

### MEN OF MODERATE MEANS BUY HUDSON

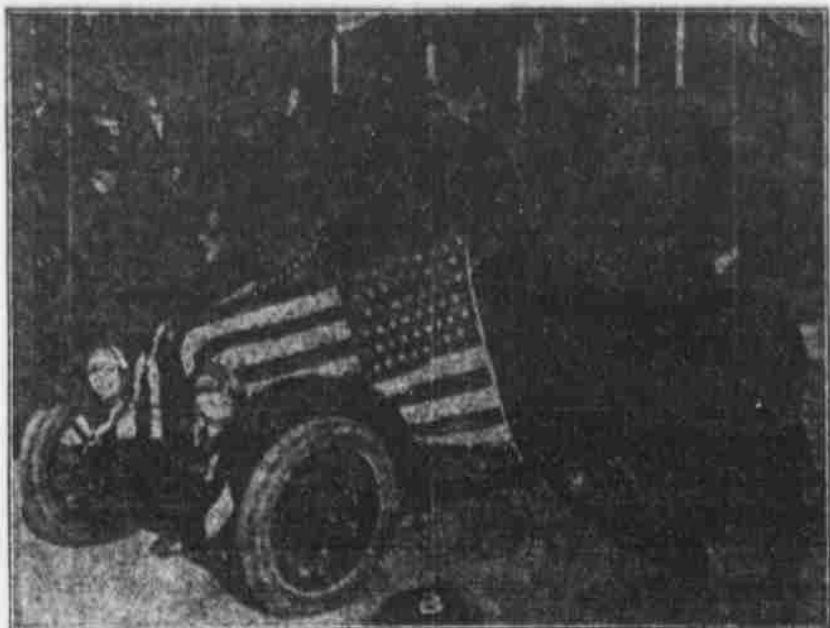
Thousand-Dollar Buyers Find it Creaper to Pay Additional Price for the Super-Six Car.

#### OVERHAULING NOT NECESSARY

The Hudson Super-Six is priced at \$1,375 at Detroit. At first glance some buyers have said that they could not afford a car a t over \$1,000. But after close inspection and examination of the Super-Six and its construction and records, they find that it really is cheaper in many instances to buy this car than to pay \$1,000 for some other automobile that does not measure up to the standard of the Hudson Super-Six.

In talking to a prospect at the Automobile show yesterday a Hudson representative explained to him why this was. Fundamentally the reason is due to the lack of vibration in the Super-Six motor. Because of this lack of vibration the car does not require that amount of overhauling or repair that has been associated with old-style motor cars. It is explained to interested spectators by the fact that the average motorist has to make many instances to buy this car than to pay \$1,000 for some other automobile that does not measure up to the standard of the Hudson Super-Six.

### Proud Motor Carries President



When President Wilson made his recent spectacular tour of the middle west, Topka was on his itinerary and the citizens of that city endeavored to show the president every possible honor. When it came to choosing a motor car to carry the first citizen and lady of our country about their city, out of all offered an Oakland eight was given this great honor, draped in the Stars and Stripes.

### JARDINE AND BUTLER HAVE LIGHTING PLANS

City Commissioners Jardine and Butler have offered resolutions on the electric street lighting situation. Mr. Jardine's proposal is that bids shall be received for the current and also for equipment and material. This leaves the matter open whether the city shall install and maintain the new lamps. The Butler resolution directs the city

legal department to report without delay whether the city may legally vote bonds for electric light equipment.

### HOWELL FIGURES COST PER CONSUMER REDUCED

General Manager Howell of the city water plant has compiled some figures which he states show that last year 30,123 water consumers, excluding the packing houses and stock yards, paid an average of \$1.81 per service, whereby under the old system of ownership the average cost would have been \$2.4.

### PLANNING EXPERT GIVES HIS IDEAS

McElfresh is Taken on Trip Over the City and May Be Hired This Afternoon.

#### MUST LOOK TO BEST FOR ALL

R. F. McElfresh, city planning expert, is here from New York. In all probability during the day he will be engaged by the city planning commission as superintendent at \$3,000 a year. He is favorably inclined to this field of work. He was taken over the city by George T. Morton, chairman of the commission.

