

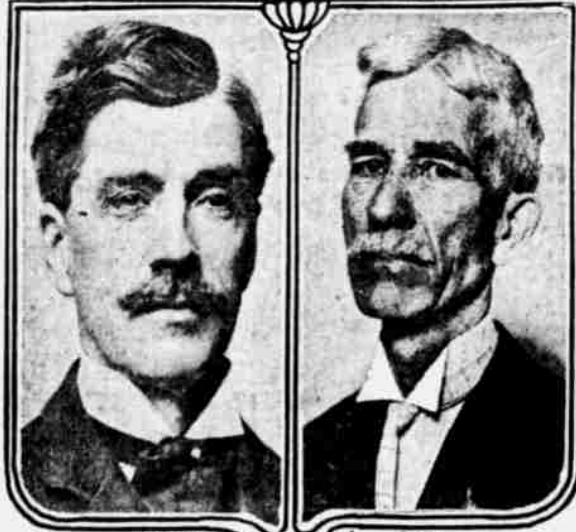
# Omaha Men Who Were the Pioneers in the Railroad Business in Nebraska

(Continued from Page One.)

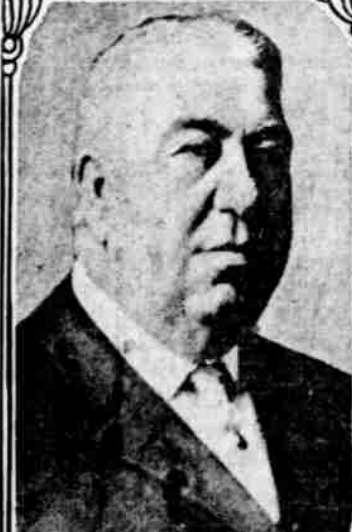
A goodly sum in those days. The ticket was routed via St. Joseph by rail east of St. Joseph via the old Hannibal and Fort Wayne roads. River passage to St. Joseph at this time cost \$11. When the Kansas City, St. Joseph & Council Bluffs railroad built into Omaha in 1867 he went into railroading, selling tickets at this terminal. When the Burlington extended its line west across Iowa he resigned from the Council Bluffs road and became local ticket agent. He continued at this position until 1888, leaving the Burlington for eight years and handling tickets for the Union Pacific. In 1896 he returned to the Burlington when the new depot was built, accepting the superintendency of the depot. At the time of the fair, in 1895, he resigned, leaving railroading altogether. He later was elected county auditor and recorder of deeds of Douglas county, continuing in public life for four years, after which he has retired.

The lot on which The Bee building now stands Mr. Deuel sold to Edward Rosewater upon the latter's marriage for \$1,000, letting the house go along with the lot at this figure. This was in the '70s. Upon selling this property he built a residence at Nineteenth and Dodge streets, where he now lives.

Thirty-five years ago the railroad was in its infancy. Indeed even as late as 1867 the new applications and developments of the railroad, calling forth in-



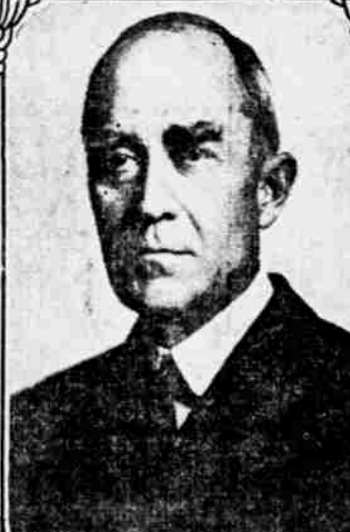
Lyman Sholes Court Carrier



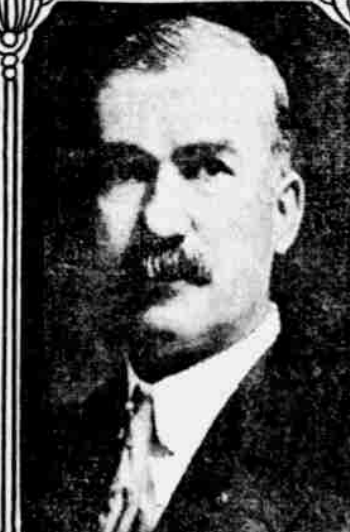
A. B. Smith



Louis Beindorff



G. W. Holdrege



Robert C. Hayes

ventions and improvements, made the task of these men stupendous. They have coped with all its problems, however, and lay a wonderful system and an immense industry at the feet of the present genera-

