

Along Auto Row

Dealers Are Preparing for the Automobile Exposition to Be Held This Week.

G. A. Pierce of Grand Island drove his Franklin 1907 to Omaha to attend the Ak-Sar-Ian and is stopping at Guy L. Smith's "Franklin hotel."

J. Johnson, driving a 1907 Franklin D. stopped in at Guy L. Smith's over night Sunday on his return trip to his home in Superior, Neb., after a touring trip through the south.

Guy L. Smith, the Franklin dealer, will receive his 1912 demonstrator in about two weeks.

The Franklin car has a number of new features for 1912. The motor is practically the same with the exception that the auxiliary exhaust valves have been eliminated and thereby doing away with all possibility of smoking.

The body designs are similar to 1911, with a touch here and there, making the car a striking beauty.

The motor, of course, is air cooled and the tires large. Easy riding is always assured in a Franklin.

Guy L. Smith received an arm full of complaints when he sprung his big "cross street sign" for carnival week from people who were compelled to crane their necks to read his big Hudson car announcement strung from the top of his building on Farnam across the street to the building occupied by the Flisk Rubber company.

The second week in September of each year has come to be considered visitors' week at the Franklin factory at Syracuse, N. Y., since the New York state fair is held at that town during this week and a throng of strangers are shown through the Franklin plant.

The "Welcome" sign is always out at the Franklin factory, and while visitors come and go the year around the number during fair week is unusually large.

The Ka-Noo-No Carnival is the nightly attraction during the fair and the Franklin did its part, the police officials using this make of automobile in regulating the crowds in the streets.

Six thousand one hundred miles at 2.7 cents per mile with a load of from two to five is considerably less expensive than railway transportation and is the cause of considerable satisfaction on the part of J. L. Stephens of St. Paul, Minn.

He drove a Franklin four-passenger touring car a year and kept an accurate account of all expenses. At the end of that time his speedometer showed 6,100 miles, while the total expenditure for everything from license to washing was but \$167.72.

To make and market a motor car that shall at all times and under all circumstances give the owner uninterrupted use of his investment—that is the

Bulk idea of service, and what they endeavor to give to every purchaser.

Seven years ago the first Buick automobile was made and it is still running and giving its owner perfect satisfaction. Since that time 8,000 Buick cars have been made and sold, and very few have been laid aside.

Buick agencies are in every city and hamlet in the country, where Buick supplies and parts are kept for the convenience of Buick owners.

In the Buick plant, at Flint, Mich., which is one of the largest automobile factories in the world, is built nothing but high-grade automobiles, complete from the finest raw materials the market affords.

R. W. Craig has accepted an offer from Guy L. Smith to become associated in the wholesale and retail departments, handling the Peerless, Franklin and Hudson. Mr. Craig has had several offers under consideration, but as each would necessitate his return to the east they were finally given up as Mr. Craig is desirous of remaining in the west.

IN A CLASS BY ITSELF

Bible Still Holds the Lead as the Most Popular and Best Selling Book.

The one hundred and seventh annual report of the British and Foreign Bible society, the largest, if not the oldest, of such organizations, shows that the Bible still holds its ancient lead as the most popular book ever published. During 1910 the society distributed, in 42 languages and dialects, no fewer than 903,877 complete Bibles, 1,130,229 New Testaments and 4,782,720 single scriptural books.

The American Bible society ably second the work of the great British society, and is almost as old, having been established in 1815. Down to 1900 it had printed and distributed 70,000,000 copies of the New Testament and the complete Bible, and since then it has continued the work at the rate of nearly 2,000,000 a year.

Despite every effort to prevent its spread and development, the tipping system continually gains ground. Those who are brought into daily contact with the dread evil have but a limited appreciation of its subtle and insidious encroachment. But let them remove themselves even for a short time from the infected territory, and return again, and the pernicious headway becomes at once manifest.

