

BRIEF CITY NEWS

Lighting Fixtures—Burgess-Graden Co. Have Root Print It—Now Beacon Press. Omaha Printing Co.—Estab. 1859. D. 2535.

Presbyterian Hospital, 1240 S. 10th St. Frack-Falconer Co., 24th and Harney undertakers, embalmers. Douglas 887. We have guaranteed electric irons for \$2.98. Wolfe Electric Co., 1510 Farnam.

Knew He Was Not Drunk—"I may have been intoxicated, but I know I was not drunk," said Charles Curtin in police court. Curtin was discharged and given a job driving spikes on the railroad.

Only Way in New Building—The Omaha Transfer company is the first of the tenants to move into the Woodmen of the World building. This company has taken rooms on the ground floor of the Fourteenth street side.

Singer Not to Appear—Miss Josephine Durfee, who arrived Sunday from Kansas City to sing with Conway's band at Manawa this week, will not be able to appear as she has been forced to go to a local hospital for a surgical operation.

Bentley Bound Over—W. F. Bentley was bound over to the district court under \$100 bonds from police court on the charge of embezzling \$100 from the Transmississippi Grain company. Bentley lives at Hoone, Neb., and has been a clerk for the company in the Omaha office several months.

Special Trains to State Fair—The Missouri Pacific has lined up its state fair service and in addition to the regular trains specials will be run Wednesday, Thursday and Friday of fair week, leaving Auburn at 5:15; Nebraska City, 6:30, and Talmage at 5:30 o'clock each morning, arriving in Lincoln about 9 o'clock.

Will Discuss Taxing Arteries—Commissioner Dan Butler's ordinance taxing all arteries under sidewalks will be discussed publicly at the meeting of the committee of the whole next Monday. Action on the measure was to have been taken today, but it was postponed at the request of Harry Zimman, who represents protestants.

Crop Report Shows State to Be in the Best of Condition

The Burlington's crop report for last week shows an abundance of rain all over Nebraska, the precipitation ranging from one to four inches, the greatest being at Fairmont. On the west end of the McCook division, where rain was needed, the precipitation for the week ranged from one-half inch to two inches.

Relative to corn the report indicates that with the exception of a few limited areas, the yield, barring an early frost, will exceed that of last year and be much above the average.

Fall plowing is fully half finished and the sowing of next year's crop of winter wheat has commenced, with indications that owing to the fine condition of the ground, the acreage will be greatly in excess of this year. Prospects for an immense crop of potatoes continue good. Fruit prospects were never better and the apples where orchardists have taken care of their trees are in prime condition.

Split Denies He is Man Found Dead

The identification of the body of the man who was found dead on the Burlington tracks near Gibson last Saturday as that of Charles Split has been refuted by Charles Split himself, who turned up in person to R. B. Armstrong, coroner of Sarpy county. Coroner Armstrong has not yet identified the body and there was no mark of identification on the dead man's clothing. He was apparently a laborer about 45 years of age and poorly dressed.

48 Engineers Built this HUDSON as a Four-Cylinder Masterpiece

Howard E. Coffin and His Specialists Now Offer the HUDSON "37"

It is Here Now—Come, See It

These 48 Engineers—Gathered From Everywhere—Have Had a Hand in Designing Over 200,000 Cars of 97 Well-Known Makes

There are more high salaried, widely experienced automobile engineers on the HUDSON Engineering Board than in any similar organization in the world.

At the head of this body—now 48 in number—is Howard E. Coffin, America's leading designer and builder of six famous cars.

No one disputes his pre-eminent position as the leader of automobile engineering progress. His associates have been gathered from nearly every important automobile engineering organization of the world.

There are men on this Board who were the chief engineers of leading concerns. Every automobile building nation has its representatives here.

There are representatives from Germany, France, England and Italy, as well as from America.

Combined they have had a hand in building more than 200,000 cars of 97 well-known makes.

They Are Specialists—Every One

No one man can ever hope to know as much about automobiles as these men, working in unison, know.

Each is stronger for being associated with so many other experts.

Each is a specialist. Each possesses a knowledge and an ability not possessed by his fellows.

In the same way that a base ball manager in building a strong team chooses specialists who excel at certain kinds of play—at pitching, catching, batting, and base running—so Howard E. Coffin, four years ago, set out to organize the strongest body of automobile engineers to be had.

