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Auto Plants Now Working on Low Producing Scale
Manufacturers Getting Ready for Introduction of New Models—Ford Makes High Output Mark.

By Universal Service.
Detroit, July 7.—Detroit automobile plants are now operating on greatly reduced production schedules, preparatory to the announcement of new model automobiles.
Now manufacturers are taking inventories, overhauling their plants, getting ready to handle the greatly increased demand for closed cars and preparing for the introduction of new models which promise to show some sweeping changes.
Practically every man laid off recently will be back at work within a week, according to executives. The period of curtailment, which will total about two weeks, will give many of the 200,000 people employed by the industry in Detroit a chance to enjoy a much needed vacation, particularly as it follows the busiest period in the history of the industry.
No Order Shortage.
The present curtailment is positively not the result of a shortage in orders. Although manufacturers are catching up on back orders for closed cars, they are still behind on deliveries. Naturally the demand is not as strong as it was two months ago, but it continues in a volume sizeable enough to warrant good production schedules.
An indication of the remarkable production and sales feat accomplished by the motor industry in the last six months is the Buick record, published exclusively by Universal Service. In the Buick Motor company's fiscal year, ending August 1, production will exceed 200,000 cars. This is 15,000 beyond all calculations made by the company a year ago.
Production for the first six months of the calendar year will approximate 111,000 cars with June totals included but not yet verified. Production for the first five months was 53,000 and with June output estimated at 15,000. This includes the output of the Flint, Detroit and Canadian Buick plants. The June total is smaller than previous months due to stock taking, according to officials.
Hupp Breaks Record.
Hupp sales for the first quarter which materially exceeded all previous records, was smashed by those of the second quarter. The sales for the first six months totaled 24,000 cars compared with 17,538 for the similar period a year ago. A new Hupp model is due on the market next week. It will be available at a slight increase over the present car. Chevrolet produced 45,000 cars in June and is working on a schedule of 50,000 during July. Ford production for June was 175,038, a new high monthly mark. The July schedule calls for an output of 170,075 cars.
Expansion Program.
Palge-Jewett deliveries for June totaled 4,624 cars.
Cadillac has announced the beginning of an expansion program which includes the erection of three new foundry units. Work on these will start at once and it will increase its

American Auto Makers to Learn From "French Ford"
Citroen to Show French Way of Treating and Paying Workmen—Says U. S. System of Pay Is Mad Series of Complications.

Paris, June 9.—Andre Citroen, who delights in his title of "French Ford," will invade America next year and show the American automobile industry something new.
The something new won't be the cars, nor the mass methods of production. The Citroen car is a graceful, light automobile, almost ladylike in its delicate line, but its construction presents few novelties. The Citroen methods of mass production were copied from those in use at Detroit.
What Citroen will show America will be the French way of treating and paying workmen.
"In France," M. Citroen told Stephane Lauzanne of the Matin, "the salary has a primordial virtue; its calculation is so simple that a child could comprehend it. In America the question of salary is a mad series of complications. The complexity of it is strange to any visitor."
"Side by side, two workmen in an American automobile factory will be working on the same thing, one paid by the piece and the other by the day. Premiums are so infinitely varied that nobody was able to explain them to me."
"I said as much to Samuel Gompers, and Gompers replied: 'What you say is true; I have fought against that very system, or lack of system,

force very materially in the next two weeks."
One of the most important developments of the year is expected to follow the sale of the Liberty plant and property July 17. At present writing it seems certain that Columbia will be the successful bidder. A third company now in bankruptcy will be taken over, it is said, and merged with these organizations to bring out a car that should prove the innovation of the year.
Boston bankers assumed control of the Wills Sainte Claire at the reception auction sale held in Marysville Tuesday, when the Kidder Peabody Co. took over the plant and property for \$750,000. The firm name has been changed from C. H. Wills & Co., to the Wills Sainte Claire Motor Co.