Speaking of city planning work, Mr. McElfresh said:

"City planning has been undergoing many changes, from the one extreme of 'city beautiful,' to the other of 'city practical,' and then back to the happy mean. City planning is becoming a well-defined science and art. This work has to do with the material and physical development of the community—those things which one can see with the eyes—and it would so treat those matters as to make the community a better place to work in, to live in and to spend one's leisure and growing time in. It would apply the same principles to the layout of the city as a whole that are applied in the care of the model factory, depart-

### SALES MANAGER FOR DODGE BROS. AUTO COMPANY.



A. I. PHILP.

ment store, school or hospital; and just in proportion as it affects more people more hours a day, it is more important that the city should be laid out right.

"Except in the case of a very few

cities, it is obvious that industry and business are the dominating factors in the growth of the community, and if they are not right, the city does not prosper. If the plan of the city is worked out with the same attention to efficiency and economy in providing for the best working of business that the successful business man shows in his own plant, then provisions for suitable living and recreation conditions can be readily worked out to harmonize. Socially, the two latter are just as important as the former, for the contented worker is one of the city's best assets.

"It is absolutely essential to work out a comprehensive plan for the co-ordinated future development of all the city functions. This does not mean burying the city under a great debt for glorious immediate improvements, but it does mean making the city appropriations of each year go as far as possible in relieving the most urgent needs, and it means forcing or inducing private individuals, particularly in laying out property, to conform to the plan which is for the best interest of the city as a whole."

### Thirteen-Year-Old Takes His Mother's Cash and Runs Away

This is the time to tether your youngster to a handy bedpost or some other handy article of weight, is the warning Juvenile Officer Gus Miller is passing out to mothers.

"I don't know why it is, but it is a fact, nevertheless, that in the spring-time the thoughts of youngsters between 8 and 11 generally turn to the highways and they usually wind up by running away. The wanderlust bug bites hard at this time of the year and we have lots of reports about runaway boys.

Thirteen-year-old Ralph Kiehl, 114 South Nineteenth, ran away last Saturday and has not been heard of since. He took with him \$80 belonging to his mother.

### MAJOR BARKER REPORTS THE FIRST ROBIN OF SPRING

Major Barker of the health office reports he observed the first robin of the season. This avian harbinger of spring sang a merry lay at the major's window at 6 a. m.

### Going It Too Hard

We are inclined nowadays to "go it too hard," to over-work, worry, eat and drink too much and to neglect our exercise, rest and sleep. This fills the blood with uric acid. The kidneys weaken and then it's a case of backache, dizzy, nervous spells, rheumatic pains and distressing urinary disorders. Don't wait for worse troubles. Strengthen the kidneys. Use Doan's Kidney Pills. What they have done for so many thousands of sufferers they should do for you.



#### Omaha Testimony

Peter A. Hansen, retired farmer, 342 Spalding St., says: "I suffered from an attack of backache. My kidneys seemed to be swollen and a large lump appeared in my back, over my kidneys. One box of Doan's Kidney Pills was enough to drive the trouble away. No further complaint has appeared and I give Doan's Kidney Pills the credit for a permanent cure."

**DOAN'S KIDNEY PILLS**  
50¢ at all Drug Stores  
Foster-Milburn Co. Prop. Buffalo, N.Y.

### KISSELKAR MAN SAYS TRUCK TRADE BOOMING

"Evidence of great prosperity in the motor truck trade this year has taken such definite form that there is now no occasion to base optimism upon signs only," says G. C. Frey of the KisselKar company. "In this I refer only to domestic orders. At our plant, and I have no doubt that similar conditions exist in other, the truck department is by far larger than at any time in the history of the company."

### May Divide School Course Into Two Equal Sections

DETROIT, Mich., Feb. 23.—Two questions which for some years have been under consideration of American educators occupied the sessions of the forty-sixth annual meeting of the National Education association department of superintendence here today. They were the improvement of educational conditions in rural communities and the dividing of school courses into two six-year periods, elementary and advanced.

Discussing the latter problem, Charles H. Judd, director of the University of Chicago's school of education, said in part:

"The upper elementary grades are being departmentalized and the courses are being greatly enriched. Within the high school there is also urgent need for reorganization. The four years of high school work, as at present arranged, are inadequate to give the student a general survey of human experience.

"Conditions are ripe for a general reorganization through the development of the junior high school plan, which will provide a continuous rational scheme of education for the individual student.