The world was his field. If a man had shown that he could get more power out of a motor than any other man had been able to get, or if one proved he could simplify work others had more crudely begun, he was induced to join this organization.

Still, there are men here who know nothing about automobile chassis designing but who know everything about creating beautiful body lines.

Some who know how to make comfortable seat cushions and backs with soft upholstery that will retain their easy qualities and not break down, were added to the organization.

Never before in any other car was so much thought given to these important items of comfort. It is a dominating characteristic of the New HUDSONS.

Worked Two Years

The result of two years' work—the master work of all these men—is shown in the New HUDSON cars.

As the experimental cars were completed, they were sent with a corps of experts and drivers who knew all road conditions, over every imaginable kind of road.

The cars were tried out last winter over roads practically impassable to other vehicles. Snow and mud and the worst weather did not interrupt these tests.

Officers of the company rode on these test trips. They demanded more emphatically than any owner can ever demand, that the quality of the New HUDSON cars should be thoroughly known to them.

The Allegheny mountains became our testing ground.

No road was too rough, too steep, too dangerous or too long for these cars to be driven over at maximum speed.

A driver—winner of many road races in America and abroad—who knows no fear—drove at top speed up rough mountain paths, through bottomless roads of mire and over every conceivable surface that a vehicle can be sent, to prove that the car has the stamina, the power and the comfort to do the work and do it with minimum fatigue to the passengers.

Consider the Stake

In reading the claims which are made for this car, consider how much is at stake on it.

The HUDSON Company has millions at stake. The future of the HUDSON will depend entirely on this car's performance.

Howard E. Coffin, now the leading American designer, has all his present prestige and future fame tied up to the car, which represents his idea of perfection.

And 48 engineers in the front rank of this industry have all agreed that the HUDSON "37" represents their highest accomplishment. The future of all of them depends on this car's making good.

There was never a car on which so many men had so much at stake as the HUDSON Staff has on this. There was never a car of which so many big men said, "There is no part of this car which we know how to build better."

Consider these facts when you read the claims we make for this, the latest of the HUDSON cars.

Every HUDSON a Success

Such a body of experts render mistakes next to impossible. A dozen men check every move of each individual.

Your knowledge of American automobile history tells you that every HUDSON car of each model has been a brilliant success.

There is not the slightest question about that. The secret of such constantly increasing quality as has been shown each year in HUDSON automobiles is due to the fact that the best engineering brains in the world are used in their building.

We regard it as the most essential part of an organization. Forty-eight experts are bound to think faster, are bound to create more new features, are bound to build a more thoroughly proportioned car than any one man can ever hope to do.

No one man's personality, no one man's experience, can overshadow that of either of the other 47 except in the details which he knows better than the others know.

Such is the pedigree of the New HUDSON Cars. It is nothing short of a romance of engineering achievement. No other automobile ever so completely represented what many trained men could do. None other ever bore such unmistakable evidences of advancement and quality.

THE SOCIETY OF THE BEE-HIVE

By MELLIFICIA. Omaha, August 19.

I CHANCED to pick up a copy of Life the other day containing a little tale with a moral about "The Man with an Extravagant Wife."

Knowing more than one extravagant wife in my circle of acquaintances, I naturally looked to see what kind of a package was here handed to poor "her," and how much undeserved pity was being poured out on the abused "him."

But I am glad to say it didn't read that way at all. The irrepressible extravagance of the otherwise gentle, sweet, loving, kind, efficient and thoughtful helpmeet merely forced the wretched husband to buckle down to harder work to earn enough money to supply all the luxuries she demanded, and which he had not the heart to refuse.

So, in spite of himself, with this spur constantly goading him on, he became a multi-millionaire, and one day, when an inquisitive reporter asked him for the secret of his success, he told him that he owed it all to his wife's extravagance.

Of course, I don't know why I should repeat the story to the good wives of Omaha. I might guess, however, that if wifely extravagance were the secret of success, Omaha would be full of mighty rich men.

Returning from Summer Resorts.

Mrs. George Patterson and son, Kenneth Patterson, returned Sunday from a delightful visit with Mrs. W. B. Millard at her summer home at Richards' Landing, Ontario, Can. Other guests at the home of Mrs. Millard are Mrs. A. K. Gault, Miss Silver and Miss Amy Silver.