Field Club Called "Front Yard of Morton Meadows"
The Omaha Field club is going to be called "front yard of Morton Meadows," in circulars which Harrison, Morton, realtors, will issue this week advertising a new addition which has been developed by George T. Morton, former chairman of the Omaha city planning board.
Morton Meadows is on the north side of Woolworth avenue, and adjoins the Field club on the west. The Field club property is public ground, and according to Mr. Morton, will always be a golf course, and a park as well, when the Field club gives it up.
Douglas Location Sold.
Benjamin Chait, an east side merchant, has purchased for investment the property at 1211 Douglas street for \$15,000, the purchase being made through the H. A. Wolf company.

Space in Demand in New Building
Over Half of Bankers Reserve Building Is Already Leased.

George & Company, rental agents for the Bankers Reserve Life building, now being erected at Nineteenth and Douglas streets, have prepared charts showing that 61.3 per cent of the rentable area in the building is under lease for five years or more.
The building contains 51,495 square feet of rentable area, 31,593 of which is now leased.
Following is a list of those that have signed leases for space in the new building:
The Bankers Reserve Life company, Alfred H. Eitzen, John M. Gilchrist, J. H. Adams, Dr. A. P. Overgard, Dr. Erskine M. Barnes, Dr. M. T. Hill, Dr. Joseph A. Weinberg, Lynn Robert G. Drake, Dr. Edson L. Bridges, Dr. W. O. Bridges, Dr. C. J. Rooder, Dr. Charles H. Waters, Dr. J. Jay Keegan, Dr. Henry Lemere, Dr. John J. Gannister, Dr. Arthur D. Dunn, Daniel A. Johnson, John A. Brucen, E. Y. Griffin, Jr., W. H. Thompson, Dr. W. L. Williams, Dr. David Isaac, Dr. John E. Summers, Dr. J. H. Conner, Dr. Grant Williams, Earl Johnson, C. T. Spier and company and I. Silberstein.

Disabled Veterans to Seek State Bonus

Dr. J. A. Tamsica of Omaha, newly elected state commander of the Disabled American Veterans of the World War, has announced the intention of his organization to wage a fight for a state bonus in Nebraska.
In a letter to all chapter commanders, he declares that the \$2,000 appropriation made by the Nebraska legislature for destitute former service men has failed to supply the intended needs.
"Not only do the Disabled American Veterans fight for their own benefit, but for the benefit of every ex-service man in the state, the letter says. The Disabled American Veterans was the first organization of ex-service men to go on record favoring a state bonus and it is for us to see that the issue is waged to a successful conclusion."
"I feel confident the people of Nebraska are just as anxious to vote for this legislation as were the people in all the states adjacent to us," the letter says.

Shuler Commended by Eppich for Real Estate Board Work
I. Shuler, chairman of the home builders and subdividers division of the National Association of Real Estate Boards, has received a letter of congratulation from President Eppich of the national association for the work done by the subscribers' division this year.
Mr. Eppich said:
"Personally I want to congratulate you upon the unqualified success of your committee organization. Much of the success of the convention was due to your work and you have merited the reward of the conscientious servant, credit for yourself and much good for the national association."

Real Estate Transfers.