More than 400 delegates thus far have been enrolled with the prospects that the attendance would pass the 5,000 mark. Omaha, Kansas City, Minneapolis and Milwaukee are contenders for the next meeting.

### Foster Fines One Movie Manager for Admitting Children

By fining A. A. Watts of the Rohlf theater, 266 Leavenworth street, \$5 and costs, Police Magistrate Charles Foster, held that movie proprietors have no authority to admit children under twelve years of age to their theaters, as long as the health department sees fit to keep them out.

A ruling prohibiting children under this age was effected by the department some ten days ago, because of the scarlet fever epidemic. The Watts' case was appealed.

Other proprietors will be given hearing Friday, following proceedings in the district court, where the picture men have filed a petition for an injunction against Dr. Connel and Chief Dunn to prevent these officials from trying to enforce the rule. Meanwhile the picture proprietors are on bond.

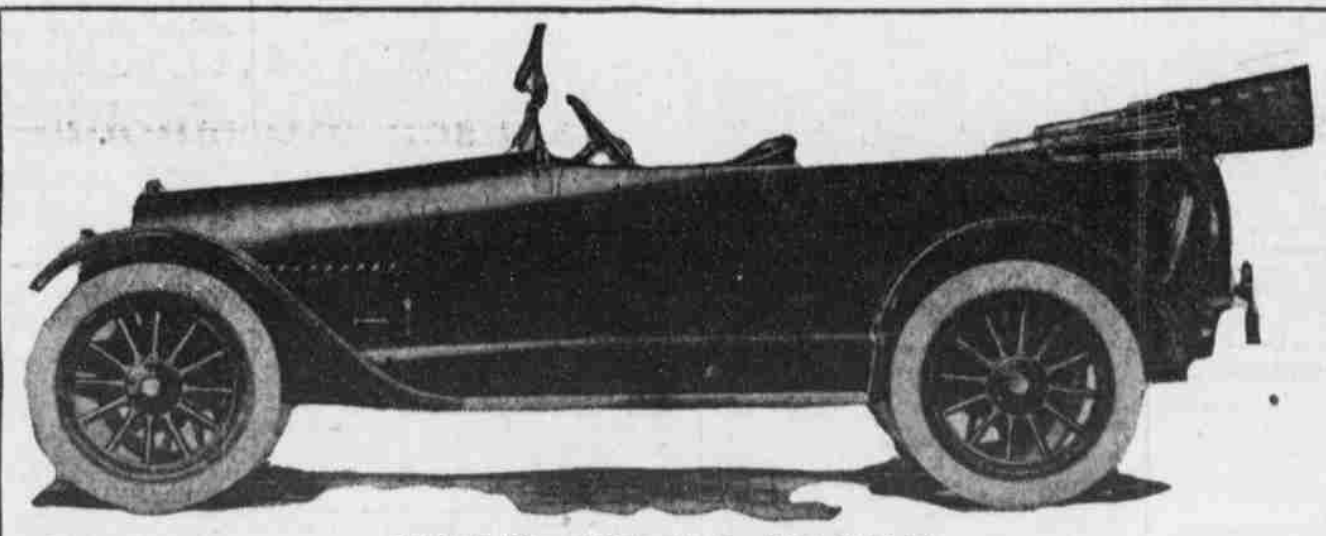
### FATHER OF E. V. PARRISH IS DANGEROUSLY ILL

Dr. Parrish of Kirksville, Mo., father of E. V. Parrish, manager of the publicity bureau in Omaha, is dangerously ill with pneumonia at his home in Kirksville. E. V. Parrish was in Detroit when the news reached Omaha of the serious condition of his father. Mrs. Parrish has gone to Kirksville, and it is supposed that Mr. Parrish went directly from Detroit. Mr. Parrish was attending the meeting of the department of superintendents at Detroit, carrying with him an invitation from Omaha to the department to hold its next convention in Omaha.

### TWO DEATHS AND SEVEN NEW CASES SCARLET FEVER

The following scarlet fever deaths have been reported: Reginald M. Leffler, 5 years of age, City hospital; Elsie J. Hodges, 11, 325 Emmet street. Seven new cases of scarlet fever have been reported as follows: Mary Carney, 283 Wirt street. John Fritz, 747 South 21st street. Henry Fuhr, 454 Seward street. George Johnson, 1224 Cassin street. Maxey, 216 Wirt street. Leon Hahn, 53 South Twenty-ninth street. Ray, 113 North Twenty-second street. Deaths a year ago.