Mr. and Mrs. E. A. Benson returned Saturday from a trip to Chicago and the Great Lakes.

Dr. and Mrs. O. F. Hoffman returned Saturday from a stay of several weeks in New York and Atlantic City.

W. D. Williams has returned from a fishing trip in Wisconsin.

Mr. Sol Bergman and daughters, Misses Evelyn and Henrietta Bergman, have returned from an extended visit to Lake Minnetonka and Minneapolis.

At the Field Club.

W. M. Chambers had four guests at supper Sunday evening at the Field club; J. A. Sheehan had seven guests; C. H. Boyles, two; Albert Krug, eight; Frank T. Hamilton, five; Lee Herdman, eight.

Tuesday Mrs. W. L. Unsicker will entertain eight guests at luncheon; Mrs. George Haverstick will entertain eighteen guests.

Birthday Surprise Party.

A surprise party was given Saturday afternoon in celebration of the eleventh birthday of Master Joseph Buggy. Those present were:

Messes—Ether Buggy, Madeline Buggy, Ethylene Flemming, Vernon Seaguit. Masters—Ellis Flemming, Harold Penn, Robert Cooper, Charles Sykes, Stanley Clarke, Albert Seaguit, Richard Buggy, Joseph Buggy, Orville Burger.

Post Nuptial Shower.

Mr. and Mrs. Martin Oberst and Mr. and Mrs. Irving Arey entertained at a post-nuptial shower Saturday evening in honor of Mr. and Mrs. Byron Oberst. An unusual entertainment was planned. Besides the program of instrumental and vocal music and readings, a one-act comedy was given by Mrs. Arey and Miss Edith Hootenauer.

The newly wedded couple received many gifts and the latter part of the evening refreshments were served. Those present were:

Mr. and Mrs. Byron Oberst, Mr. and Mrs. D. K. Gillespie, Mr. and Mrs. J. P. Healy, Mr. and Mrs. Fred Roseford, Dr. and Mrs. H. W. Allwine, D. and Mrs. R. E. Marble, Mr. and Mrs. Martin Oberst, Mr. and Mrs. Irving Arey, Mrs. Jones.

Messes—Alice Marshall, Edith Hoopengartner, Mollie Maitag. Messrs.—George Healy, Dr. Julian Allwine, Archie Murrigh.

At Happy Hollow.

Mrs. Walter Silver will entertain at luncheon September 4 at Happy Hollow in honor of Madam Regina Linné of Chicago, who will give an artists' recital Tuesday evening, September 3, at Happy Hollow. While in Omaha Madam Linné will be the guest of Mr. and Mrs. Silver.

Supper parties at the club Sunday evening were mostly small ones. C. H. Marley had covers placed for two; Dr. W. O. Henry, two; John McDonald, three; Edward Zabriskie, two; M. Edgerly, three; P. C. Hollinger, five; John Brownlee, two; Dr. E. T. Manning, six; Frank H. Brown, two; E. A. Benson, two; Roger McKenzie, two; T. S. McShane, two; W. D. Williams, four; Samuel Rees, sr., two; F. J. Burchmore, three; Taylor Belcher, five.

At the Country Club.

Country club members were out in large numbers Sunday evening and several supper parties were given. Harry E. O'Neill entertained as his guests Misses Dalav Doane, Gwendolin White, Stella Hamilton, Mary Alice Rogers, Messrs. A. B. Warren, Earl Gannett, Dr. LeRoy Crummer and Harry E. O'Neill.

Miss Amy Gilmore entertained ten guests in compliment to Miss Lucile Schraubstadter of St. Louis.

Stockton Heth had as his guests Mr. and Mrs. W. S. Poppleton, and Mr. and Mrs. George Prinz.

Smaller parties were given by E. T. Swobe, who had covers placed for four; E. H. Sprague, six; C. C. Chase, four; J. S. Brady, four; D. A. Baum, three; W. J. Coad, five; E. E. Cope, six; Lawrence Brinker, two.

In and Out of the Bee Hive.

Arthur Reum of Chicago is spending a fortnight visiting his parents, Mr. and Mrs. Martin Reum.

Henry Arden of Chicago is the guest of Clarence Reum.