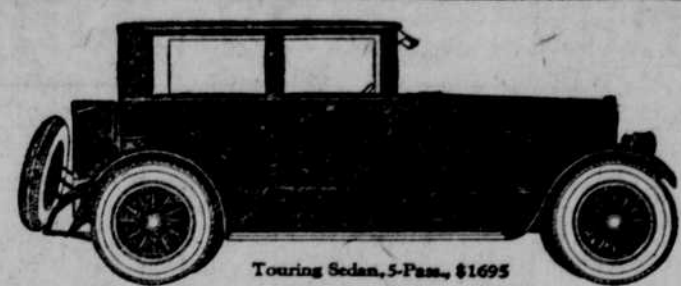
- Central.
Leah Riseman to H. J. Ehorn, 4548 Chicago street, \$1,800.
H. J. Ehorn to Lillian B. Cavar, 2548 Chicago street, \$1,800.
Carrig Johnson to Sarah H. Joslyn, 1115 North Twenty-fourth street, \$10,000.
David Lipsey to H. A. Wolf company, undivided half 1211 Douglas street, \$5,000.
H. A. Wolf company to Benjamin Chait, 1211 Douglas street, \$15,000.
T. F. Kennedy to Katie G. Frues, 669 South Twenty-eighth street, \$15,000.
West Farnam.
E. M. Slater to R. E. Berry, 4123 Harnsey street, \$5,200.
North Side.
Barker company to H. L. Karrer, Earl and more avenue between Twenty-fourth and Twenty-seventh streets, \$2,150.
Elizabeth Chambers to E. C. Nimmer, 4417 North Twenty-first street, \$4,500.
Alloys Hamm to C. E. Redfield, 3556 North Twenty-ninth street, \$1,000.
S. G. Converse to F. A. Masinda, 2805 Sherman avenue, \$5,000.
William Kavanaugh to C. B. Graham, 4513 Florence boulevard, \$1,100.
Vacley Vancouver to Minnie Klatt, 1128 North Twentieth street, \$2,200.
Mamie D. Tetterton to Joseph Rocafort, 2112 Sherman avenue, \$8,400.
Vana street, \$7,500.
Anna E. Munster to Lucy M. Rutherford, 2420 Temple street, \$4,750.
Dundee.
Mary E. Chapman to J. W. Barth, 1015 California street, \$4,750.
R. N. Towle to Ida E. Mateta, north-east corner Happy Hollow boulevard and Howard street, \$7,500.
Howard street, \$7,500.
Cleo Durnell, 933 North Fifteenth street, \$4,900.
Anna B. Van Hook to A. Brown, 1309 North Fifty-third street, \$11,500.
Saul Levy to E. A. Rose, 4514 Dodge street, \$14,100.
Hanscom Park.
Richard Collins to Gertrude J. Coon, 2514 South Thirty-second avenue, \$7,000.
Bemis Park.
Freeda Fish to A. W. Sawald, 1422 Charles street, \$7,000.
E. E. Austin to Ben Garrop, 3415-16 Cass street, \$12,400.
Southwest.
Anna M. Young to J. M. Young, south-east corner Forty-third and Center streets, \$6,000.
Cathedral.
J. J. Sheehan to Florence A. Jancock, 611 North Fortieth street, \$15,000.
South.
Jeanette Yora to S. M. Perkins, 3511 Marcy street, \$2,600.
S. M. Perkins to Jeanette Yora, 1542 South Twenty-fifth street, \$2,500.
F. G. Immesmann to O. H. Wilson, 1555 South Seventeenth street, \$4,900.
Berka & Muhl to F. J. Pycha, 1602 Oak street, \$4,700.
C. C. Natchell to Veronika Dostal, 2224 South Sixteenth street, \$6,700.
West Leavenworth.
C. H. Rice to W. L. Thompson, 4423 Marcy street, \$6,300.
Boren Jensen to Peter Nelson, 4581 Mayberry street, \$5,200.
Northwest.
J. E. Ellisdick to C. L. Hushak, 4529 Ohio street, \$5,000.
Toledo to Madis I. Gibson, 3520 North Forty-fifth avenue, \$4,500.
North Carson to Jennie E. Kenney, forty-fifth avenue between Corby and Miami streets, \$2,900.
C. C. Jensen to August Wilke, Boyd street between Forty-second and Forty-third streets, \$4,000.
Henson.
Ella Westergard to C. F. Noe, 3313 North Fifty-third street, \$9,000.
E. M. Thompson to Peter Nelson, 922 South Thirty-ninth street, \$3,800.
Misses Lusa.
Emma C. Lindley to W. J. Jennings, southwest corner Minnie Lusa avenue and Hauman street, \$5,000.
Sales Total \$68,950.
The Burt C. Fowler company reports sales closed during the past 30 days aggregating \$68,950 as follows:
409 California street to G. P. North, \$15,000.
1502 Pine street to Mrs. Jennie Condon, \$11,500.
4929 Cass street to M. L. Donovan, \$11,000.
1218 North Fifty-second street to Phil Kolling, \$7,500.
2209 South Twelfth street to B. J. Meyerpeter, \$4,200.
Business lot corner Thirtieth and Hauman to G. Turner Barnes, \$5,000.
Lot on Fifty-third street between Evanston and Wayne Bely, \$2,500.
Lot on Forty-fifth avenue, just north of Cumming, to Annie Anderson, \$1,000.
Lot on North Fifty-third street just south of Center to Frank C. Thomas, \$1,000.
Lot on North Forty-fourth near Spaulding to James Kaziska, \$1,000.

