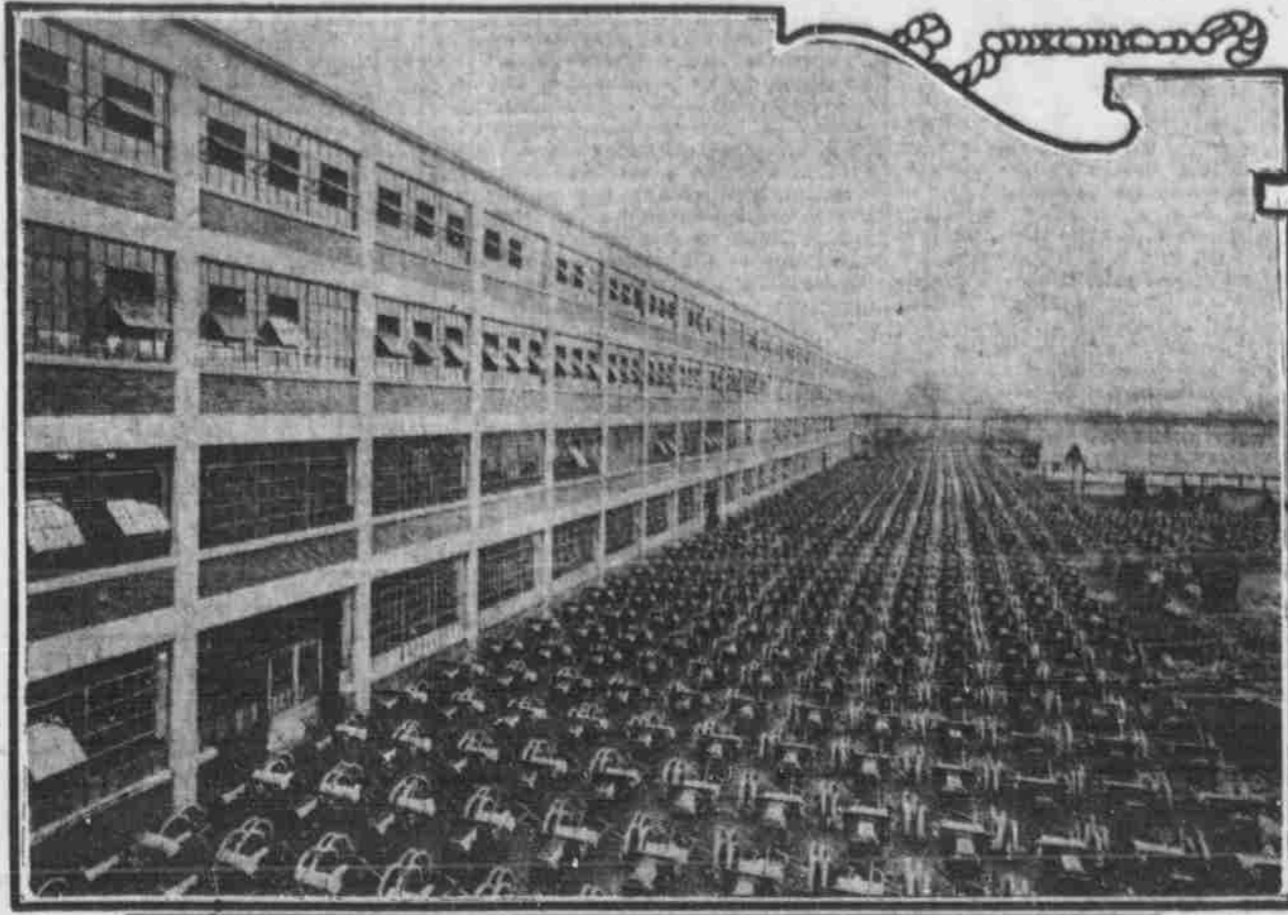


AUTOMOBILES



One Day's Output of the Ford Factory



One thousand Ford automobiles, a single day's output of the Ford Motor company, recently were photographed behind the Ford factory at Highland Park, Mich. This is far and away the largest number of automobiles of one make ever assembled at one place at any one time.