It takes but a minute of time to save dollars when you read The Bee Want Ad columns.



Mitchell "Six of Sixteen", the Mitchell Eight.

### SPECIFICATIONS:

- MOTOR**—48 horsepower. High speed, high efficiency type. Small bore, long stroke 3 1/2 x 5 inches. Light reciprocating parts, perfectly balanced. All moving parts fully enclosed but very accessible. Suspended at three points.
- CYLINDERS**—L-head type, case en bloc, integral with the upper half of crankcase, giving rigidity and reduces vibration to a minimum. Removable cylinder head which gives access to the valves and top of pistons.
- CRANKSHAFT**—Special analysis steel of great tensile strength; 20 inches of bearing surface of which nearly one-half is main bearings. All motor bearings are the best die-cast habit.
- PISTONS**—Extremely light in weight. Three piston rings, top ring individually cast grey iron, lower rings in multiples of four of special soft steel, eliminating loss of compression and increasing the power of the motor.
- VALVES**—Non-warping nickel steel—large openings.
- COOLING**—Proper cooling of the motor is insured by large water jackets completely surrounding each cylinder. Water-cooled by large cellular radiator with an oven-baked, enameled removable shell. Circulating water pump mounted with cooling fan back of radiator. Water manifolds cast integral with cylinder bloc.
- STEERING**—Worm and full gear—four times the life of other designs. 18-inch steering wheel in natural walnut finish. All important parts chrome-vanadium steel, assuring utmost safety.
- FRONT AXLE**—Drop-forged, one piece, I-beam type. Chrome-vanadium front wheel spindles with heavy duty bronze bushings. Ball bearings in the top of the steering knuckle. Taper roller wheel bearings.
- REAR AXLE**—Full floating. Easily removable drive shafts. Opportunities for lost motion eliminated by end-spined shafts. Differential and drive gears of bevel type. A special Mitchell feature is a double annular bearing on each side of the small drive pinion insuring an exceptionally quiet axle. Driving gears fully adjustable. Double annular and roller bearings. Hollow axle shafts. All gears and shafts chrome-vanadium steel. Road clearance, 10 1/2 inches.
- SPRINGS**—Front, half-elliptic. Shock absorbing type. Rear, cantilever, giving perfect riding qualities. Stubbers and rebound straps eliminated. Mounted under frame side members. Lubricated spring bolts. Spring ends bushed.
- WHEELBASE**—125 inches.

- #### The Jury of Engineers Who Picked The Mitchell
- Count Chas. de Lucasavici, former Chief Engineer of the Darracq Automobile, Paris, France.
  - William Kloeke, Chief Engineer of the E. W. Bliss Co.
  - J. E. Sykes, General Superintendent, Baldwin Locomotive Works.
  - H. V. Wille, Chief Metallurgist, Baldwin Locomotive Works, Philadelphia, Pa.
  - William H. Buxton, Chief Engineer, the Singer Sewing Machine Company.
  - Prof. Reid T. Stewart, Dean of Dept. of Mechanical Engineering, University of Pittsburgh.
  - George E. Russell, Associate Professor Mechanical Engineering, Massachusetts Institute of Technology.
  - Clark Dillenback, Chief Engineer, Philadelphia & Reading Railroad.
  - James Bryson, one of the Foremost Consulting Engineers in the United States.
  - F. M. Oliver, Chief Engineer, Hyatt Roller Bearing Co.
  - James Lindsay, Superintendent of Outer Construction, Hyatt Roller Bearing Co., Harrison, N. J.
  - W. S. Bickley, President and General Manager, Pennsylvania Steel Casting & Machine Co.
  - L. A. Osborne, Vice President, Westinghouse Electric & Machine Company.
  - J. O. Hornung, Treasurer, Mesta Machine Company.
  - W. P. Burns, Superintendent, Crucible Steel Co., Pittsburgh, Pa.
  - E. B. Clarke, Vice-President, Firth-Stirling Steel Co.
  - L. F. Howe, Chief Engineer, Eastern Bridge Co., Worcester, Mass.
  - F. A. Griffing, Engineer, Chicago, Ill.
  - G. E. Palmer, Engineer, Babcock & Wilcox Co., Chicago, Ill.
  - J. M. Gregory, Efficiency Engineer, Buffalo, N. Y.
  - Henry Warran, Superintendent, American Fork & Hoe Company, Ashtabula, Ohio.
  - Albert J. Smith, General Superintendent, Webster Steamship Co., New York.
  - E. W. Hildreth, President Whitcomb-Blaissell Manufacturing Co., Worcester, Mass.
  - G. H. Whitcomb, President, Eastern Bridge Co., Worcester, Mass.
  - H. M. Shaw, President, Southern Wheel Co., Oxford, N. C.
  - David W. Devins, President, Fitzsimmons Steel Co., Chicago, Ill.
  - F. H. Drew, Consulting Engineer, Chicago, Ill.
  - Chas. F. Hublein, President, The B. F. Avery Co., Louisville, Ky.
  - William Black, Vice President, The B. F. Avery Co., Louisville, Ky.
  - E. A. Steiner, President, Herman Voss Co., Milwaukee, Wis.
  - Henry H. Sutphen, President, Holland-American Submarine Co., New York.
  - J. J. Stehling, Treasurer, Stehling Machinery Co., Milwaukee, Wis.
  - Andrew Christ, Jr., Engineer, C. F. Massey Co., Chicago, Ill.
  - Wm. Grace, President, Wm. Grace Co., Contractors, Chicago, Ill.
  - O. W. Rosenthal, President, O. W. Rosenthal & Co., Contractors, Chicago, Ill.
  - H. E. Grace, Vice-President, Wm. Grace Co., Contractors, Chicago, Ill.

