

PRICE OF REO CAR WILL NOT ADVANCE

General Manager Scott Explains How Reo Company is Not Hurt by Material Price Increases.

WEAKER COMPANIES SUFFER

"I told you so!" said General Manager Scott of the Reo Car company the other day when he was told of an increase in price by another automobile manufacturer, and proposed rates by several others.

"At the time of the New York show I said in an interview that I would not be surprised if many makers were forced to increase the price of their cars in the coming months. In fact, I said I would be very much surprised if that did not happen. And I gave then the same reasons that are now given by those makers who have had to bow to the inevitable—the increased cost of materials and of manufacture, due to shortage of high speed tool steel, machine tools and necessaries.

"Most readers doubtless took that prediction with a grain of salt, but events are now proving its accuracy.

"The present shortages and present high prices of materials are most seriously affecting those who do not make but who merely assemble automobiles, and a few others who may be classed as manufacturers, but who for financial reasons were unable a year ago to contract satisfactorily for their requirements a year in advance.

Reo Not Affected.

"Concerns like Reo and a few others similarly situated, whose financial stability is undoubted, and who may therefore be counted upon as those who will be in business and paying their bills in the future as in the past, are not so seriously affected by either the shortage of materials nor the increase in price.

"Producers of raw materials such as aluminum, steel etc., as well as machine tools, figure it this way: "Here's an order for export with cash on delivery in New York; on the other hand, here's a concern that wants the same material for automobile manufacture, but whose ability to pay is doubtful and whose future is still more in doubt. Guess we'll accept that European order."

Custom Plays Part.

"Now then, we'll suppose that Reo wants the raw material. Reo has always paid, and its financial status is the best possible guarantee that it not only will be a good payer, but that it will be a good payer to come along after the war is over. Reo, therefore, gets its materials, while the other automobile manufacturer waits while the material man takes advantage of the higher price he can get for the export order.

"This is only one phase of the matter that has become serious, and which up to the present time has affected us only slightly."

New German Budget Calls for Five and a Half Billion Marks

BERLIN, Feb. 23.—(Via London.)—Germany's next extraordinary budget, including 2,000,000,000 marks interest on war loans, will reach at least 5,500,000,000 marks, according to the estimate of Privy Councillor Behrman, writing in the Hamburger Nachrichten.

The previous high budget—that of 1913-1914—reached only slightly above 2,500,000,000 marks.

As the receipts from customs and other sources will show a sharp reduction, Herr Behrman reckons that the fiscal year, beginning in April, will require at least 2,000,000,000 marks of new revenue for current expenditures outside of the war. This is without taking into account new pensions and the increased cost of the old age pension system through the reduction of the age limit from 70 to 65 years, recently voted by the Reichstag.

According to other newspaper discussions of the budget question, the government will later propose an immediate increase in postal and telegraph tolls and postal check charges in addition to the new taxes already announced. Increases are also expected on bills of lading and an extension of this tax to goods shipped in less than carload lots. It appears the government also intends later to follow the fortification 30 per cent talk upon extra war profits with a similar tax affecting war profits earned in the future.

OMAHA LAD QUALIFIES AS EXPERT RIFLEMAN

In an official bulletin issued by Headquarters, United States Marine Corps, Washington, appears the name of Oscar E. Johnson of this city as having qualified as an expert rifleman in that most interesting branch of the government service.

Oscar, who is a son of Gust L. Johnson, 1212 North Forty-second street, Omaha, enlisted in the United States Marine Corps at its St. Paul, Minn., recruiting station on December 1, 1914, and is now serving at the marine barracks, naval station, Guam. "Lad" is in a select group, where he is having many interesting and exciting adventures.

NO TRACE FOUND OF MAN WHO HELD UP U. P. TRAIN

Chief Patterson of the Union Pacific's secret service department, accompanied by several of his men are still out searching for the lone bandit who help up and robbed the passengers of a Union Pacific train near Rock Springs, ten days ago.

A number of clues have been run down without developing anything that would lead to a possibility of catching the man.

Union Pacific secret service men are now of the opinion that the train robber fled into the Jackson Hole country and that he will be caught, as there is no way of getting away to the mountain country to the north at this season of the year. Every known hiding place in the Jackson Hole country is being searched.

THIRTY-FIVE DOLLARS STOLEN FROM HANDBAG

Ruth Davis, 372 North Twentieth street, reports to the police that she returned from downtown Tuesday afternoon to find \$35 missing from her handbag.