tion. The task to be taken up by the younger men is enormous, for the railroad will ever go on and ever be improved as conditions demand. There is no stop to American industrialism and

the railroads will constantly be called upon to lead the way. Transportation is the greatest problem of commercialism of today, as it has been since the man has shifted the load on some makeshift

wheelless vehicle. There can be no stop and the railroad has come to stay, and to deal with this problem must cope with always changing conditions as they present themselves.

In 1886 sixty-five pound rails were used in standard construction. Today eighty-five pound rails are common, while in some construction as heavy as 100-pound steel is used. When will come the end of

this constant change? Apparently never, for then the railroad will lose that fascination which has urged these pioneers to put forth the best there is in them. There is yet work for the younger men.

## RACING CARS ON THE COAST

Pilots Tuning Up for Contests at Santa Monica.

## TWO FLANDERS IN THE RING

Bob Evans and Jack Tower Executing Their Harkish Craft on the Famous California Course.

Two Flanders "30" motor cars have been entered in the Santa Monica race, to be competed at the famous California course May 4. The car's have been named in the event by the Studebaker Corporation's Los Angeles branch. They will be driven by Bob Evans and Jack Tower. The pilots are now at Los Angeles, engaged in tuning their cars for the event.

It is possible that these entries may be re-enforced later by a third car, driven by Frank Witt. This will enable the Studebaker forces to be represented by the same trio which established a world's record in the Tiedeman trophy race on the Grand Prize course at Savannah last fall, where their E-M-F "30" cars finished first, second and third, making a clean sweep of the trophies and prize money, despite the class nature of the large field of rival cars. Witt, however, is at present on important work with the Studebaker sales department and may not be able to get away for the race.

Evans and Tower are among the best known pilots of light cars and are both well represented in the table of world's records, compiled by the American Automobile association.

Tower's campaign in 1911 was mostly on the eastern tracks, where he won a total of sixteen races out of twenty-one starts. His E-M-F "30" being often raced out of its class, due to the lack of competition in the 161-230 division.

Evans, who will be remembered as the driver of a Flanders "30" in a successful assault on all class records at the Indianapolis Speedway last fall, is undoubtedly the smallest race driver of all the army registered with the "Three A." In racing trim, with goggles on, "Fighting Bob" weighs in at exactly 126 pounds—one pound more than the legal limit requires. This is directly contrary to all the canons of racing, as most of the drivers incline to the burly, broad-shouldered type. At the wheel of his Flanders "30" in the Santa Monica, Evans will look like a high school boy. Despite his apparent lack of beef, however, little "Fighting Bob" has shown that he can handle a Studebaker car of either the E-M-F "30" or Flanders "30" type with perfect ease—a condition greatly facilitated beyond doubt by the scientific balance which the cars have given.

As the Santa Monica contains no class for the Flanders "30," Evans and Tower will be forced to race against much larger cars. This does not daunt either of them in the least, however. Word comes from Los Angeles that both cars are showing well over seventy miles an hour in their practice work.

## COURT FOR MOTOR CASES

Only Judges Familiar with Cars Should Handle Auto Law Breakers.

An interesting suggestion has been made in New York that a central automobile court be established. It is proposed that a judge be selected who is familiar with motors and motor cars, as well as being otherwise qualified for the position of magistrate, and that all cases in which infraction of the motor vehicle laws and ordinance is charged be tried in this court. It is claimed for the scheme that it would expedite the handling of automobile cases, with greater justice than is now obtained in some instances, and that the cases would be disposed of in a more intelligent manner than happens when the presiding justice is unfamiliar with motoring practices, except as they are related to him by witnesses and attorneys. Regarding the plan the New York Sun says:

The plan proposed is to have a single centrally located court with a magistrate as magistrate who knows automobiles technically and is at the same time qualified in other respects as magistrates are.