Miss Eunice Holmes has gone to Lake Osakis, Minn., where she will remain a month.

Miss Minnie Anderson of Chicago formerly of this city is visiting Miss Edith Hamilton.

Harry E. Byrne, T. H. Matters, Jr., and William A. Jackson spent the week-end in Milwaukee.

Mrs. Joseph P. Frenzer and daughters, Josephine and Jene, are guests of Mrs. Edward J. Schmitt.

Miss Catherine Morrison and Miss Eva Beach have gone to Yellowstone park on an outing of two weeks.

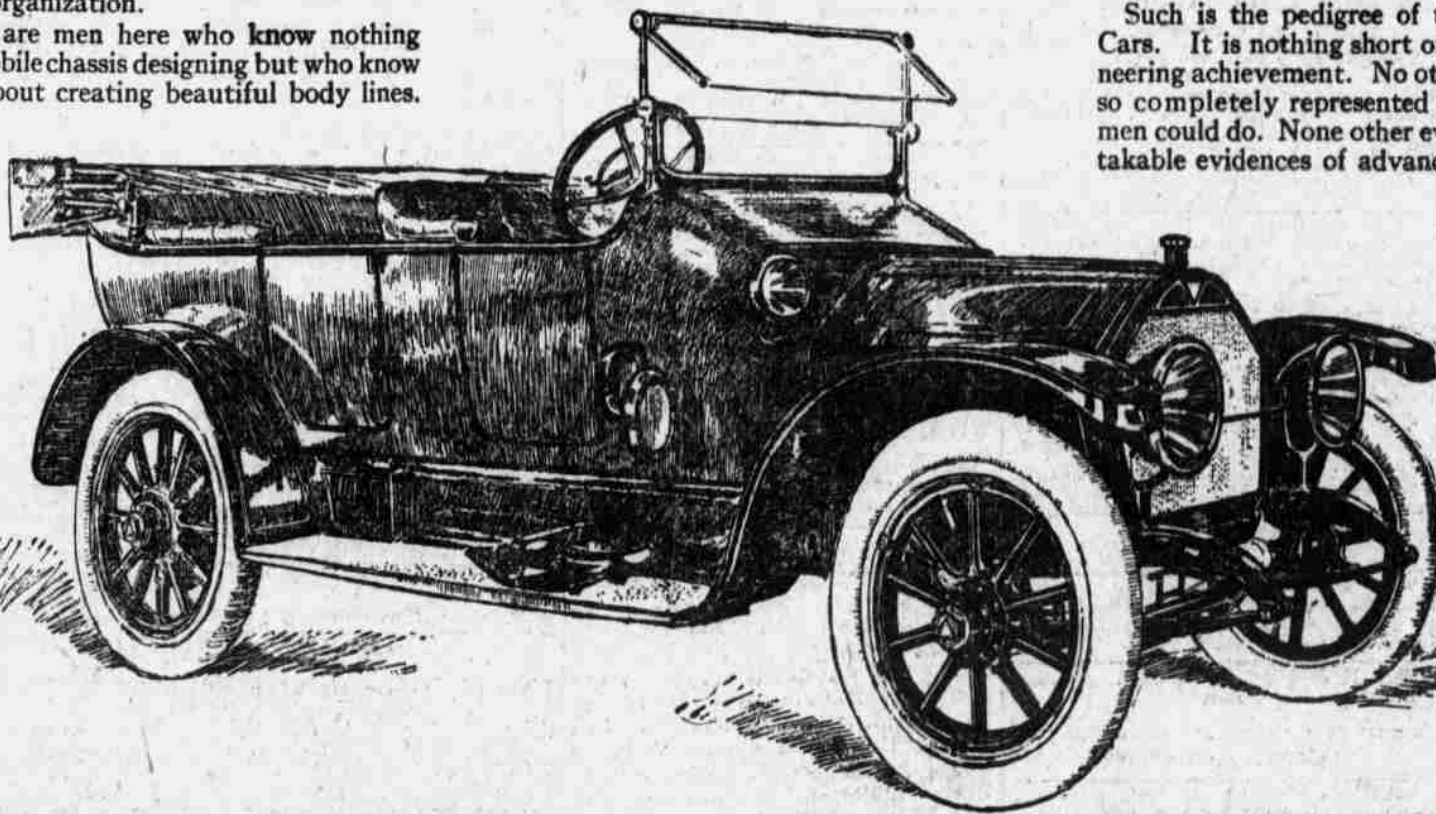
Mrs. E. R. Ault and Mrs. Carpenter of Lincoln and Mrs. E. H. Wilkinson of Omaha, have gone to Sheridan, Wyo., for a month's visit with Mrs. Fred Bolshaw.

