was then a farmer boy, living a few miles west of Iowa City. His bride was Miss Anna Fitzgerald, daughter of James Fitzgerald, who, by bravery, distinguished himself during his four years of service in the civil war. He served under Sherman and was with him during his famous march from Atlanta to the sea.

**Friends Will Send Kimmel to Hospital**

NILES, Mich., Sept. 26.—Weakened by the strain of his fight to establish his identity, "George A. Kimmel" tonight made preparations to go to Chicago for medical treatment. He is practically penniless, but several wealthy men of Niles who have accepted him as Kimmel have offered him assistance.

**Most Food Is Poison to the Dyspeptic**

Electric Bitters cure dyspepsia, liver and kidney complaints and debility. Price, 50c. Sold by Beaton Drug Co.

**JAP MARRIED TO WHITE GIRL BY JUDGE LESLIE**

Because intermarriage of Japanese and whites is prohibited in Iowa, Henry T. Yoshizawa of Omaha and beautiful Blanche Jenkins, daughter of Mrs. May Conley of Council Bluffs, were licensed and married in County Judge Leslie's office Monday, the county judge performing the ceremony. Yoshizawa is 22 years old, his bride is 20. Mrs. Conley accompanied the bride to the judge's office. She did not appear to be highly pleased with the alliance. Mr. and Mrs. Yoshizawa will live in Council Bluffs.

**Baltimore & Ohio Railroad**

New York and return. Tickets on sale daily until September 30. Low reduced fares to Boston, Atlantic City and other seashore resorts, via Washington, D. C., with stopovers at Pittsburgh, Washington, Baltimore and Philadelphia. High-class electric lighted train service. Consult nearest ticket agent for particulars or address W. A. Preston, T. P. A., or B. N. Austin, G. P. A., Chicago.

# Come See The Self-Starting 1912 HUDSON "33"

**NEXT year all leading automobiles are bound to be equipped with a Self-Starter and will have Demountable rims. You make a mistake if you buy any car not now equipped with a Self-Starter and Demountable rims.**

**You get these features on the HUDSON "33" now. The price complete is less than was charged for last year's model.**

Practically every self-starter thus far produced has been thoroughly tested by Howard E. Coffin and his Board of Engineers.

The one you will see here is the only one the industry's first designer would approve for use on the HUDSON "33."

It proved to be the most reliable of all the many inventions of the many types that were examined. In thousands of tests it started the motor 98 percent of the times by the mere turning of a valve and the pressure of a button.

This is much better than was the showing of any other self-starter tried.

The HUDSON "33" was left for a week in a cold storage room. The temperature was below freezing but the motor instantly responded to the operation of the starter.

This means the end of the one objection that has been made against gasoline motors. The danger of cranking is over.

The superiority of this above all other starters is its absolute surety to give a perfect mixture, not affected by any temperature.

There is nothing complicated—it has only a dozen parts. It is not heavy—the weight is less than four pounds. In thousands of tests it started the motor 98% of the time.

Next year all leading automobiles are bound to be equipped with self-starters.

Why not have such an equipment on the car you buy now? If you don't yours will be out of date next season. Sooner or later only the old models will be cranked from the front. It will seem odd then to see a man start his car that way.

Think of the satisfaction you will have now with this feature of the HUDSON "33."

You will confidently seat yourself at the wheel and in response to a simple operation the motor will start.

It will attract the admiration and envy of every automobile owner whose car must be started in the old way by cranking.

It is another feature of exclusive distinction, quite as gratifying as is the pleasure that all HUDSON owners derive from the fact that they can glide silently up to the curb without attracting the attention of those near by—so quiet is the car's operation. Compare this with the noise and alarm created by other cars.

The self-starter on the HUDSON "33" removes the last objection women have to driving a gasoline car.

**Demountable Rims Also Necessary**

About the hardest, most disagreeable work about an automobile—and it usually comes in the most inconvenient places—is changing tires.