If the automobile cases were taken out of the hands of the general practitioners and turned over to the specialists much trouble would be avoided. A car of a certain type which cannot be stopped from smoking might come up in this court. The magistrate, learning name and model, would then be able to proceed with some idea of what the case called for. Some present magistrates believe that the talk about burning out bearings and the need of great lubrication of new cars either is fiction of humorous talk on the part of owners and chauffeurs. No accident or condition appears as even partial excuse for violation of the law. They see no extenuating circumstances. In the case of some car equipped with nonsmoking device made useless by the carelessness or ignorance of the chauffeur the automobile magistrate could punish freely and deservedly.

Then, again, suppose some policeman contended that an offender against the speed law was driving between forty and fifty miles an hour on the road in a tour-

ing car, as some policemen have remarked. The motor magistrate would know that the best record attained on the Indianapolis speedway by a powerful car fully equipped for touring was a mile in sixty-seven seconds. This car and others tried for a prize of \$1,000 for a mile minute performance and the fastest made was only 52.5 miles an hour. This is a commentary on some of the statements about automobile speed on ordinary roads, when this is the best to be accomplished under racing conditions. Touring car speed actually in excess of thirty-five miles an hour for any length of time is rare.

Then, again, such a court would not be too busy and folks who had to appear would not lose as much time as they do now in ordinary magistrates' courts, where a mass of other affairs is mixed in. A business man who drives his own car and is summoned for some offense loses often two hours and more from his work because of waiting. That could be avoided.

It may be objected that folks would be incommode coming to a central court. It would be no greater inconvenience than now exists. One big advantage to both sides would be that the same magistrate would handle all cases and it would be possible to keep better track of the frequent offenders. No matter how a chauffeur manages now to get away without reference to former offenses, he could not so well when there was more compact court service. All records of motor cases would be much better kept. A man convicted once in a case where there was some reasons for leniency would have a better chance under this court system. No policeman could misrepresent his past. The magistrate would recall his own former act in the matter.

Then, too, there would be no need of speeches from the bench of a type magistrates are fond of uttering and the public would be spared announcements that the magistrate is "determined to put down this practice. I should send you to the workhouse. I fine you \$12."

There are some magistrates who own and use automobiles and there are those of them who understand cars, but not many. A non-informed magistrate cannot find out what an uninformed policeman knows about motors. A few motorcycle policemen know about engines, but most of them do not. Out of such a court would come, for one thing, an interpreta-

tion of the speed law satisfactory to all. Some automobilists are bound to object to such a court as part of a scheme to draw a line between motorists and others. Any such attempt they resent, because they say it gives a basis for an unfair system of imposts. However, as motorists are singled out as paying license taxes they may well be singled out here as clients of a court which will give them something like justice.

## HIGHWAY COMMISSION BUYS FRANKLIN CARS

The California state highway commission, having in charge the expenditure of the \$5,000,000 appropriation made by the state of California for good roads work, has just bought four Franklin air-cooled cars for the use of their division engineers.

The work will be divided among four divisions, each with its chief engineer, and the Franklin cars will be operated out of Fresno, Sacramento, Redding and Winnemucca over the roughest and hottest roads in the state.

The purchase of the cars for the use of the division engineers was made on a competitive basis and the Franklin was finally selected because of its record for strenuous service over difficult roads in California and Nevada.

The air-cooled motor appealed to the commissioners as being of prime importance in a country where much of the driving has to be done in extremely hot weather and where there is often a scarcity of water.

The light-weight, air-cooled Franklins displace heavier water-cooled cars which have been used during the last year by the highway commission engineers.

## Pointed Paragraphs.

A soft answer may save a long session in the hospital.

Every silly man thinks he is an inspiration to some woman.

Some families consist of a man, his wife and a few potted plants.

Many a girl who does fancy work doesn't fancy any other kind.

The longest way round is the sweetest way home—for a pair of lovers.

Many a man who thinks he is a bird isn't able to feather his own nest.

If his satanic majesty ever had horns he probably wore them off butting in.

When a girl meets a bachelor three times in one day on the street he may think it is accidental—but it isn't.—Chicago News.

