

Two Motor Trucks Make Phenomenal Runs



KELLY TRUCK THAT MADE FINE RECORD.



PACKARD CROSS-CONTINENT TRUCK.

Last week the Packard three-ton truck that made a 4,000-mile trip entirely upon its own power was in the city. Carrying a full load of three tons and making a net weight of 13,000 pounds this truck

made the trip in forty-six running days. The Kelly truck sold by Bert Murphy ran 700 miles in a motor endurance recently conducted and competed with pleasure cars although it had to run

practically night and day. These two demonstrations of the practicability of the truck indicate the extent to which trucks have been perfected.

SOUTH LIONIZES PATHFINDER

Trip from New York to Jacksonville a Continuous Ovation.

GLIDDEN ROUTE MAPPED OUT

Reports Show Conclusively the Reliability and Dependability of Even the Smaller Low Priced Autos.

Reports from the American Automobile Association official pathfinders for the 1911 Glidden tour over the route of the national highway, New York to Atlanta and Jacksonville, October 14 to 23, conclusively show the reliability and dependability of even the smaller priced motor cars. The little Flanders "Twenty" left New York on the afternoon of September 5 for the long journey of nearly 1,600 miles, and its arrival at Atlanta, 1,045 miles away, just one week later, sets a new mark for expedition in pathfinding work. Not a single delay had been encountered by the party for any reason whatsoever, not even for what must have been a herculean task for the little car in the Blue Ridge mountains near Winston-Salem, where the car arrived on the afternoon of the 13th, having covered that day 125 miles across the mountains. A caravan of sixty motor cars gave the pathfinders a most enthusiastic welcome and the escort into Winston-Salem was at first mistaken for the Glidden tour itself, and produced more excitement than the city has known since its production of a score of million dollars gold bullion. But as every pleasant visit must end, this center of the tobacco industry was left behind at the early start the next morning for Charlotte, one of the chief cotton manufacturing centers of the south and a locality once honored by Lord Cornwallis of revolutionary fame, as a "honest's nest."

Suffice it to say, however, the residents of the seat of the first Declaration of Independence of Mecklenburg were in far from a tempestuous mood and the welcome accorded the party here was equal to if not greater than that met at Greensboro and High Mount, where the pathfinders were good naturedly held and entertained with enthusiastic speech-making. Two optional routes were surveyed this day and also two additional on the following morning before breakfast.

From Charlotte, through broad fields of green tobacco and white cotton, the path led to Spartanburg, with its iron and coal mines and mineral springs, on into Greenville, where the pathfinders

were cordially met by representatives of Atlanta and the Atlanta Chamber of Commerce, headed by Major John S. Cohen, managing editor of the Atlanta Journal, who escorted them into Anderson and from there on the following day's run into Atlanta, Saturday and Sunday are to be spent in Atlanta, one of the chief industrial cities in the south, whose climate is both healthful and bracing and as a change from the steady travel the pathfinding party will in all likelihood view the many points of interest there. They are well entitled to a brief respite, for in the seven days they have covered more than three-quarters of their trip.

The pathfinders report great activity all along the route in the way of road improvement, both through the south's convict labor system and the employment of professional road builders through both public and private funds. For years the south has felt the need of some incentive to awaken it to the necessity and advantages of road betterment and it is fit that the American Automobile Association, in its campaign for good roads all over the United States, will be able to bring home to our southern friends the force and benefit of its work, through the conduct of what is now assured to be the greatest of all "Gliddens." Forty-three entries have been received and a glance at the complete list shows for itself the private owner aspect of the tour and the excellent support with which the south's interested citizens are rallying to the standard.

He Was Battle-Scarred.

"My good man," remarked the bearded looking old woman to the sorrow-faced wreck of humanity she met in the lane, "you look like an old veteran soldier. You sure you've been in many battles."

"Well, mum," rejoined the dilapidated one, "it's true I've bin in the wars in me time, Yus," he went on, "that I hev, but I'll carry those scars to the grave, mum, or shall. You see this war of mine, mum," he continued, "there's a tidy piece gone out of that! And see the top of me nose? A tidy dent there, eh, mum? Well, they wer both done in one day. Yus, the missiles did fly that day, an' no mistake."

"What battle was it, my good man?" "Well, mum, it woren't 'xactly a battle. Yer see it wor like this: I wor a cab driver in a country town at that time, and I had to drive the newly married folks to the station. Well, this gent in this bit out of me ear is the result of a well-aimed horse-shoe; this lump on me nose; but wait till I show yer me back, mum."

"But the woman had disappeared.—Human Life.

ENTRANTS—1911 GLIDDEN TOUR.