E. Thomas, 121 South Thirtieth street, reports the loss of a watch, J. E. Stumphrey of the Oxford hotel is minus \$50 and a quantity of clothing. J. Griffin, 115 North Twentieth street, asserts a valuable saddle was stolen from his auto. Charles Baumgardner of Sebald, Ia., was shown of a \$20 overcoat while in the Union station.

ADVERTISING MANAGER OF DORT MOTOR CAR COMPANY.



RALPH DORT.

Maxwell Makes a Record Run Across The Alleghanies

With the peaks of the Alleghanies covered by a glare of ice and the hollows full of drifted snow, Ray McNamara, in a twenty-five horse power Maxwell has amazed all Pennsylvania motorists by driving from Philadelphia to Pittsburgh—234 miles—in eight hours and nineteen minutes.

The former record, set last June by J. G. Vincent in a high-powered twelve-cylinder car, was nine hours and twenty minutes.

McNamara's run was thoroughly checked by newspaper men at both ends and at York, Bedford and Ligonier along the route.

McNamara made his start in the small hours of the morning to avoid urban traffic and covered half his route before daylight, crossing the famous Cove mountain grade in the dark, with only his electric lights as a beacon.

Over this and other successive grades that have proven a Waterloo to so many cooling systems, McNamara and the Maxwell climbed without replenishing tanks or radiator. Often the grades were icy and many of the valleys were deep with snow, broken only by logging crews and sleighs. Crossing the Chestnut ridge, after a lively snowstorm, McNamara warmed his back by the rising sun.

The finish was attained without a motor stop and with all but two delays, both short, one caused by a freight train standing at a crossing, the other occurring when a tire chain became unfastened.

McNamara's average time was thirty-six miles an hour.

FULL ELLIPTIC SPRINGS MAKE CARS EASIER RIDING

"It is an extraordinary fact that nine out of ten people who ride in a Jackson for the first time invariably remark on the wonderfully easy riding qualities of Jackson automobiles," says T. J. Boland, local Jackson representative. "And in every case those most enthusiastic are veteran drivers, for they are quick to appreciate what the words 'easy riding' really mean. For seven years the Jackson Automobile company has been giving car buyers from \$9 to 100 per cent more spring value than most manufacturers deem necessary. Where others are content with semi-elliptic springs all around, or with semi-elliptic in front and three-quarter elliptic in the rear, all Jacksons have had four elliptic springs. In other words we believe we are building the easiest riding cars it is possible to produce.

"What are springs good for unless they absorb all the road shocks just as far as possible? Why trim them down to Wyoming and parts of Iowa.

The Joke that Failed.

"Robson, do you know why you are like a donkey?"

"Like a donkey?" echoed Robson, opening his eyes wide. "I don't."

"Because your better half is stubbornness itself."

The jest pleased Robson immensely, for he at once saw the opportunity of a glorious dig at his wife. So when he got home he said:

"Mrs. Robson, do you know why I am like a donkey?"

He waited a moment, expecting his wife to give it up. But she didn't. She looked at him somewhat pityingly, as she answered: "I suppose it's because you were born so."—Pittsburgh Chronicle Telegraph.

Tinker Is Training.

Joe Tinker of the Chicago Cubs, has started a course of indoor training at a Chicago gymnasium.

The Allen \$795 EQUIPPED

The Allen Will Argue Its Own Cause If You Will Come Within Hearing Distance

We want you to come to our booth and look the Allen over. If possible we would like to take you for a ride. That's the way to test a car—see it perform.

See the Allen at Booth No. 21.

SPECIFICATIONS

3 2-4 x 5 inch Allen-Summer Motor, 37 H. P.	Full seating rear axle, ground wheel housing.
4 cylinders cast on bloc.	112 inch wheelbase, 55 inch wheeling rear springs.
Unit power plant	Five-ton dismountable rims with one extra.
Washington electric starting and lighting system.	Weight of car is 2300 pounds.
Gas tank at rear; vacuum hood	

Standard Motor Car Co.
Distributors for Nebraska, Wyoming and S. W. Iowa.
2016 Farnam St. Phone Doug. 1705

Factory Address: THE ALLEN MOTOR CO., Fostoria, Ohio

CHICAGO GRAFT SCANDAL GROWING

Mrs. Eaton Now Alleges that Mrs. Rowe Carried Dummy Name on Payroll.

LATTER DENIES THE CHARGE

CHICAGO, Feb. 23.—Information to be laid before the council committee on schools, fire, police and civil service when it meets Friday to investigate the charges of graft made by Mrs. Page Waller Eaton, former employe of the bureau of social surveys, in her allegations that she had been forced to pay one-third of her salary to Mrs. Louis Osborne Rowe, commissioner of public welfare, was sought today. An independent investigation has been started by the city service commission.