A New Yorker who had voluntarily absented himself from the only town in which life is worth while came back and revisited his usual haunts. Going into the barber shop he was greeted at the door by a maiden of tender years, who threw upon the means of entrance with a gracious air. He tipped her. A youth hung up his coat and collar. He tipped him. The barber applied the lather, and fed him with gossip worthy of his famous prototype who held the noses of the great in Savonarola's day. He got his lip.

Then came the boy who held his coat and the boy who brushed him off, each to be mollified with the one unctuous application that soothes all wounds. As he started to leave, the poodle leaped

SUGGESTION LEADS TO DEATH

Feeling Fit, Hotel Man Is Told He Looks Ill, Then Goes Into Decline.

Friends of Matthew P. Lynch, a Neptune avenue, Conny Island, hotel proprietor, who died Monday, believe the illness which caused the death of Mr. Lynch had been caused by the power of suggestion. In support of their belief they pointed out that until seven months ago, when Mr. Lynch was stricken ill, he had been in such sturdy health that nobody had ever thought of telling him he looked bad. Seven months ago several of his acquaintances, who may or may not have got the idea from a play of Mollere, began to tell Mr. Lynch that his appearance was that of a man who was very ill.

To the men who first went to him with this suggestion Mr. Lynch paid no attention. His acquaintances who had suggested the combined attack upon Mr. Lynch as a joke, and who were not sure he would yield to their suggestions, persisted in the plan.

Gradually the hotel proprietor succumbed to the unremitting efforts that were made to convince him he was ill. He began to worry. The more he worried the more his acquaintances insisted that he had grounds to be apprehensive.

A week ago he quit work, saying he was too ill to continue. Physicians who were called discovered symptoms of heart trouble. When Mr. Lynch was told by medical men that he was ill he became doubly sure that his earlier feelings were not the result of unfounded suspicions.

"My friends kept coming to me telling me I looked badly," he said, "and that I must be ill. They were wiser than I. Now that the physicians say I am ill I know that I am."

These acquaintances who had started the feeling of dissatisfaction with his health to which Mr. Lynch had yielded now say they had gone too far. They tried to get Mr. Lynch to disabuse his mind of the thought of illness and impending death, but his gloomy forebodings had taken such a hold on him that he could not throw them off.

He died Monday from what the physicians said was heart disease.—New York Herald.

PERPLEXITIES OF SMALL TIPS

Whether We Are Drifting Indicated by Signs in Two States.

Despite every effort to prevent its spread and development, the tipping system continually gains ground. Those who are brought into daily contact with the dread evil have but a limited appreciation of its subtle and insidious encroachment. But let them remove themselves even for a short time from the infected territory, and return again, and the pernicious headway becomes at once manifest.

into a chair by the door and held up his two paws appealingly.

The gentleman has since bought a safety razor and is now dicking for an apparatus farm in the wilds of New Jersey.

Thus do tips lead to exile, if not to crime. And if not to crime, at least to its detection, as may be shown by a harrowing tale from Richwood, Md. In that quiet hamlet among the laureled hills, far removed from the temptations of greater marts, it might have seemed that tips should be unknown. But no Edon is without its serpent.

Young Raymond Byland was the son of the cashier of the Richwood Savings bank. One morning he was observed going into the barber shop to get shaved. At the close of this almost sacred performance he gave the barber a quarter and told him to keep the change!

A director of the bank overheard his reckless remark, and an investigation of the bank's affairs immediately followed. Raymond is now serving a five-year sentence in the Kentucky penitentiary, while Byland, sr., who fled immediately after the sudden exposure, has been captured and brought back to the scene of his defalcations.

Something must be done, and that, shortly, else waiters and barbers, cab drivers and Pullman porters will be the sole surviving members of the haute ton, while captains of industry and their kind will be driven to desperation and crime in their futile endeavors to run the gauntlet of the deadly and all-devouring tip.—Washington Post.

HUGE TOLL OF THE SEA

Appalling Number of Tragedies on the Waters of the World Every Year.

