

BRANDEIS TELLS GRAND JURY

Gives That Body Same Story He Received on Stand in His Defense.

TELLS OF PAYMENT OF MONEY

Informing the Grand Jury of Manner Money was Secured from Him by Mrs. Paul and Her Attorneys.

Arthur Brandeis, defendant in a \$20,000 damage suit brought by Mrs. Nellie Paul, appeared before the grand jury Monday in response to a subpoena.

It was said that Mr. Brandeis gave the same account of his experience with Mrs. Paul and her son, Clarence Risley, and the lawyers who shared the money with her, which he related to the jury last week in Judge Day's district court. This included the story of his payment of \$7,500, under threat to make public the charges preferred by Mrs. Paul, which he is now resisting in court. Evidence in the damage suit showed that Mr. Brandeis paid \$7,500 to Judge Irving F. Baxter, in November, 1912, and at the same time received written statements asserting that the charges were false.

MANAGER OF GUY L. SMITH'S AUTO SALESROOM.



R. W. CRAIG.

NINTH ANNUAL AUTO SHOW OPENED WITH MUCH ENTHUSIASM

(Continued from Page One.)

the truck exhibits in the basement and in the motorcycle exhibits in the balcony corridor.

Decorations Beautiful.

The decorating scheme was responsible for many exclamations of approval, especially from the women. The number of women who came to enthuse over the luxuriant limousines and dainty electric coupes and rich sedans was very large, and they were just as pleased as the men. The huge palms and fern plants which are stationed at every corner and turn excited the delight of the women, as did the drapery and the lighting effects.

Music Enlivens Scene.

Nebie's orchestra furnished melodies for the evening, and when a popular tango tune was played it took a great effort for a salesman to refrain from swinging a prospect through the steps of the maxie or vice versa, however the case may be. The orchestra proved a popular adjunct to the show, as the frequent applause, which followed a particularly popular piece, manifested.

None of the exhibitors received more patronage than the others. All of the displays are in propitious locations so that no one has an advantage. Just as many went up on the stage as stayed down on the arena floor and just as many lurked around the corner positions as remained in the center. It was a delightful opening night and not a person asked for anything better, not even from the weather man.

Notes of the Show.

J. H. DeJong turned a fancy trick when he held the big unadorned White Apperson car, which occupies the most conspicuous place in his exhibit, to J. P. Nebie, proprietor of the Danish Pioneer. The car, which is the fourth Apperson Mr. Nebie has purchased, is a forty-five horse-power affair and one of the most distinctive cars on the floor. Mr. Nebie intends to ship the machine to Denmark, where he contemplates taking a tour, starting next May.

The Paige racing roadster occupies the first space at the very doorway of the Auditorium. Everybody who enters stops the glance at and admires the exquisite lines of the little speed car.

Horace Orr and R. Wilson, who occupy opposite spaces on the main aisle, had a difficult time arranging their displays Monday afternoon. Orr persisted in securing perfect symmetry as to position of his Big Packard, while Wilson wanted his Studbaker-Boudan to occupy more prominent position.

C. G. McDonald has his 41 model Marmon

car right at the top of the stage, where it is impossible to escape sighting it from any part of the building.

Clirke Powell, manager of the show, has a desk with a telephone in the northeast corner of the stage. A long line of dealers is always on hand waiting to use the phone.

The Bull Tractor, which is made in Norfolk, in this state, is the object of much wonder in the truck display. It is a nice little machine, and the farmers especially like to examine it.

J. A. Rose, factory representative of the Jeffrey company, never fails to draw a big audience when he commences his lecture on the Jeffrey chassis. Mr. Rose enjoys all the virtues of a midway spieler, a circus ballyhoo, and a vaudeville monologist without any of the disagreeable features and his talk on the chassis comes close to being one of the seven wonders of the age.

H. Pelton has already derived considerable benefit from the show. His prospective sales already amount to \$1,000.

Ward M. Burgess' big six-cylinder Pierce-Arrow car is one of the bright spots in the Stewart-Tosser display. It is probably the biggest car at the show.