Omaha Investor Buys Two Business Corners

L. B. Johnson, Omaha investor, last week purchased two business corners for \$20,000 each.
One was the northwest corner of Twenty-third and Cumming street, 66 feet on Cumming and 83 feet on Twenty-third, improved with three frame store buildings.
This property was purchased by Oscar L. Peterson, who in 1920 paid \$12,000 for it. Mr. Peterson bought the property from the Bouquet estate.
The other property was the southeast corner of Twenty-eighth and Douglas streets, 75 feet on Douglas and 120 feet on Twenty-eighth. This property is also improved with three frame buildings, residences.
It is speculative business property and was purchased from Harrison & Morton. The property was purchased by Harrison & Morton in January of 1920 for \$11,500.
Mr. Johnson expects to erect new buildings on his Twenty-third and Cumming property.
Harrison & Morton negotiated both deals.

Start Another House in West Dodge Acres Soon

Hastings & Hayden will start the erection of another house in West Dodge Acres addition this week. This house will be for Berne Holmquist who has bought a tract on Dodge street. His house will be about half a block back from the street.
This addition is the old Langan farm tract of 265 acres on West Dodge road, opposite the peony farm. It is regarded as the biggest piece of real estate development ever done in Omaha.
Sales are now being made in West Dodge at an average of four or five a day, according to Hastings & Hayden, realtors, who developed the tracts.