TO build a car as good as it can be built—to build up our production on a quantity basis so we can market it at the lowest possible price without sacrificing quality, has ever been the Mitchell Way.

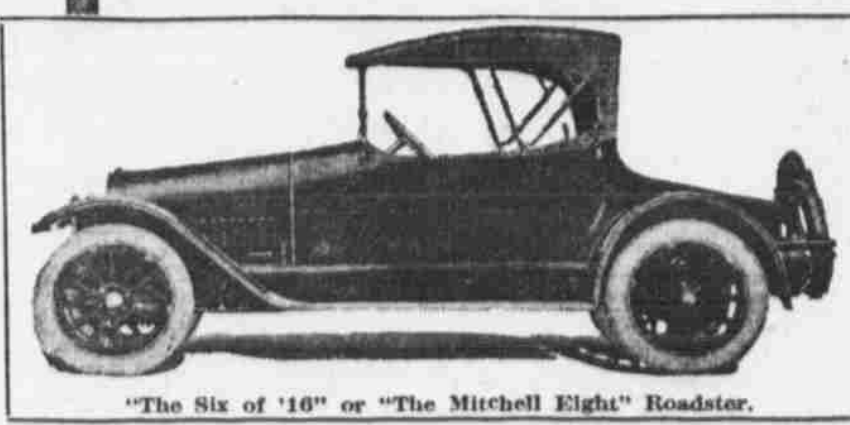
With an organization second to none in the automobile industry—with our own thirty-acre plant equipped with the most modern machinery—with all Mitchell cars planned and designed and manufactured complete in our own factories under the personal supervision of our own organization—with John W. Bate, the man who has planned and built every Mitchell car since 1903 (excepting only 1913), with a record of over eighty years continuous and consistent service to the public, we do not hesitate to rest our reputation in your hands of our 1916 product, "The Six of '16" and "The Mitchell Eight."

As Pioneer manufacturers in the automobile industry, we have yet to hear of a new product that has met with such instantaneous favor. The announcement of the New 1916 Mitchell models swept the country like wildfire and crowded our enormous plant to a twenty-four hour working schedule within a week after the first cars were placed in the hands of the owners.

A glance at the illustration of either the Three-Passenger Roadster or the Five or Seven-Passenger Touring Cars, and you will appreciate the clean, blending lines that sweep from the radiator to the boat-shaped back in a series of unbroken lines that lend just the graceful houndlike appearance that is the delight of Mitchell owners.

**\$1250** for 5-Passenger Touring or roomy 3-Passenger Roadster. 7-Passenger Body, \$35 Extra.

All Prices F. O. B. Racine, Wis.



"The Six of '16" or "The Mitchell Eight" Roadster.

# J. T. Stewart Motor Co.

2048-52 Farnam St. Omaha, Neb.