

Railroad Notes

All western railroads are beginning to feel the pinch of equipment shortage with the probability that this shortage will continue to grow in the ratio that business increases. General business is so good that it is difficult to get cars and motive power to move it and general business must be delayed to move army requirements and the army itself. The coming movement of men to France and the movement of drafted men to the big camps will require a lot of equipment. The Burlington railroad is looking for a big cattle movement from the sand hills and surrounding country during the next two months with the probability that next week will see the beginning of the big rush. The long dry spell hurt the range and a great many cattle owners will get their stock on the market at an early date. It used to be that shippers would hold cars to load and unload any length of time to suit their convenience but now cars are traced from their starting point to their destination. The shippers have helped conditions along the car shortage line a great deal in the last year. The saving on equipment where every car and engine can be made to give the greatest service will amount to a big sum taking the country as a whole.

Operator L. J. Toohey of Hemingford came to Alliance Tuesday to be examined on account of being drafted. Switchman C. C. Kelley has resigned and left for Denver last Wednesday. Miss Margaret Davis of Crawford left for Paoli, Colo., the latter part of this week for a short visit. Mrs. W. Kaene and son of Girard came to Alliance Saturday for medical treatment for her son. John Beach of the freight office went to Lakeside Thursday on business.

Mrs. J. W. Gaddis and daughter Naomi went to Hot Springs Friday for a short pleasure trip. Clifford Robinson went to Sterling for a visit.

James Ponath, son of Conductor Ponath, went to Deadwood Saturday morning for a visit.

Safety committee meeting for the main line of the Alliance division will be held at Alliance Tuesday afternoon, August 28. Supt. of Safety E. M. Switzer of Chicago will arrange for George Law, his traveling representative, to attend this meeting.

Grading is now in progress for midway passing track between Dunning and Halsey, Nebr., which will be known as "Edbell." This siding is named after Master Carpenter E. W. Bell, who has been in the service many years.

District Attorney E. T. Clarke and wife of Billings stopped in Alliance between trains Friday on their way home after spending their vacation in Denver and other western points.

H. W. Johnson of St. James, Minn., will arrive in Alliance Sunday. Mr. Johnson has accepted a position as stenographer in Supt. Weidenhamer's office.

R. M. Tinkom, who has been express agent at Alliance for many years, has resigned.

J. E. Walker of O. S. and D. department left Friday night on 42 for a few days' vacation. Mr. Walker visited in Chicago, St. Paul and Minneapolis, returning on 43 Wednesday. Mrs. Walker visited Mrs. F. D. Campbell at Antioch during the absence of Mr. Walker.

Mrs. W. E. Hawley and Mrs. G. C. Hobson of Ardmore came to Alliance Wednesday night to take the operator's examination. They will go to work on the Alliance division, owing to the scarcity of men operators.

Claim Agent J. E. Tunnell went to Kansas City Sunday on 44 on business, returning on 43 Tuesday.

Miss Margaret Carmichael went to Sidney Saturday where she met her sister and accompanied her to Alliance.

Brakeman A. E. Bennett departed for Mystic, S. D., Sunday morning for ten days' vacation.

Brakeman Ralph Weidenhamer left on 44 Tuesday for Galesburg and Chicago for two weeks' vacation.

Ruth Reed and mother returned on 43 Monday after spending a few days at Elm Creek.

R. H. Johnson and E. B. Kronvall went to Scottsbluff on 31 Sunday, returning on 32 Sunday night.

Mr. and Mrs. R. E. Evans left Wednesday morning on 42 for Chicago, Lincoln and Sterling, Nebr., for two weeks' vacation.

Brakeman T. E. Weidenhamer resigned and returned to his home at Burlington the latter part of this week.

Brakeman H. E. Strade and family left Tuesday on 42 for Galesburg on a vacation.

Wayne McDonald went to Harney Canyon, S. D., the latter part of last week for a pleasure trip.

Misses Veronica and Margaret Kennedy of Ellsworth, formerly of Alliance, went to Spearfish and other Black Hills points the latter part of the week.

Agent J. B. Kennedy and son of Ellsworth and Helper D. D. Marcy of Lakeside came to Alliance Friday to attend the circus.

Mrs. J. F. Elliot of Hemingford came to Alliance over Saturday.

A. S. Johnson was employed on this division as operator. He left for Edgemont Saturday where he will be employed permanently.

R. H. Arrison, yardmaster at Sheridan, formerly chief clerk to the superintendent at Alliance, has left the service and accepted a position with Kooli Coal Co. of Sheridan.