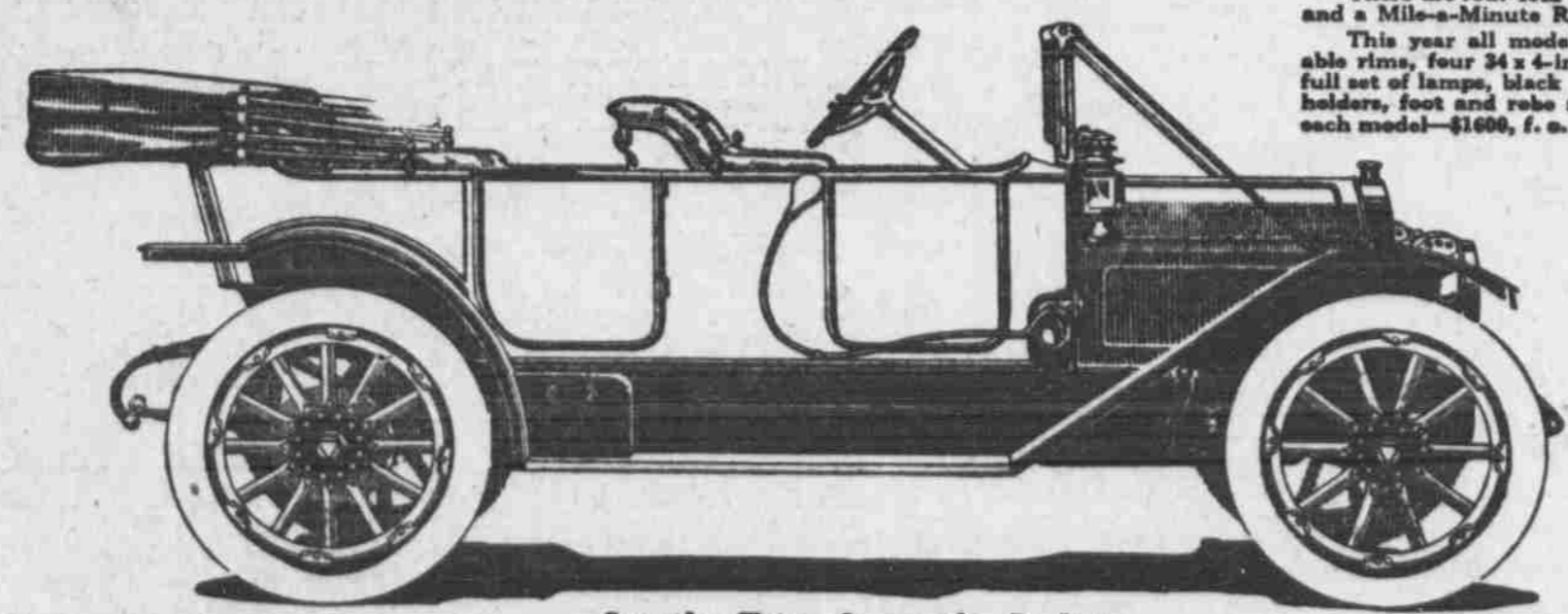
Not so when you have Demountable rims. The extra inflated tire can be substituted in a few minutes for a flat tire. There is no labor—nothing is difficult. There is no delay.

No other type of tire rim will be acceptable on any dependable car in the future. Why accept a car that hasn't this equipment now? It makes your automobiling so much more satisfactory. It will make your car so much more salable if ever you wish to dispose of it.

**Still Greater Reasons For It's Being a HUDSON**

But there are still other reasons more vital why you should prefer a HUDSON "33." The item of simplicity is important. There are 900 fewer parts than are used on the average automobile.

Compare the chassis with the chassis of other cars. Note the absolute accessibility of the HUDSON "33." See how clean and free it is from rods, springs and intricate connections.



See the Triangle on the Radiator

Unless you are a judge of automobile values you may not fully understand that accessibility means low cost of up-keep. If vital parts are placed out of easy access by the intricacies of design and construction, it means just that much extra trouble in making adjustments and repairs.

No car is quieter in operation. That comes from perfect design. It remains quiet through months of service. That is due to good workmanship. There is all the power you need for the hills that any automobile will make—all the flexibility required for any traffic conditions and a smooth, vibrationless operation similar to that experienced in most automobiles only when they are coasting down hill.

You can appreciate these conditions only by test. You must ride in cars of different makes and in the HUDSON "33" to understand what this means.

**Costs Us \$152 More Costs You Less**

Instead of reducing manufacturing costs, we have added \$152 for better materials and finer workmanship.

Yet the 1912 car sells for less than did the '11 of similar model and equipment.

Thousands paid \$1500 for the 1911 HUDSON with fore-doors, top, magneto and Prest-O-Lite tank. Almost as many more had their cars equipped with 34x4-inch tires, with Demountable rims and glass windshield. This brought the price up to \$1630.

The character of the equipment is much superior to and more luxurious than that used last year. Lamps cost us a great deal more. Upholstering this year costs \$14.11 more per car. One set of bearings amounts to \$7.35 more than did the bearings used for the same purpose last year. It takes three days longer to paint the bodies. Labor charges per car exceed last year by \$35.65.

We built the best car then at the price. But we have progressed. Our men have greater skill. Many new refinements have been developed. They all make for a better car—for longer service—for completeness. They cost us more, but with all included, the car to you is less than was the 1911 model with fore-door and similar equipment.