Careful French statisticians compile each year for the "Bureau Veritas" a record of the accidents and losses suffered for a twelvemonth by the merchant marines of all nations from which data are obtainable. The yearly summary put forth by the "Bureau Veritas" is counted authoritative by all maritime men—owners, agents, underwriters. Few who loiter in the palm-gardens or loiter on the roadways of the swift cities of ease that cross the Atlantic know the "Bureau Veritas," its record of life gathered by that conspicuous sea-down-far-down-below the rail.

Nine hundred and eighty-six vessels of the world's merchant marine—steam and sail—totally lost in the year 1908, say these careful French statisticians, and this tally recognizes only steam vessels of over 100 tons burden. Such the record of complete destruction, and the following the count of damage not irreparable: 472 steamers injured by fire, collision, stranding, stress of weather and other causes. The destruction varies from year to year; in 1907 there were 1,104 total losses among merchant ships; in 1905, 1,038 steamships and sailing vessels were gripped by the sea.

No count is kept of the men who go down in the ships that are lost. The statisticians deal only with commercial values. No bureau in the world finds profit or incentive in keeping count of the thousands of seafarers who are claimed as toll by the sea we reckon every day in the year somewhere on the restless wastes of the seven seas two-hundred and thirty-three ships are snatched in greed by the power that tolerates the many. So the average has it.

then destruction. Not quite 400 of the 995 vessels lost in the year 1908 were wrecked through stranding; 185 of those were steamships, superior as they were over the banks and schooners subject to the whims of the wind. Collisions sent ninety craft to the bottom. Fire destroyed thirty-eight. Ninety-three filled and foundered. Under the head "Missing," which means that not even careful French statisticians can divine the secrets of the deep, fifty ships were registered in the 1908 record of disaster.—Harper's Weekly.

FIRST CONCRETE SNOWSHED

Huge Permanent Structure Safeguards Mountain Section of the Great Northern.

The first concrete snow shed ever constructed has just been finished in the heart of the Cascade mountains, on a stretch of road near Scenic Hot Springs, which suffered recently from snow slides. The Great Northern, like the majority of western railroads, has a number of timber sheds, but this road is projecting thoroughly every place where it is possible for a slide to occur, and in order to obtain the best known protection it has in one place decided upon concrete construction. Concrete has stood as well the strain on bridges and culverts and so proved the best of heavy traffic and so says weather that the new snow shed is expected to be a great success.

This snow shed cost \$50,000 and more than 400 men were employed to build it. It is 3,000 feet long and twenty-four feet high on an average. The ten-inch thick roof is supported by concrete pillars at intervals of twelve feet. The back wall is from nine to seventeen inches in thickness. For various reasons concrete seems admirably adapted to snow shed building, the chief of which is that it can be used in such a way that it becomes a part of the mountain.

It is well known that a snow avalanche comes down a mountain side with such terrific force that it sweeps everything before it. An avalanche lays everything bare, trees are uprooted and laid low, bridges are destroyed and the whole country desolated. When snow sheds, of whatever material are properly prepared they are built so that they do not obstruct the fury of the slide, with a sloping roof, the highest part of which is toward the mountain. In other words, they are constructed so that when the snow descends with fury it slides over the top of the waiting shed and away from the tracks.

It will be readily seen what advantages concrete possesses in erecting a shed with the roof at an angle. The shed just finished is anchored directly to the rock and makes a semi-artificial rock, which appears as part of the mountain. Where the back wall of the shed is attached to the rock it is fastened with steel bars extending into the rock. Another advantage in this concrete construction is the ability to leave the front of the shed open in summer so that the scenery is unobstructed and the tunnel in light. In winter it can be closed if desired, as a board side will prevent the snow from drifting on the tracks. Such a shed is considered economical in many ways, though the original cost may be high, for there is no danger from fire, the repairs are much less than on a wooden shed.

and the maintenance cost is small after it is constructed.—New York Herald.

Potato Hill Philosophy.

In a marriage, unless both sides do fairly well, there will be trouble. Have you a good job, and are you trying your best to work yourself out of it? A good many men do it.