Jonas Clark went to Scottsbluff the first part of the week for a visit with his daughter Mrs. M. J. Anjal.

Brakeman M. U. Porter who has been on his homestead at Ashby for the last couple of months returned to work.

J. W. Davis, H. Mills, J. McAnespie and S. Shaffner are new brakemen on the Alliance division, employed this week.

Brakeman F. L. Root returned to work Tuesday after having been off work ten days.

Mrs. F. L. Given went to Omaha Saturday on 44, returning on 43 Tuesday.

Brakeman R. Richey who has been spending a few days on his homestead near Newcastle returned to work Monday.

L. Jackson who was formerly call boy on this division returned to Alliance Wednesday.

Switchman P. H. Dittmore went to Bridgeport Sunday for the day.

H. P. Wolfe, agent at Antioch, went to Rushville Monday to be examined on account of being drafted. He returned to Antioch on 43 today.

J. R. Brennan, operator at Provo, went to Antioch to relieve Mr. Wolfe in his absence.

Mrs. C. F. McDonald of Crawford left this week for Casper, Billings and other western points.

Switchman J. T. Kaylor went to Lakeside Tuesday on business.

Miss Mabel Ormsby left on 43 Wednesday for Broken Bow for a visit.

Mrs. W. W. Johnson left Wednesday morning for Deadwood for a visit.

Mrs. H. V. Dedmore left on 43 Wednesday for Crawford.

Mrs. E. L. Knapp went to Broken Bow on 44 Wednesday.

Brakeman G. S. Vogel has resigned and left on 301 Wednesday night for Denver.

Fireman C. J. Clarke and wife went to Morrill Wednesday.

Mrs. R. P. Monfort went to Crawford on 43 Wednesday for a visit.

Mr. and Mrs. T. H. Naylor went to Ansley Wednesday where Mr. Naylor will be employed as operator permanently, relieving C. T. Anderson, who has resigned.

Misses Thelma, Esther and Mildred Dedmore left on 43 today for Casper for a visit.

Elmer B. Kronvall and P. I. Beach who were among the first drafted were examined this week passing the examination. The railroad company has filed industrial claims for exemption for both.

Vice president's special will leave Lincoln 8 o'clock Monday evening for inspection trip over lines west.

They will make the trip Lincoln to Edgemont the first day, and make trip over Sheridan and Casper division, Billings, Sterling and Denver. Division Superintendent Weidenhamer and General Superintendent Young will accompany them.

L. L. Smith and wife returned last night on 42 from a two weeks' trip in Sterling, Ill., at the home of his folks. They also visited Chicago and other eastern points.

Stockyards foreman and wife returned today after spending twelve days in Portland.

Last week William Davidson threshed an average of thirty bushels of winter wheat from a fifty-acre tract.

Twenty-one and a half bushels of winter wheat to the acre is the record of the threshing at the R. L. Harris place east of Alliance last week.

Madison. He graduated in June and then entered the training camp.

Thos. E. Stuart of Council Bluffs, Iowa, engineer, arrived in Alliance this week to start the preliminary work on the potash plant to be built at Antioch by the Alliance Potash Company. The work of construction will start as soon as plans for the plant are completed. Work on the side track will start immediately. The company has purchased additional land and no more fifty rods for trackage east of the site.

Horace Bogue, Alliance merchant, now on an eastern business trip.

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."

Writes to the Herald editor from New York City, enclosing a picture of the Hotel Pennsylvania, yet to be constructed, which will be twenty stories in height and contain 2,200 bedrooms. Mr. Bogue says, "This is a picture of what will be—the future is or has been. Even the what has no terrors for the photographer."


YOUR OPPORTUNITY TO GET AN ELECTRIC MOTOR FOR YOUR SINGER SEWING MACHINE WITHOUT COST TO YOU

The first fifteen purchasers of a Singer Sewing Machine are going to be provided with the opportunity of getting in on the Free Electric Motor proposition.

If you are in the market for a sewing machine, your opportunity is at hand to get the old reliable Singer, and in addition there is the electric motor proposition.

Write to me today. I'll call and explain.

CHAS. D. ROY, Agent.
SINGER SEWING MACHINES
 BOX 974 ALLIANCE, NEBR.



The Bread We Bake

travels but a short distance from our ovens before it comes into your possession.

No strenuous handling due to long-distance shipping, but

FRESH FROM OUR OVENS

How it looks when illustrated

"It was a very embarrassing situation, and made me feel like a fool."