The new National model is one of the features of the Traynor exhibit. It looks every inch a racer, and will make well over a mile a minute on good roads.

Colorado Mining Magnates Deny All Charges of Peonage

TRINIDAD, Colo., Feb. 23.—Charges of peonage in the Delagua coal camp of the Victor-American Fuel company were emphatically denied today by B. W. Snodgrass, superintendent of the mine, before the congressional committee investigating the coal miner's strike.

After the testimony of Saturday, Frank E. Gove obtained permission to place Mr. Snodgrass on the stand to give the company's side of the alleged peonage cases.

The mine superintendent questioned today, denied every charge of peonage made by Salvatore Volenti, James Adams and Giovanni Minotti and also declared no miner had been shot to death by soldiers or anybody in the Delagua camp.

It developed today that Volenti, a witness, who told a story of alleged peonage at the Denver hearing, had disappeared.

Knabe Signs One More.

Otto Knabe won another Montreal player for his Baltimore Federals last week when he signed Pitcher Dale, formerly of the Cardinals, and last year with Montreal.

WILSON IS LIKE WASHINGTON

Daniels Compares President to the First Executive.

CELEBRATION AT ALEXANDRIA

President, Vice President, Cabinet Members and Governor of Virginia Revivé Parade—Masons Observe the Day.

CHICAGO, Feb. 23.—Josephus Daniels, secretary of the navy, in his address at the Washington birthday celebration of the Union league club here today, declared that President Wilson had heeded the admonitions of Washington and in that spirit had received the approval of the people of the United States.

"We have witnessed in the last year exhibitions of the true American spirit in a way that would do the heart of George Washington good if he were alive," said Mr. Daniels. "In the spirit of Washington, President Wilson entered upon his duties a year ago. As the leader of a party, he summoned the members of that party to labor with him in redeeming its pledges. But he did not stop there. He called on men of every party for counsel and co-operation."

"Washington in his farewell address warned the country against the 'baneful effects of the passions aroused by the extremes of party spirit.' When Washington's advice was accepted, from rancorous partisanship emerged the era of good feeling. Are we not on the verge of another era of good feeling?"

"President Wilson made here in Chicago," said Mr. Daniels, "a few days which he said:

"I have made pledges which I regard as intimately associated with my essential honor. I can serve only one master. I am a trustee for the prosperity of the United States in council, and the council that is not common council, the council that does not include you is imperfect council. Will you not come in?"

"All America has 'come in' and today, with faces to the future, all America says to Woodrow Wilson, you have, as trustee for the prosperity of the United States' redeemed your pledges."

Celebration at Alexandria.

ALEXANDRIA, Va., Feb. 23.—With local military pomp and ceremony this historic city today, following its century-old custom, celebrated the anniversary of the birth of George Washington. The city was in gala attire and thousands of Virginians and Washingtonians participated. The feature of the observance was a military and civic parade which moved past Washington's Masonic lodge and historic Christ church, from which General Washington was buried. President Wilson, Vice President Marshall, members of the cabinet and members of congress and Governor Stuart of Virginia came here to review the pageant.

There were really two celebrations today. In addition to the patriotic celebration under the auspices of the Washington Birthday association the annual Masonic observance by Alexandria-Washington lodge of Masons was held. General Washington was the first master of this lodge, and it was this organization which first celebrated his birthday. That was February 23, 1799. Every year since then the custom has been observed.

A feature of the day's observance was the pilgrimage of Masonic and patriotic organizations to Mount Vernon, where wreaths were placed upon the tomb of General Washington.

Old Portrait Recovered.

PITTSBURGH, Pa., Feb. 23.—Yellow with age, and nailed in a cheap gilt frame, one of the three silk woven portraits of George Washington, made by an unknown French woman from Stuart's painting, has been recovered by Rev. T. N. Weaver of New York, after it had been lost many years.

Announcement of the finding of the treasure and its presentation to the University of Pittsburgh was made today, it having been placed in the keeping of the institution several weeks ago when the university was engaged in a campaign for a \$2,000,000 fund. It was planned to sell it to aid the fund, but it is now proposed to have the Pittsburgh chapter of the Daughters of the American Revolution buy the picture and permit it to remain at the university.