Don't you think it wiser to buy a car in which quality advancement has been made rather than to choose an automobile that has been not increased in value?

Think also of the disadvantage of owning a car designed after the practice of three years ago. Engineers have advanced far. The ideals of that day are practically obsolete now. The HUDSON "33" is the one advanced car of the past three years.

**Other Great Engineers Also Helped**

The 1912 HUDSON "33" is the product of Mr. Coffin, plus the assistance of the staff of most experienced and largest number of engineers employed by any one manufacturer. Each—a specialist—has had experience that the others have not had. Each knows something the others do not know. These men spent months with the 1911 car. Then Mr. Coffin received their criticisms and recommendations. All was weighed against the combined experience and ingenuity of all members of the staff.

Can you imagine a more complete development? Nothing basic was changed. But still the '12 is different. It is the finished product of many men—the ablest in the industry.

Don't you think it better to see the HUDSON "33" NOW?

**The Price Complete with Self-Starter is Less Than Was Charged for Last Year's Model**

There are four 1912 HUDSON "33" models: A Touring Car, Torpedo and Roadster—all with fore-doors—and a Mile-a-Minute Roadster. This year all models are fitted with complete equipment including Diaco self-starter, five Demountable rims, four 34 x 4-inch tires, except on the Mile-a-Minute Roadster, which are 32 x 4 inches, magneto, full set of lamps, black enamel, Prest-O-Lite tank, genuine mohair top, glass windshield, license number holders, foot and robe rails, tools, tool box on running board, tire repair outfit. The price is the same for each model—\$1600, f. o. b. Detroit.

**GUY L. SMITH, Distributer,**

2205-7 Farnam St., Omaha, Nebraska

1912 Demonstrator has arrived. Immediate deliveries. I want good live dealers in every good town in Nebraska and Western Iowa. Better look over the Hudson line before signing up 1912 contracts. Better write today for territory and dealer's proposition. Tomorrow may be too late. "Do it now."

**Amateur Aviator is Killed at Big Meet in Trying Machine**

NASSAU BOULEVARD, L. I., Sept. 26.—The international aviation meet was marred today by the fatal fall of Dr. J. C. Clarke of New York, an amateur, who was to try for his home tomorrow. He fell 200 feet in his Queen Blarist monoplane, sustaining such injuries that he died tonight in the Nassau hospital. Dr. Clarke had not intended to fly in

his machine, which is numbered thirteen. This morning, however, after Ignatz Semionok, the Russian aviator, had flown to Mineola and back in Dr. Clarke's machine, the wheels were smashed by a bad landing, and the doctor was so concerned over the accident that after repairs had been made he took the flyer up in order to test it.

He had flown only 500 yards, rising rapidly, when he seemed to lose control and was dashed to the turf. As the monoplane crashed to the ground it turned over, catching the amateur aviator under it and crushing him.

An examination at the hospital disclosed a fracture of the skull, compound frac-

tures of both arms, a dislocation of the hip and numerous internal injuries. Tomorrow Postmaster General Hitchcock is to fly with Grahama-White to Mineola, carrying several sacks of United States mail, in order to test for himself the possibility of aerial mail transportation.

**Low Fares East.** New York City and return, \$43-45; Boston and return, \$45.00; via Montreal, \$42 and \$45 direct. On sale daily until September 30. Low round trip fares to many other eastern points via Chicago, Milwaukee & St. Paul Ry. Tickets, 1814 Farnam street, Omaha.

**SUNDAY SCHOOLS HOLD BIG RALLY NEXT MONTH**

All of the Sunday schools in Douglas county will be interested in the rally which is to be held in Omaha, October 8. A committee appointed by Judge W. W. Staibach, chairman of the executive committee of the Douglas County Sunday School association, will meet within a few days, probably on Wednesday, and select a church for the meetings. This committee consists of T. F. Sturges, chairman, Mrs. C. L. Shook, Frank S. Mayer, J. W. Miller, L. C. Walker and J. L. Duff.

**BELLEVUE COLLEGE**  
 Located in Omaha's Beautiful Suburb.  
**THIRTIETH YEAR OPENS SEPTEMBER 12TH, 1911**  
 College Normal School, Musical Conservatory and Academy.  
 Strong faculty, representing graduate study in Harvard, Johns Hopkins, Columbia, Princeton, Chicago, Wisconsin, Iowa, Leipzig, Edinburgh and Oxford.  
 Sixty Teacher's Certificates granted. Successful Athletics. Debating, Oratory and College Journalism.  
 Expenses moderate.  
**SEND FOR CATALOGUE.**