Charges and counter charges have been stirred up by the allegations. Mayor Thompson assailed Edward J. Brundage, Senator Sherman's campaign manager in Cook county, asserting that he was involved in the development of the graft charges. Brundage denied all connection with the matter.

Mrs. Rowe denied all allegations, saying enemies of the administration are responsible for the charges of graft.

Mrs. Margaret E. Mitchell, sister of Mrs. Thompson and alleged recipient of the salary graft, denied that she had ever received any financial aid in the manner charged.

Charges Padding of Pay Roll.

Mrs. Eaton renewed her charges and asserted Mrs. Rowe had, in addition, "padded" the payroll. She said Miss Emma K. Lunday, a stenographer, was carried on the payroll without performing any service. Miss Lunday admitted she was on Mrs. Rowe's payroll for more than six months, but declared she had worked constantly.

Mrs. Eaton said Mrs. Rowe had offered to place a dummy name on the payroll as a stenographer at \$80 per month during the time that her regular stenographer was in California for her health and offered to split the salary with her. This, she said, she refused to do.

Mrs. Rowe denied the charge and asserted that she never had any "dummy" names on her payroll and that all her employes had to work hard.

Details of Alleged Prostitution.

Concerning the alleged proposal to carry a dummy on the payroll, Mrs. Eaton said:

"I told Mrs. Rowe it was dangerous business, and that I would have nothing to do with it."

"Why, it's done all the time in the city hall," she replied.

"Then she asked me if I did not know some woman who would be willing to have her name used—if I did not have a daughter whose name might be used. I told her I would not go into such a scheme under any circumstances."

"I prefer to wear my stripes up and down, and not round the body," I said to her.

"After that I went over to the office of Seymour Stedman, my lawyer. I told him all about Mrs. Rowe's proposal."

"Steddie," I said, "did you ever hear of such an insult? What does she take me for? Can you beat it?"

"Why didn't you tell her one in the nose?" was Mr. Stedman's comment.

HUMMEL WANTS AUTO TRUCK FOR SPRINKLING OIL.

Commissioner Hummel of the park department is preparing specifications for an advertisement for bid on a motor-propelled oil distributor for the boulevard system. He expects to have this machine in operation early in the spring.

This five-ton truck will carry a tank of 500 to 1,000 gallons capacity and will be equipped with a device for spreading the oil evenly; also provided with a heating arrangement which will permit of oil distribution in cold weather.

When not in use during part of the winter as an oil distributor the tank will be taken off and the truck used for hauling cinders and stone for the boulevard.

Under the present system a four-horse team and wagon an extra man for distributing oil costs \$11.20 a day, two trips a day being the rule. In addition there is a demurrage of about \$20 a car under the plan which has been in operation.

With the new truck Mr. Hummel expects to cover the boulevard's oiler and with less expense per year.

TO HAVE CHARGE OF LOCAL BUICK RETAIL SALES.



CHET BOWERS.

C. A. Bowers, for the last year city salesman for the Nebraska Buick company, has taken charge of the local retail sales department for Omaha and Council Bluffs. Lee Huff predicts a bright future for this young man in his new undertaking.

IOWA SAVINGS DEPOSITS GROW SIXTEEN MILLIONS

DES MOINES, Ia., Feb. 23.—Iowa state and savings banks have \$16,842,576 in deposits, according to a report just issued by the state banking department, based on the condition of the institutions January 31. This is an increase in deposits since November 1, 1915, of \$16,000,000, and an increase of \$1,842,576 over the deposits of 1914.

Ouch! Pain, Pain. Rub Rheumatic, Aching Joints

Rub pain right out with small trial bottle of old "St. Jacobs Oil."

Rheumatism is "pain only." Not one case in fifty requires internal treatment. Stop dragging. Rub soothing, penetrating "St. Jacobs Oil" right into your sore, stiff, aching joints and muscles, and relief comes instantly. "St. Jacobs Oil" is a harmless rheumatism cure which never disappoints and can not burn the skin.

Limber up! Quit complaining! Get a small trial bottle of old, honest "St. Jacobs Oil" at any drug store, and in just a moment you'll be free from rheumatic pain, soreness, stiffness and swelling. Don't suffer! Relief awaits you. "St. Jacobs Oil" has cured millions of rheumatism sufferers in the last half century, and is just as good for sprains, neuralgia, lumbago, backache, etc.—Advertisement.