The cars were without bodies, ready for shipment, but otherwise complete. When the battery of cameras had finished,

manned by 200 drivers, the cars were sent scurrying to waiting freight cars to be shipped to all parts of the country.

The speed and accuracy with which a Ford car is built was demonstrated before the Society of Automobile Engineers of America when they visited the factory of the Ford company recently.

Guests of the American society included a delegation of the Institute of Automobile Engineers of England. The

president of the English society, T. B. Brown of London, was told to mark a cylinder as he was passing through the machine shop. This he did.

When the party had finished the tour of inspection and were preparing to depart, Mr. Brown was greatly surprised to discover the cylinder he had marked in the car that was to carry him to a nearby hotel for luncheon.

The car had been built and was running under its own power in less than an hour.

PACKARD USING WORM BEVEL

Factory Engineers Have Perfected Practically Noiseless Gear.

RATTLE IS NOW ELIMINATED

Meshing Teeth Are Always in Contact, Promoting a Smooth, Sliding Action Between Interlocking Parts.

A practically noiseless type of driving gear has been perfected by Packard engineers. The worm bevels as they are known, are used in the new Packard "25" and "48" motor carriages. They are said to assure a silent rear axle.

The new gears have done away with the "back lash," that looseness between the teeth of straight gears which causes noise in the differential housing. Instead of having only the limited contact afforded by the straight bevel, the teeth of the worm bevel are curved so as to have one set of teeth meshing while the set adjoining is becoming disengaged. This affords a more continuous contact and promotes a smooth, sliding action between the bevel gear and the pinion.

The search for a noiseless type of gear has extended over a long period. After months of planning, expert tool makers were called in for the preliminary work. It then took just three weeks to turn out the first set of gears. When completed, they were thoroughly tested in an experimental car and pronounced practically perfect. The next step was to make them a manufacturing proposition. It was found impossible to bring them up to Packard standards by existing methods. It became necessary to design a perfect, entirely new fixture for the gear-cutting machine.

The hair line accuracy required to perfect the worm bevel gears means that the machining and working must be accurate to the uttermost limit. Absolute conformity to specifications is the standard for the work. Each operation in the course of manufacture is followed by rigid inspection. Instruments are used which are capable of measuring one-tenth of one one-thousandth of an inch. When completed, the gears are the same in every respect. Like all Packard parts, they are interchangeable.

Maxwell Dealers

Enthusiastic Over Model for Next Year

Many of the Maxwell automobile dealers throughout the Nebraska district were in Omaha last week to inspect, and ride in, and test out the much-talked-of new five-passenger Maxwell, which the United Motor company has just started to deliver. Judging from the interest displayed by the various dealers over this new model, as well as the two larger models the Maxwell company is building, the company is now due for a record-breaking year's business.

Many dealers, who have been waiting patiently for some time for the "easy sellers" they knew President Flanders would eventually produce, are at last to be paid for their patience and loyalty.

The car has proved a real sensation and its remarkable stunts of speed and hill climbing on the city line hill were a revelation.

The dealers manifested real enthusiasm over the new model and they all felt confident it afforded them just the car they have been waiting for—a good looking and attractively designed car of modern construction, but of such weight as to insure lowest possible maintenance cost. It seems apparent that the long-looked-for twenty-five-horse power model will prove even a greater sensation than was expected and judging from the applications for territory made to District Manager J. M. Opper the Maxwell 1914 line is going to prove as popular as was predicted several months ago, at the time of the reorganization of the United States Motor company.

Sale of Hair Dye is on the Increase

BERLIN, Aug. 16.—Berlin's daily use of face powder, cold cream, scented toilet water and other toilet accessories has been set forth in tons and pounds by a local newspaper, and the results are striking.

Three-quarters of a ton of face powder and 250 pounds of black and brown eye-brow pencils are used daily in the city, according to these statistics. Seven hundred pounds of cold cream are the figures for one day, and the Berlin women—none assumes that it is the women—require 400 sticks of red lip-pomade every twenty-four hours.

Hair bleaching has practically died out, but the sale of hair dyes is increasing, "especially to elderly men," says the report. Scented toilet waters and bath essences to the total of four and one-half tons are disposed of in Berlin daily. Rose remains the favorite scent, with violet second, followed closely by exotic Indian perfumes.