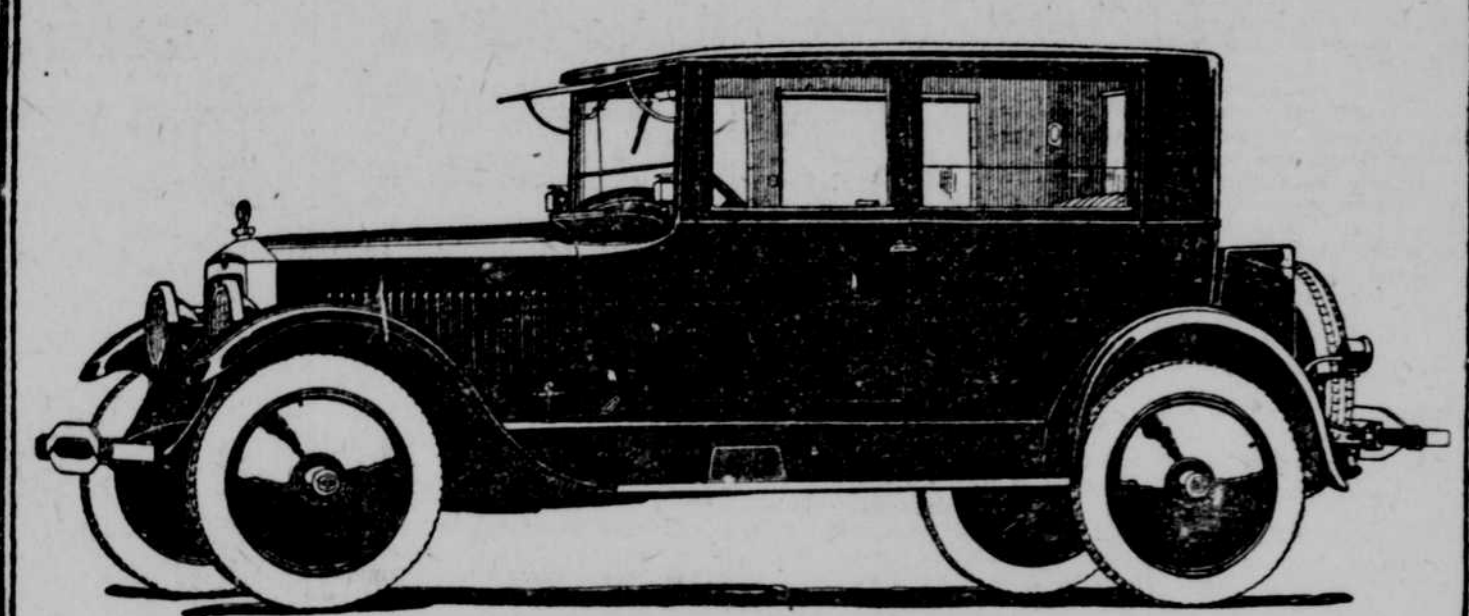


This steel-top Touring Sedan unites open-car range, closed-car comfort

No soft-top makeshift here, but standard steel top panels that run flush to the eaves. Wide 29-inch doors admit large folks easily. Hand-fashioned coachwork, sturdy as the Stephens chassis. Sunny Sorrento blue body enhances black fenders and radiator—bright nickel accents in lamps and hubcaps. Interior in rich taupe velour—intimate yet roomy. Wide 45-inch rear seat. Full-upholstered front chairs fold forward. Complete from cowl ventilator to power tire pump and touring trunk. Last and best—a 59-horsepower motor of thrilling range and response, with manifold inside cylinder head gives new zest to road and ride. A dream to drive! See this Touring Sedan today.

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STUDEBAKER BIG-SIX FIVE-PASSENGER COUPE \$2550



The Big-Six Coupe Offers a Rare Combination of Elegance and Utility

Into the Studebaker Big-Six five-passenger Coupe have gone, without compromise, the finest design, materials, workmanship and the best of Studebaker's 71 years' experience.
Nothing has been left undone to make this big, roomy coupe as fine an enclosed car as can be built.
Certainly no car performs more brilliantly or is more reliable. None possesses greater beauty or is more luxuriously comfortable. None is more enjoyable to drive—and no other make of car is more completely equipped.
You will appreciate the generous roominess of this Big-Six Coupe, its sterling quality of body and chassis and its wealth of refinements—including the large trunk; extra disc wheel complete with tire, tube and tire cover; handsome nickel-plated bumpers, front and rear; courtesy light; motometer; flower vase; clock; aluminum-bound running boards with corrugated rubber mats and step pads; rear-view mirror, automatic windshield cleaner, glare-proof glass visor, and many others.
The Big-Six Coupe offers every requisite for lasting satisfaction—yet its selling price is considerably lower than one would have to pay for any other make of car of comparable quality.
Its low price is due to large volume and to the fact that Studebaker overhead is shared by three models—all sixes. Then, too, only one manufacturing profit is included in the Big-Six price because all vital parts are manufactured in Studebaker plants.
Studebaker has been building quality vehicles for more than two generations. The name Studebaker stands for quality, durability, comfort and integrity.
Power in surplus measure to satisfy the most exacting owner

MODELS AND PRICES—f. o. b. factory			
LIGHT-SIX	SPECIAL-SIX	BIG-SIX	
5-Pass. 112" W. B., 40 H. P.	5-Pass. 119" W. B., 50 H. P.	7-Pass. 126" W. B., 60 H. P.	
Touring..... \$995	Touring..... \$1350	Touring..... \$1750	
Roadster (3-Pass.)..... 975	Roadster (3-Pass.)..... 1325	Speedster (3-Pass.)..... 1835	
Coupe-Road (3-Pass.)..... 1225	Coupe (3-Pass.)..... 1975	Coupe (5-Pass.)..... 2550	
Sedan..... 1550	Sedan..... 2050	Sedan..... 2750	

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THE PRIDE THAT COMES FROM PERFORMANCE
SOME are proud of the car they drive because of the nameplate on the radiator. Others find a more enduring pride in the daily dependability of the automobile. We sell a good car and so serve the owner that he is proud of his automobile every time he drives.
OUR ANNOUNCEMENT WILL BE MADE IN A FEW DAYS
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