NOMINATION OF FLETCHER IS FAVORABLY REPORTED

WASHINGTON, Feb. 23.—Henry Prather Fletcher's nomination as ambassador to Mexico was ordered reported to the senate by the foreign relations committee, with the recommendation that it be confirmed as soon as possible.

Senator Bryan and Senator Smith of Michigan, republicans, voted against the recommendation.

Fletcher's nomination was confirmed by the senate on Feb. 23. Pending Mr. Fletcher's confirmation, James Linn Rodgers, consul general at Havana, will act as special agent of the State department before the Carranza government.

Several months will elapse before Mr. Fletcher, now minister to Chile, can assume his new duties, even if he is confirmed at once, as he probably will come here for conferences with President Wilson and State department officials.

State department before the Carranza government.

Several months will elapse before Mr. Fletcher, now minister to Chile, can assume his new duties, even if he is confirmed at once, as he probably will come here for conferences with President Wilson and State department officials.

Announcing the New Light Weight "Eight"

45 H. P. \$1195 **45 H. P. \$1195**

"No hill too steep No sand too deep"

THIS is the new Jackson light-weight "Eight," that is literally creating a sensation wherever it is shown.

For it has the best of "Eight" virtues coupled with a compactness of size and an excellence of detail that instantly proclaims it a quality car.

It has the marvelous "Eight" flexibility that has never been equaled by any other type. It has the velvety smoothness, the constant, liquid-like power characteristic of the fine "Eight."

It has the snap, the glider, the "go"—that means an astonishingly quick getaway and the surplus of power that means utter indifference to hills, or sand.

And it is light in weight, but built with an infinite care that means it will satisfy for years of service. It has the "Jackson" reliability built in.

Body is most beautiful streamline type. Equipment is amazingly complete.

But don't simply read about this marvelous new "Eight"—Come and see it—the other great Jackson's—the big Eight for \$1685 and the "Four" at \$985.

Practical Features of Particular Interest

BEAUTIFUL STREAMLINE BODY—smooth rounded edges. Extra heavy door bumpers. Seats five passengers easily.

MOTOR is balanced high duty type. "L" type cylinders. Bore 2 3/4 inches. Stroke 4 1/2 inches. Crank shaft, 2 1/8 inches diameter.

LUBRICATION positive and direct to all bearings by pressure pump.

SINGLE SPARK IGNITION. Auto Lite starter with Bendix drive.

LEATHER FACED CONE CLUTCH.

REAR AXLE floating type.

BRAKES INTERNAL and External.

FULL ELLIPTIC SPRINGS front and rear.

WHEELBASE 112 inches. Tires 32x4.

FINISH: PAIR GREEN body with natural wood wheels. Hood and fenders black.

EQUIPMENT—One man Dreadnought top. Collins curtains with curtain openers on doors, rain vision windshield, high grade slow speed speedometer driven from transmission shaft. Electric Auto Lite starting and lighting system with dimmer for head lights. Electric light on instrument board, electric horn, oil pressure gauge. Detroit detachable rims, foot rail, coil rail, pump, tools and jack. Motor designed for application of mechanical tire pump, which is included without extra charge.

Jackson Automobile Company Branch
T. J. BOLAND, Manager. Cor. 6th St. and 10th Ave., Council Bluffs, Ia.

Pullman \$990

Tailored for Her Majesty, the American Woman

No visit to the Auto Show is complete without an inspection of the magnificent Pullman Coupe de Luxe. It is absolutely new. Its body design is distinctly original and attractive. Its lines fill the eye of a woman like the cut of a smart new frock. Take your daughter and your wife to view it. It is decidedly a woman's car. It has power and snap aplenty. The performance and construction of a Pullman are unequalled. The price is so low that you receive a stupendous value for your money. Anyone and everyone can operate the Coupe de Luxe. The C-H magnetic gear shift spells ease of control—no tugging at an awkward gear lever. You are invited to visit the Pullman exhibit at the Omaha Automobile Show—Auditorium.

Some Good Territory Open for Live Dealers.

T. G. NORTHWALL CO.
OMAHA, NEBRASKA 914 Jones St.
Distributors, Nebraska, Western Iowa, South Dakota.
SIOUX CITY, IOWA 1st and Pierce Sts.

SPECIFICATIONS: 114-inch wheel base; 32 H. P. four-cylinder motor; Batavia non-skid tires all four wheels; cantilever rear springs; C-H Magnetic Gear Shift; independent electric starting and lighting system; separate high-tension magneto; honeycomb radiator; full floating rear axle.