Inconsequential Detail.

"Hello!"
 "Hello!"
 "Is this Dr. Fourtly?"
 "Yes, this is Mrs. Dorkins. Say, doctor, is that new chapel on the west side ready for use?"
 "Not yet, Mrs. Dorkins; we expect to open it—"
 "I beg pardon, but there is so much noise here that I can't hear you."
 "I was saying that we expect to open it in a few weeks."
 "Yes? What arrangements have you made for music?"
 "As to that I can only say that we have an organ deal on—"
 "O, doctor, I don't care whether she wears an organdie lawn or a silk poplin. Has she a good voice?"—Chicago Tribune.

Glad Vacation Time.

The boy home from school for the summer vacation on the dear old farm rested on his hoe and gazed over across the broad, hay-scented field where the game was going on.

"Ah," said he, sighing, "why are we born? Why torred from eternal nothingness into concrete existence, to buffet the storms of this unkind world? What, then, is this problem of human existence which which Science has wrestled fruitlessly for ages?"

His reverend parent, leaning over the fence, said he didn't know; but all the same, there would be no base ball for money that afternoon, and, if he didn't hoe out that later patch before night, there'd be some wrestling done, though that'd make Science open its eyes if it should chance along by the woods that evening.—Judge.

DEVELOPING MOTORCYCLISTS

Lots of Dangers Encountered in Teaching Racing Aspirants.

MANY GET OVERLY ANXIOUS

Want to Go at a Death-Dealing Pace Just as Soon as They Have Learned to Ride Around the Saucer.

NEW YORK, July 15.—Training youngsters in the art of flirting with death may have less complications than developing a youthful ball player for big league service, but in the matter of caution I fall to see how McGraw exercises more than I have been forced to use in conditioning twenty-five riders for the present season at the Stadium-Motordrome at Brighton Beach," says Arthur Chapple, champion motorcyclist of 1912.

"The most natural thing for a new man to try to do on his first trial is to open a machine to its capacity, because he has heard riders say that they can't stay on the steep surface unless they are traveling at least eighty miles an hour.

"Now they probably never rode at that rate before, and as a result when they attain such a speed the muscles in their eyes become momentarily paralyzed; they lose control of their machines, take a spill and even if the come away alive are rarely willing to take another crack at the speed game on the board track.

First Thing to Learn.
 "Consequently the principal thing in teaching an aspirant the tricks of the game is to impress upon him not to try to climb the steep wall until he has been accustomed to riding a motor for five miles or more at the rate of from sixty to eighty miles an hour without a stop.

"This speed can easily be attained by riding in the 'crotch' at the bottom of

the incline, which starts on a level and gradually runs to the steep sides of the bowl.

"In this position a rider schools his nerves and senses so he can stand the pace, sometimes taking a week before he can feel at ease while grinding out miles at from fifty-five to forty-eight seconds.

"Then it is comparatively easy to have a man cut a few seconds more off the time for a lap and take the even banked surface, where riding is like a straight-away. Nothing less than eighty miles will hold that portion of the track."

Steadiness Needed.
 "This is the first point in the development of the new rider. Steadiness in following a given line and also in guiding the motor under changing conditions, such as from the pole to the top of the track and back again, and holding a lap in any particular line by movements of the body and not the handle bars, are the next things essential, and then a rider is ready for a spin with another man on the track at the same time.

"A veteran is sent out and the recruit mounts the surface after him. The experienced rider waits until the newcomer catches him and then rides alongside, first on the bottom then, dropping back, he comes up on the outside, letting the beginner take the pole. By alternating positions several times in this manner the newcomer becomes accustomed to having a motor a short distance away and also learns how to drop back or to crowd in front of an opponent without cutting his man or making too sharp a turn, a move which might land him against the guard rail at the tip and cause a spill for both.