Miss Mary Barchus of Yorktown, Ia., Misses Fannie Krycek, Nettie Jordan and Ruth McDonald of Omaha, who were delegates to the north district biennial convention of Royal Acnetes, which convened in Lincoln August 15 and 16, were the guests of Mrs. G. W. LaFollette and Mrs. George L. Griffen, following the convention.

Dr. Elda Walker and Miss Lena Walker of Lincoln, and Miss Grace Ernst of Omaha, accompanied by two university students, have returned from six weeks spent in western Nebraska, where they went to study the algae and flora conditions of the sand hills. The Misses Walkers are instructors in the botany department of the University of Nebraska.

Potato Salad.

Cut cold boiled potatoes in cubes until you have one and one-half cups. Chop finely three hard-boiled eggs; mix with two tablespoonfuls of pimentos (red peppers) and one-half tablespoonful of chopped chives. Mix all the ingredients with some good cream dressing. Serve in a salad bowl on lettuce leaves.



Electric Self-Cranking—Electrically Lighted

Electric Self-Cranking. Automatic. Will turn over motor 30 minutes. Free from complications. Simple. Positively effective.

Electric Lights. Brilliant head lights. Side lights. Tail lamp. Illuminated dash. Extensive lamp for night work about car. All operated by handy switch on dash.

Ignition. Integral with electric cranking and electric lighting equipment. Gives magneto spark. Known as Delco Patented System, the most effective, efficient yet produced.

Speedometer. Clock. Illuminated face. Magnetic construction. Jeweled bearings. Registers up to 60 miles an hour. Eight-day keyless clock.

Windshield. Rain vision and ventilating. Not a makeshift. Not an attachment. A part of the body.

Upholstering. Sofa type. Highest development of automobile upholstery. Soft, flexible, resilient. Comfortable positions. Hand-buffed leather—the best to be had. 12 inches deep.

Horn. Bulb type. Concealed tubing.

Demountable Rims. Latest type. Light. Easily removed. Carry 30" x 4" Flak tires—heavy car type. Extra rim.

Top. Genuine mohair. Graceful lines. Well fitted. Storm curtains. Dust envelope.

Body. Note illustration. Deep, low, wide and comfortable. You sit in the car—not on it. High

backs. Graceful lines. All finished according to best coach painting practices. 21 coats—varnish and color. Nickel trimmings throughout.

Gasoline Tank. Gasoline is carried in tank at rear of car. Simple, effective, with two pound pressure. Keeps constant supply in carburetor either going up or down hill. Magnetic gasoline gauge constantly indicates gasoline level.

Wheels. Extra strong. Artillery type. Ten spokes in front wheel. Ten hub flange bolts. Twelve spokes in rear wheel. Six hub flange bolts. Six spoke bolts.

Bearings. All roller bearings. Thoroughly tested. Latest type.

Rear Axle. Pressed steel. Full adjustable, full

floating. Large bearings. Bent twisted steel shafts. Easily disassembled, an item which enhances the simplicity and get-at-ability of the entire car.

Models and Price. Five Passenger Touring. Five Passenger Torpedo. Two Passenger Roadster—\$1875, f. o. b. Detroit. One price to all—everywhere.

Simplicity. The HUDSON standard of simplicity is maintained. Every detail is accessible. There is no unnecessary weight. All fitting pieces are convenient. There are but two grease cups on the motor. Every unit is so designed that it can be quickly and easily disassembled. Think what an advance this is over even the previous HUDSON—the "35"—the "Car with 1000 less parts."

We are now demonstrating this HUDSON "37." Before a single car was shown HUDSON dealers had booked orders on which deposits were paid for approximately 1000 cars. All wanted for early delivery. You should act at once

Distributors for Nebraska and Western Iowa

GUY L. SMITH

2205-7 Farnam St., Omaha, Neb.