## No-Rim-Cut Tires 10% Oversize

### 200,000 Adopt Them

Over one million of these tires have been used, on some 200,000 cars.

As a result, the demand today is six times larger than two years ago.

As another result, No-Rim-Cut tires now far out-sell any other tire.

For all these users are advising others to adopt this patent tire.

## 126 Braided Wires

Vulcanized into the base of this tire are six flat bands of 126 braided wires.

These wires—by making the tire base unstretchable—give us a tire that need not hook to the rim.

So your removable flanges may be reversed—curved outward instead of inward. It is done in a moment. Then the rounded side comes next to the tire.

### Our Patent Tire

These six flat bands of braided wires form the only way known to make practical tires of this type. And we control this feature.

That is why the demand for this new-type tire has centered on Goodyear No-Rim-Cut tires.

And that is



### Save 48 Per Cent

22 per cent of all old-type tires become rippcut. This is shown by statistics.

No-Rim-Cut tires wipe out that loss completely.

Then we make these tires 10 per cent over the rated size. And that oversize, under average conditions, adds 25 per cent to the tire mileage.

You get both these savings in No-Rim-Cut tires. Yet they now cost no more than other standard tires. Don't you think such a saving worth while?

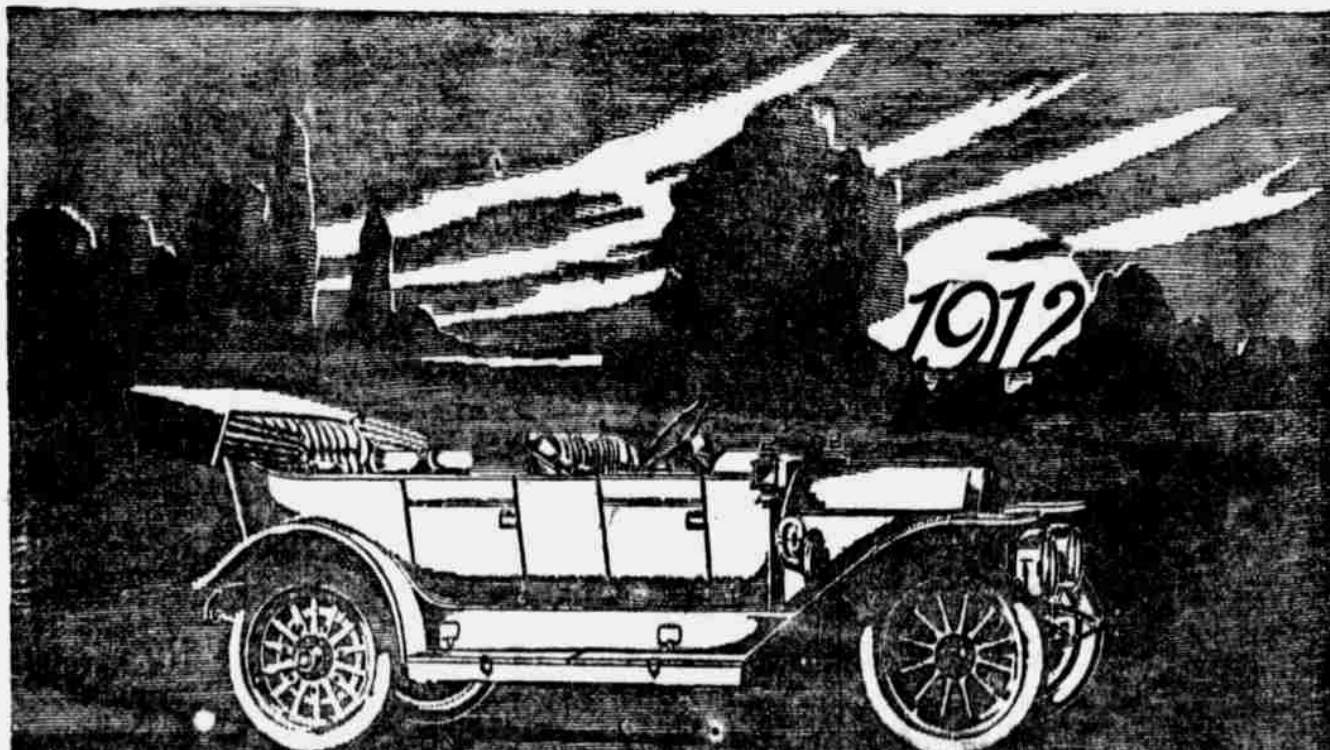
Why this tire has so quickly come to outsell all others.