Trying it Alone.
 "When a good round of this is indulged in, the veteran slows his motor, and sends the starter out to gain a lap. This is done so that the beginner may get experience in coming into a field and passing a man clear at great speed. The

veteran hugs the pole, on the first occasion, but moves toward the top each time he is passed until he is just far enough away to let the "colt" pass on the outside. This sends him through an opening that requires a steady hand and teaches him practically all of the rudiments of handling a motor and meeting the various general conditions of a contest.

"Two veterans are then put on with the beginner, one on top and another on the pole, and after the youngster has been taught to watch both men for unusual swerves of their machines, he is graduated as a full-fledged recruit and ready to take up the fight in the open events.

"Caution is the watchword of training men in this sport, due to the seriousness of accidents and the result to the nerve of the rider if he escapes physical injury. By taking gradual steps in bringing them into contact with the mysteries of the game we have been able to school twenty-five pilots in a skillful manner, where only their personal improvements and ability will count in the battle.

"Of course some boys never get on the steep bank at all, because traveling at eighty miles an hour regularly is not a thing which every aspirant for honors can do. But in taking all the caution that we are able to develop the apt pupils and also single out the failures before they meet with any accidents, harring always, of course, mechanical troubles, such as broken wheels, frames, worn tires and so forth, which cannot possibly be avoided."

Random Thoughts.
 The benedict attentiveness has good reason for acting like one possessed. The spiritual treasures of many families are in the wife's name.

Adam was not only the father of the race, but he was also the first of the innocent bystanders.

When a woman denounces the gossip habit, she usually goes far enough to name those who ought to quit it.

It is somewhat queer how fast a big endorsement can raise the cost of living at a college.—Lippincott's Magazine.

Gossip Along the Automobile Row

E. R. Wilson delivered Studebaker "25s" to William Rightmeyer of Gretna, and P. J. Myers of Omaha, and a "30" to Peters Brothers of Millard.

Traynor Automobile company delivered an Abbott "40" to D. J. Jordan and an Abbott "40" roadster to Dr. Allen.

R. M. Burbank, who handles the Paige car in Omaha, delivered two Paige "35s" to Beebe Automobile company of Beechew, Ia., one Paige "35" to the Council Bluffs Automobile company, one "35" to the Snyder Automobile company of Woodbine, three "35s" to the Rains Automobile company of Lincoln and one "35" to W. F. Fetter of Maxwell, Neb.

R. M. Burbank received a notice to the effect that ten new 1914 Paige "35" cars were on their way to Omaha and would arrive this week. The new Paiges is proving to be more popular than ever and Mr. Burbank is receiving more orders than he can fill.

The Moline Automobile company has found it will be compelled to make an addition to its factory in order to install the new automatic machinery purchased. An addition which will give the company 4,500 square feet of added floor space is to be erected. This will enable the company to increase its output considerably.

E. R. Wilson, local Studebaker agent, has just returned from a trip through the state. While making his tour, Mr. Wilson stopped at Bennington and had a ride in the old E. M. F. Red-wing, the car that has traveled 74,000 miles. The old car is still able to take hills on high speed and has no difficulty with bad country roads.

The Traynor Automobile company received notice from the Partin-Palmer company stating that cars would be delivered to the local company in time for demonstration at the state fair. The "Traynor" people have been receiving calls and letters asking for demonstrations to the machines ever since the announcement that they had secured the Nebraska agency.

R. E. Hitchcock, formerly of the Moline factory sales department, has been added to D. M. Beal's force of salesmen. The increase of Moline business in Omaha has necessitated Mr. Beal securing assistance in his sales department.

The Packard company has introduced an innovation that has aroused the curiosity of Americans who are habitual travelers in foreign lands. The innovation is a rental service by which any Packard owner or prospective owner may secure a Packard car, operated by a competent driver, in which he may tour Europe free from all customs entanglements and with every inconvenience eliminated and every convenience provided in advance. Any route may be traveled, or the Packard company will recommend routes, and many small side roads may be traversed, although much harder on the car than the main systems, by Americans in their rented Packard to come into more intimate contact with the picturesque.

C. R. Eves of Council Bluffs has just received a new Packard "35" phaeton, sold by the Orr Motor Sales company. Mr. Eves is now at Spirit Lake, Ia., on his way to Minnesota, where he will spend his vacation touring through the lake region.