Hon. Courtland S. Wain, mayor of Atlanta.	1913 Flanders
Mayor John R. Cohen, The Atlanta Journal.	1913 White (gas)
J. H. Marsteller, Roanoke, Va.	1910 Chalmers
Dr. W. M. Stinson, Jacksonville, Fla.	1910 Oldsmobile
Claude N. Nolan, Jacksonville, Fla.	1912 Cadillac
United States Motor company, New York.	1912 Maxwell
United States Motor company, New York.	1912 Maxwell
United States Motor company, New York.	1912 Maxwell
E. F. Ansley, Atlanta, Ga.	1911 Pierce-Arrow
H. H. Johnson, Atlanta, Ga.	1912 Stevens-Duryea
H. H. Grant, Atlanta, Ga.	1911 Marmon
C. H. Haas, Jacksonville, Fla.	1911 Marmon
O. S. Albritton, Jacksonville, Fla.	1911 Cadillac
W. J. Hillman, Live Oak, Fla.	1912 Cadillac
Alan H. Whiting, New York.	1911 Cunningham
Ray M. Owen, New York.	1912 Roa
Ray M. Owen, New York.	1912 Roa
W. E. Aycock, Moultrie, Ga.	1910 Knox
J. R. Sandlin, Jackson, Fla.	1912 Cadillac
Robert P. Hooper, Philadelphia, Pa.	1911 Garford
H. D. Orndale, Jacksonville, Fla.	1911 Cadillac
Governor Hohn Smith, Atlanta, Ga.	1912 Maxwell
The Studebaker Corporation.	1913 Flanders
The Studebaker Corporation.	1913 Flanders
W. H. McIntyre company, Auburn, Ind.	1912 McIntyre
C. J. Hood, Commerce, Ga.	1911 Columbia
Frank Hardart, Philadelphia, Pa.	1908 Packard
H. M. Atkinson, Atlanta, Ga.	1911 White (gas)
William D. Alexander, Atlanta, Ga.	1913 Cadillac
D. H. McMillan, Jacksonville, Fla.	1913 Cadillac
Inman Gray, Atlanta, Ga.	1911 Am Traveler
James R. Gray, Atlanta, Ga.	1911 Thomas
Henry T. J. Tilton, Ga.	1911 Rambler
Streator Motor Car company, Albany, Ga.	1911 Hilday
Metz company, Waltham, Mass.	1911 Metz
Metz company, Waltham, Mass.	1911 Metz
Metz company, Waltham, Mass.	1911 Metz
Crawford Wheatley, Americus, Ga.	1912 Stevens-Duryea
Anderson Ad Men's club & Chain of Com., Anderson, S. C.	1913 Mitchell
E. R. Brackets, Jacksonville, Fla.	1913 Stoddard-Dayton
Atlanta Ad Men's club, Atlanta, Ga.	1913 Corbin
B. S. Hall, Ocala, Fla.	1912 Cadillac

MET UNDER ODD CONDITIONS

How Three Men Prominent in Auto Industry Became Acquainted.

CYCLE DEALER TO AUTO MAKER

Rapid Rise to Place of Prominence in a Short Period of Time in the Manufacture of Motors.

With the recent announcement of the organization of the Willys-Garford Sales company to distribute the output of the Garford factory and the still more recent project of the first public transcontinental automobile tour, which will start from New York in Garford cars October 2, there has come to light a peculiar chain of circumstances that have held three men together through the crisis of the organization of a new industry.

Fifteen years or more ago A. L. Garford, now president of the Garford company of Elyria, O., was making bicycle saddles in that same town, and making them with the same thoroughness and care that now distinguishes the automobile that bears his name. The historic "bicycle craze" was then at its height, and John N. Willys was one of the well known riders of the country. One of his memorable feats was a trip by wheel from Elmira, N. Y., to Chicago, and as his route took him through Elyria he stopped there to buy one of the Garford saddles, and the beginning of a lifelong friendship was made.

C. W. Bennett was then associated with the bicycle business in Chicago and having a community of interests he and Mr. Garford also became acquainted. The years sped and the bicycle business continued to grow and in time Mr. Garford became the treasurer of the American Bicycle company. When that firm acquired the Gormully & Jeffrey company of Chicago Mr. Bennett was chosen by Mr. Garford as treasurer of the subsidiary concern.

Sunflower Philosophy.

A man who can sleep good in a camp bed is in a pretty fair state of health. Money and laundry buttons seem to be in a race to see which will leave you first.

There is no doubt that many women enjoy a martyr's crown if their children put it on. A number of people have been fooled by mistaking matrimony for a labor saving device. Beyond the fact that it may prolong the agony of going broke, a system of gambling doesn't help much. Most every one has enough precaution to figure out what he would do if he should inherit a million dollars. One he isn't so much more interesting than another because it happens to be called a legend or folklore. New tricks, those a pup acquires are so unimportant that it doesn't matter much. —Atchison Globe.

AUTO RACE SEASON LONGER

Big Meets to Start All Over Country, Lasting Until Winter.

JOHNNY JENKINS WILL DRIVE

It is Reported that the Course at Santa Monica is in Good Shape and is the Safest Course in the Country.

NEW YORK, Sept. 30.—A race meet at Santa Monica on October 14, a twenty-four-hour race on the Los Angeles motor-drome on October 21, a 600-mile endurance run from Los Angeles to Phoenix, Ariz., on November 4, and races at Phoenix on the completion of this run is the southern California race schedule. This will hold the attention of motorists between now and the Fairmount park races at Philadelphia on November 7 and the grand prize race at Savannah on November 30.