When some women "entertain" they work so hard that you can't enjoy yourself for being sorry for them.

A woman thinks she is becoming used to business when she has learned to be suspicious of every man she meets.

When a man tells me he was a soldier in the rebellion, I never ask him if he was ever in a battle; he will be so humiliated if he wasn't.

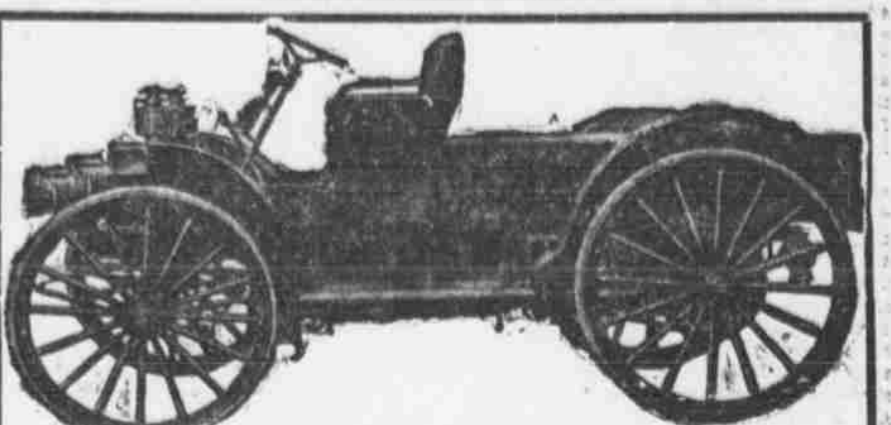
I heard a woman tell the other day of the best time she ever had; the three weeks she spent in a hospital, when she had an operation performed.

A woman enjoys kissing so much, and

objects so strenuously to men kissing her, that I often regret the poverty of human nature is such that a woman can't kiss herself.—E. W. Howe's Monthly.

Unfortunate Charleston.

Few American cities have suffered as often and so seriously from the angry elements as Charleston. Carolina's beautiful city by the sea was burned to ashes in the civil war. It was practically destroyed by an earthquake in 1886. It was ravaged by yellow fever in 1853. It was wrecked by cyclone and tidal wave in 1902. It was hurt by a smaller earthquake in 1907, and just now it has borne in a million-dollar loss and in fifteen lives the brunt of the recent hurricane. With unconquerable courage the brave old city rises from every disaster, and the world once more gives it sympathy and gasped in its present trouble.—Chicago Examiner.



The Picture of Success

THERE is always a reason for every Success. The reason that five times as many people in Omaha use the INTERNATIONAL DELIVERY CAR

for light delivery purposes as use any one other car for that purpose is that they get so much more service for the money. Ask any or all of the following people why they use the I. H. C. car:

- Elmer Johnson, Grocer.
John Resnack, Grocer.
Howell Grocery Co.
Omaha Auto Vacuum Cleaning Co.
Geo. Stribling, Grocer.
Jos. Kuncel, Grocer.
O. M. E., Express.
Fred Hansen, Grocer.
Sommer Bros., Grocers.
Geo. Hill, Plumber.
E. Jepsen, Grocer.
John Petersen, Grocer.
Geo. Ross, Grocer.
Mrs. S. Persels, Grocer.
Chas. Mallinson, Grocer.
Wilkie Mitchell Co., Grocer.
Bryant, Expressman.

Then ask the International Harvester Co. of America 8th St. and Capitol Ave., Omaha

Advertisement for The Western Automobile Supply Co. featuring 'BUY YOUR SUPPLIES FROM The Western Automobile Supply Company' and 'The Largest and Best Equipped Supply House West of Chicago'. Includes a table of tire prices and contact information for Omaha, Neb.

Advertisement for Maxwell cars featuring 'Six Reasons Why I Bought a Maxwell' and 'RECENTLY one of our salesmen asked a customer our usual question, "Why he had bought a Maxwell car?"'. Includes a list of reasons and contact information for United Motors Omaha Co.