Frank Jackson of Dallas, S. D., passed through Omaha this week on his way home from a trip to Minneapolis and Des Moines. Mr. Jackson is the owner of three Packards, and made the trip in a Packard "30" roadster, which model, he affirms, is ideal for short jaunts.

Mr. Mansfield of McIntyre Auto Company reports the sale of a Dart one-ton truck to Courtney & Co., the largest re-

Many Turned Back From the Portals

LONDON, Aug. 15.—From ten to fifteen thousand men and women are turned away from the portals of the United States every year, and sent back to the countries whence they came, in their endeavor to enter the land of promise. The reason is that they do not meet the requirements set for immigrants by the American authorities.

This condition constitutes one of the most difficult problems faced by the American Department of Labor, and in an effort to solve it, the department has sent W. W. Husband, one of its special agents, to investigate and report on emigration conditions in England and on the Continent.

Every year, in spite of the efforts of the steamship companies to exclude such passengers from their lists, nearly fifteen thousand immigrants see the gates of Ellis Island closed against them, and with the earnings of years swept away by the expense of the voyage, they are compelled to resume the battle of life under the conditions from which they sought escape by emigration. The department does not either desire to seek, according to Mr. Husband, the lowering of the present standards, but Secretary Wilson is anxious to devise some plan whereby the shock and suffering incident to being turned back after sighting the shores of the promised land may be prevented. In an effort to do this, Special Agent Husband will investigate the booking of prospective immigrants by transportation agents with the idea of devising some method whereby only those who are practically certain of entry into the United States will be permitted to embark on this side of the water.

Cadillac Motor Car Factory Employees Get Long Vacation

According to General Manager W. C. Leland of the Cadillac Motor Car company, the annual vacation of the employees started with the closing of the plant Saturday, August 16.

"This has always been an annual event with us," says Mr. Leland, "and as the plant runs steadily eleven and a half months out of the year the event is welcomed by the men. It is also made necessary in order to take inventory, to overhaul machinery, to install new and to make other preparations for increased output.

"In past years it has been customary to have the vacation period between the completion of the old model and the starting of the new. This year, however, we were prevailed upon by our dealers to delay the vacation until after the 1914 cars were under way in order that they could have samples and demonstrators and get an early start on new business. Up to the closing time 1,500 of the new cars had been shipped. The plant will reopen September 3 with increased force and equipment and start in on the remainder of the 15,000 cars planned for the ensuing year."

National Prohibition Possible in Sweden

STOCKHOLM, Aug. 15.—There is a prospect that Sweden soon may be placed under national prohibition. Laws making it an offense to drink spirituous liquors anywhere in the country are contemplated, and there is a reasonable chance that they will be adopted.

Prime Minister Staaff, in a recent address before a congress of totalitarians in Stockholm, declared that prohibition was the only effective means of preventing drunkenness. All other attempted methods of reform, he said, had proved ineffective and insufficient to stop the evil.

The prime minister's speech is considered an indication of the government's policy, and is believed to foreshadow the introduction into parliament of a bill for the prohibition of all spirituous drinks in Sweden. Such a law would command the support of the royal family. The king is a strong temperance advocate, and the crown prince is a total abstainer.

A prohibitory law would be likely to meet with opposition from France. Sweden has a big trade in wines and spirits with France, and it depends upon the French money market to finance many Swedish enterprises. There are fears that the exclusion of French wines would encounter retaliation in the form of the exclusion of Swedish securities from the Paris bourse. A proposal to increase the duty on wines in 1904 had to be dropped because the French government protested, and threatened to buy Swedish consols from the Paris stock exchange.

Brief Decisions.
 The fisherman still fishes and still exaggerates. But some day he may take to the camera. With this the fisherman can snap the big one that gets away with pole, hook, line and sinker.

Some of the recent statements at Washington on oath must have given "the law of evidence" a wrench.

After all, fools add to the gaiety of nations.

Even blighted affection gives way to the toothache.

It is all right to blow your own horn, if you occasionally change the tune.—Judge.