Our 1912 Tire Book, based on 13 years of tire making, is filled with facts you should know. Ask us to mail it to you.

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio

OMAHA BRANCH, 2212 FARNAM ST.

Tel. Douglas 4190, Bell.



# "Stoddard-Dayton"

Here's the car that's head and shoulders above all others. The car with every possible improvement so far TRIED and FOUND SATISFACTORY. There is no ONE device to catch the eye; we are not selling this car on its finish and upholstery ALONE; there

are MANY advanced features which the average man will not see, but he'll enjoy their benefits just the same. NO ONE feature stands out more than another. The satisfaction that any car can give depends upon the WHOLE CAR. A "Stoddard-Dayton" car is a COMPLETE MOTORING PROPOSITION.

Valve-in-head Motor—With four cylinders, 4 1/2 x 5.

Multiple Vacuum Exhaust Pipe—The same principle is utilized as in steam engines. It means a difference of 20% more power over other motors having same size cylinders.

Easy starting device—A priming arrangement that forces gasoline directly into cylinder ports.

Bodies not touching the dash—This sweeping improvement eliminates the sounding-board effect of the one-piece body; it prevents the irritating squeaks due to road twists; it refines the entire car into silence. Strains on body cannot bind the steering post.

Bodies do not touch the frame—Between the frame and body is placed rubber lugs. These cushions do away with the usual vibration ordinarily transmitted to the body from the running gear of the car.

Second speed transmission has spiral gear—The ratchet box of the second speed is thus soft-padded into an inaudible, smooth efficiency.

New type radius rods—A universal joint, cross and yoke type (covered with leather boots to keep the dust out and the grease in), allowing for up-and-downward side motion. Result: no wear nor rattle, and a much-easier-than-ordinary riding car.

Great braking surface—No car in America at anywhere near its weight has the brakes acting on such a great spread of braking area. These new brakes are of an improved and novel design, absolutely rattle-proof and thoroughly efficient. Spring-operated releases, too. Brakes can't drag.

Improved type rear system—Full-floating. It is larger than formerly and carries, in this 1912 model, improvements that make it invulnerable.

Water cooling—A gear-driven pump keeps the water moving. Radiator has spreading manifolds. Casing separate from the core, so that strains on frame don't damage radiator.

Stoddard-Dayton makers do their experimenting in their own shops. They do not ask owners to experiment for them. The new Stoddard-Dayton stands as the sum total of all automobile knowledge to date. Every improvement—actual, real improvement—is there. We shall be very glad to send you a cata-

logue and follow same by calling upon you, if you so desire. We are always glad to have people call at our store whether they purpose buying or not. If we can give you any information we will gladly do so, and all without obligation.

back, to suit convenience of the driver. Foot-rest, foot-throttle, and robe-rail are included.

Demountable rims—Quick detachable, demountable style; 36x 4 1/2 tires. An extra rim is furnished. Also tire levers.

Wheelbase—Of 122 1/2 inches. Exhaustive tests proved this the most advantageous wheelbase for a comfortable 7-passenger car.

Hartford shock absorbers—Makes sure the riding comfort of the already perfect car.

Combination electric and oil lamps—Makes kerosene an optional reserve, and not a necessity.

Windshield—Of latest improved pattern is part of this equipment.

Top and cover—Full mohair top and top boot are furnished to harmonize with the car. Storm curtains are also regular equipment.

Stoddard-Dayton Service—Does not cease with the purchase of a car by you. Then is when it BEGINS. A part of the pleasure of Stoddard-Dayton owners is the prompt and willing service rendered to car and owner at all times.

The price—Complete, as outlined above, f.o.b. factory, \$2800.

"Saybrook" \$2800 fully equipped

J. J. Deright Co., Distributors, 1818 Farnam Street, Omaha, Neb.