F. F. STEPHENS BAKERY

PHONE 649 207 BOX BUTTE AVE.

The Economy of Buying A Hudson Super-Six Now

Market Conditions Make Present Supply and Prices Uncertain

This is not an announcement of an increase in price. We do not even know that a price increase is intended or will be necessary.

But we do know that there never was a time when it was so difficult to forecast either the price that must be paid for raw materials or to know how to plan for the future market requirements.

The accompanying table shows how the rising prices of raw materials have affected the Hudson Super-Six. The prices of all automobiles and manufactured goods of practically every kind have been similarly affected.

Everything has increased in price during the past two years. There is no indication that top prices of raw materials have yet been reached.

Serious as that situation is, however, it is not as bad as are the newer conditions, which daily become more confusing.

When costs of all materials increase correspondingly prices adjust themselves. During the past two years we have seen prices mount higher and higher. The increases are approximately at the same ratio with all articles of merchandise. Therefore, the list price of an automobile is today relatively no higher than it was when it sold at from \$200 to \$300 less.

If these conditions continue it would not be difficult to meet them. The prices that must be paid in the future for materials out of which automobiles are built, and which thus affect the price at which those cars must be sold, are, however, the least of our present obstacles.

An all powerful and selfish buyer is in the market. He demands what he wants and no one has the power to oppose him. He is War. He takes the products of the world and at his will deprives all others of the use of the materials they may need. Today he threatens to stop certain industries for his need is not to be denied. Even War does not know from one day to another what he shall want next. So no one can definitely plan for the future.

He may want automobiles and if he does his wants must be supplied. He will require thousands of ambulances. This would affect the supply of pleasure cars. War does not stop to make repairs. He throws men, materials and money into the scrap heap with an extravagance impossible of imagination. The average life of a war ambulance on the battle front is 11 hours. So the difficulty now is in knowing how to plan for future requirements.

Materials for automobiles must be contracted for from twelve to eighteen months in advance of production. As things are now, the matter of price is of secondary importance. Will we have enough automobiles to meet requirements? We seriously doubt it. Surely people will continue to want cars. With the great prosperity that exists in this country, with the tremendous expenditures of the billions of dollars that are being put into circulation for war supplies, thousands of new buyers will want cars.

But the Government may want all our pleasure cars. If it does where are the cars to come from except out of the stocks that were intended to meet an expected normal demand. Assurance has already been given that privately owned automobiles are not to be commandeered.

There is a distinct advantage in buying your Hudson Super-Six today. It is not alone the advantage of a price that is based on a last year's material market. It is the advantage of obtaining delivery. Who knows how long that supply can be met?

We don't know how many cars we will be able to get. We know what has been promised, but the factory can give us no definite assurances as to the future. Our Hudson contracts are cancellable so far as deliveries are concerned, when cars may be needed for war purposes.

We have no assurances as to what price will have to be charged for the cars after we have had our present allotment and we do not know that we can even rely upon getting that allotment.

"It is an ill wind that blows no one good." War has always brought prosperity even to the countries most sorely afflicted. It cannot fail to have a similar effect on America. You can readily imagine what this will do in creating a greater demand for such a car as the Hudson Super-Six.

Isn't it natural to suppose now that power, speed, and particularly, endurance, are required as never before that the Hudson Super-Six will be the wanted car?

We cannot imagine how there can be enough Super-Sixes to meet the condition, so you see the advantage in getting your Hudson Super-Six now.

Today you can get it at a price not influenced by present material costs. You are assured of delivery. Neither the price nor the delivery, we are sure, can be guaranteed as to the future.

In Each 7-Passenger Hudson Super-Six the Following Amounts of Materials Are Used:

Our leather increase, which is one of the most important items, is 40 per cent. Other upholstery items have advanced 100 per cent. Our wheels have advanced 80 per cent in price; our front and rear axles 30 per cent; the components of our tires, rubber and cotton, have advanced 75 and 150 per cent respectively. We use 60 pounds of copper in each Super-Six; it costs 100 per cent more than a year ago.

	The Cost in 1916	The Cost Now	Increase in Per.
250 lbs. frame steel	\$1.35 per cwt.	\$5.25 per cwt.	289
355 lbs. sheet metal	2.75 per cwt.	8.15 per cwt.	297
110 lbs. aluminum castings	.28 per lb.	.50 per lb.	179
210 lbs. cast iron	13.25 per ton	43.00 per ton	325

Model	Price	Model	Price
Phaeton, 7-passenger	\$1650	Town Car Landaulet	\$3025