The southern California distributors for Cole 30-40 cars have secured Johnny Jenkins to drive a Cole car in all the events. Harry Herrick is expected to be the second Cole pilot in the races. The Mercer, Fiat, National, Thomas, Winton, Simplex, Cadillac and Buick men have already signified their intention of taking part.

The important event in the Phoenix endurance run, for in this contest it is explained the various entrants will be put through a severe grueling. The greater part of the route lies through desert country, over mountainous and sandy roads. But the financial rewards are temptations to the drivers, the total cash prizes being close to \$5,000. There are also trophies.

Jenkins states he is anxious to get back to the western coast, as he wants the Los Angeles motordrome twenty-four-hour race. At the last event of this kind Jenkins was unfortunate in having an accident at the start of the contest, but despite this he made his repairs and finished third.

Speaking of the California racing situation he says: "The residents of the western coast are true sportsmen. They are always willing and ready to support a good contest. The interest that was taken in the four road records the Cole recently secured on the coast was keen. Many wagers were made. We have won four out of the six California road records. We are going to make an effort to get the other two. These contests show beyond a doubt the mechanical construction of an automobile and prove to us whether we have the kind of product that we represent to the public. Confidence is the greatest asset a California automobile dealer can have."

The driver who reaches San Diego from Los Angeles first—and he will have to cover close to 150 miles in a desert country—will receive \$1,500; the driver who reaches El Centro first receives \$1,000, and the one who reaches Yuma \$1,000, and the one who reaches Phoenix \$2,000. The contestants that finish one, two, three and four in this endurance run will then compete in the races that will be held on the Phoenix track. Other races will be held in which cars of a piston displacement of 301 inches and under and cars of from 301 to 450 cubic inches displacement will be eligible to compete. The finale of this great test will be a free-for-all race for a \$1,000 purse.

THE STEARNS-KNIGHT DEMONSTRATOR IS HERE

THE car and motor that has aroused more enthusiasm and received more favorable comment than anything previous in motor car history. Although new to America, this engine has been in use abroad for a number of years.

Power far greater than is possible in other engines of equal size is produced. All complications are done away with. The feel of the engine—the touch—the response—all furnish a new sensation to the motorist.

In this motor, action is not dependent on ordinary valves such as used in all other four-cylinder American cars. Cam shafts, springs, stems, timing gears and the attendant complications, trouble, noise and loss of power are eliminated. Instead, in each cylinder are two thin cylindrical shells of iron, called "sleeves," one inside the other, sliding smoothly up and down in a film of oil. These sleeves have ports in the sides and as they pass each other produce positive valve openings impossible to secure in any other way.

Warner Auto-Meter Model K, Banker Windshield, Klaxon Horn, Vesta Electric Generator Lighting System, Silk Mohair Top and Cover, Continental Q. D. Demountable Rims, Muffler Cut-out, Footrest, Robe Rail, Trunk Rack, Bulb Horn, etc.

We invite you to call at our salesrooms and ride in this car. A phone call makes an appointment for a demonstration.



STEARNS-KNIGHT FIVE-PASSENGER TOURING CAR

Here is the Famous Chalmers "30" Fully Equipped—for \$1500

This is the car that set a new standard of automobile values; the first genuine automobile to sell for a medium price.

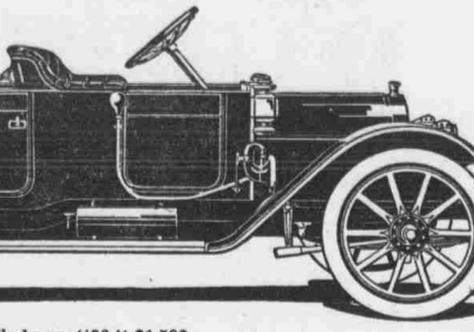
This is the car with the most advanced design; the car that has been more widely copied than any other.

Remember that this car has a grace of line and beauty of finish which the costliest cars do not excel; that it has given satisfactory service to 15,000 owners; that it is backed by an absolute guarantee for one year.

Last year this car sold for \$1,750, equipped with magneto, gas lamps, top and windshield. Think of it this year—refined and improved in every possible way, with thoroughly ventilated fore-door bodies, inside control, magneto, gas lamps, Prest-O-Lite tank, and including also Chalmers mohair top and automatic windshield—for \$1,500!

We think you will agree that "claims" are unnecessary in view of such value at such a price. The facts are eloquent and convincing. We ask you to see these cars at our showrooms. Deliveries to customers begin at once.

H. E. Fredrickson Automobile Co. 2044-46-48 Farnam St., Omaha, Neb.



Chalmers "30," \$1,500. Including magneto, Prest-O-Lite tank, gas lamps, oil lamps, top, windshield, ventilated fore-doors, horn, tools.

The Thing To Do

If you lose your pocketbook, umbrella, watch or some other article of value, the thing to do is to follow the example of many other people and advertise without delay in the Lost and Found column of The Bee. That is what most people do when they lose articles of value. Telephone us and tell your loss to all Omaha in a single afternoon.

Put It In The Bee

Wallace Auto Co. 2203 Farnam Street Omaha