Rain Injures the German Grape Crop

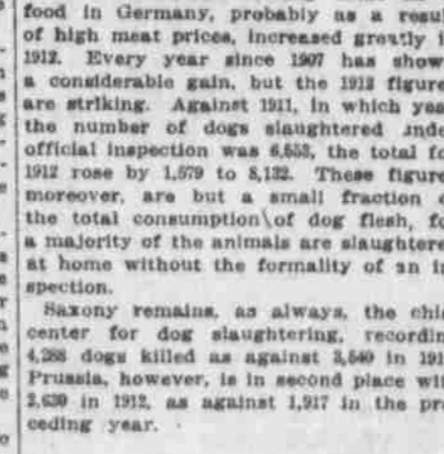
BERLIN, Aug. 16. A number of chilly, wet days have brought dismay to the vineyardists along the Rhine, and the wine prospects, fairly good a week ago, have almost overnight become extremely bad. The weather is favorable to the growth of the peronospora, a deadly disease of the vine, and in some sections a third of the grapes are reported to have fallen from the vines. Another year like 1906 is feared, when hundreds of vine growers were utterly ruined.

The consumption of dog meat as a food in Germany, probably as a result of high meat prices, increased greatly in 1912. Every year since 1907 has shown a considerable gain, but the 1913 figures are striking. Against 1911, in which year the number of dogs slaughtered under official inspection was 4,655, the total for 1912 rose by 1,573 to 6,228. These figures moreover, are but a small fraction of the total consumption of dog flesh, for a majority of the animals are slaughtered at home without the formality of an inspection.

Saxony remains, as always, the chief center for dog slaughtering, recording 4,238 dogs killed as against 4,540 in 1911. Prussia, however, is in second place with 2,529 in 1912, as against 1,917 in the preceding year.

REPUBLIC BLACK-LINE RED INNER TUBES

They Come to You in a Little Red Bag
 Toughest and Best Tubes in the World Today



Powell Supply Co.
 2119 Farnam St.
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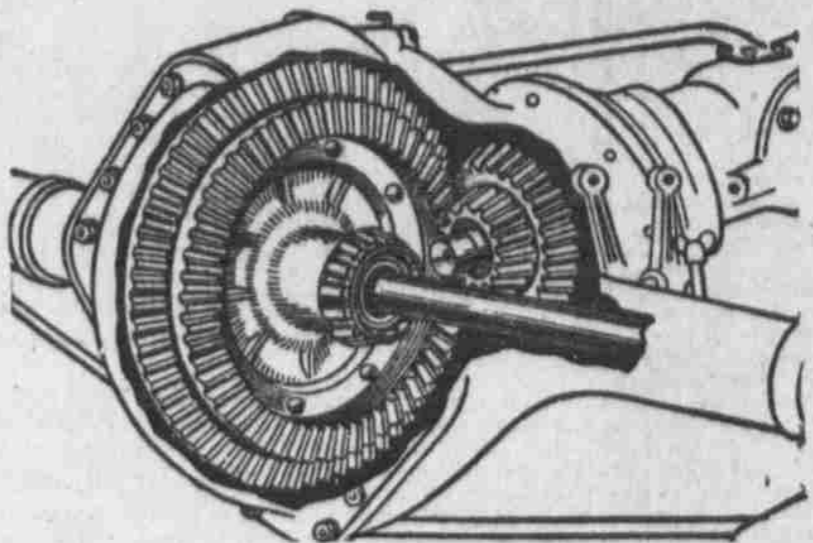


You Cannot Escape the Practicability of the New Features Offered

THE CADILLAC (two-speed direct drive axle) marks a decided advancement in motor car construction. It works for economy in eliminating the intermediate gearing—giving two gear ratios, each driving direct to the axle. The low direct drive gear, 3.66 to 1, is just the thing for city driving where frequent stops in congested traffic make the quick handling of a car a necessity.

The high direct gear ratio of 2.5 to 1 is of particular advantage for speed of 16 miles or more an hour.

The increase in motor efficiency and economy in fuel consumption are the strongest recommendations for this new feature of the Cadillac.



We invite you to call at our show room, where we have a 1914 chassis on exhibition to show you, in detail, the advantages gained by this two-speed direct drive axle.

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