MAY DEPORT COPPER MEN

Roumanians Charged with Being Contract Laborers.

WIVES OF STRIKERS TESTIFY

Women Say They Were Beaten, Kicked and Otherwise Mistreated by Deputy Sheriffs and the Militiamen.

HOUGHTON, Mich., Feb. 23.—The federal Department of Labor today arrested six Roumanian laborers of the Calumet and Hecla Mining company on the charge of being contract laborers. A. A. Seraphic, immigration agent of the department, who made the arrest, conducted hearings in Houghton today and the Calumet and Hecla attorneys defended the men. The company feared similar action in large numbers of cases because of the numerous importations of foreign soldiers to street women.

HANCOCK, Mich., Feb. 23.—Wives of striking miners testified today before the congressional committee that they had been kicked and beaten by deputy sheriffs and otherwise mistreated by soldiers, without cause.

Mrs. Boris Puder charged that on July 23 last, Deputy Sheriff Hickkila grabbed her by the hair and dragged her into the yard of her home at Kearsarge. She said deputies and soldiers were searching for her husband and the deputy sheriff attacked her when she refused to tell where he was. One soldier hit her with his gun, she said, and two others fired two shots through the door of her kitchen.

"Kicked and Beaten."

Mrs. Ersk Pihar, a Hungarian woman, said she was kicked in the ribs and

MRS. MEDILL M'CORMICK TO PICKET FOR STRIKERS

CHICAGO, Feb. 23.—Mrs. Medill M'Cormick, suffragist and progressive leader, today volunteered to go on picket duty in a boycott conducted by waitresses against a large restaurant. Mrs. M'Cormick addressed a meeting at a social settlement yesterday. Resolutions were passed demanding that women police officers instead of men be assigned to guard the cafe.

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SALVATIONIST IS IN JAIL

ON A CHARGE OF BIGAMY

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beaten by deputies at Mohawk on September 10, then was taken handcuffed to Eagle River and lodged in jail, where she was kept for one day. She did not know what she was charged with, but said she was found not guilty.

On cross-examination she denied that she and three other women, also taken at the same time, were arrested for picketing and interfering with nonunion men.

It's Here Today— That Light Lozier Four—\$2100

YOU'VE DREAMED—as thousands of others have dreamed, "Some day I'll own a Lozier, too."

THAT DREAM is now possible of realization. This Lozier at \$2100 is within your reach at the price you want to pay.

YOU'VE ASKED many times, as others have asked, "Why doesn't some concern like Lozier build a car of quality and yet at a price within my reach?"—or appropriation, which is the same thing.

LOZIER HEARD—heard you and heard thousands of others ask the same thing—for a car bearing the Lozier name-plate as a guarantee of Lozier quality and yet selling "around \$2000".

AND THIS LOZIER FOUR is the response to that demand—that need—that desire. A Four built just as well as Lozier knows how—and what concern knows better or has a better reputation for embodying the best it knows in its product.

A "ONE HUNDRED PER CENT CAR" in every last detail—including the "hidden excellence" for which all Loziers are famous—seating up to seven passengers and yet selling for \$2100.

NOT A "SIX," BECAUSE we found after going into the matter thoroughly, that a six could not be made at that price—and you said "around \$2000" you will recall. Not at that price without skimping at many points in materials, work and finish. Points you might not notice when the car was new but which Lozier would know all the time—and Lozier standards permit no such practice.

SO IT'S A FOUR, as it should be—as it must be in a car of that passenger capacity and that price and made as it must be made before we will attach that Lozier name-plate.

THIS CAR IS BUILT FOR YOU—assuming now that you are one of that rapidly increasing class of buyers who ask about maintenance cost before asking the price. And who insist on proof—not mere claims or assertions.

YOU'LL WANT TO SEE THIS sensational car—of course. Not to see it—not to know all about it and be able to discuss it intelligently when the talk turns to the latest things automobile, is to argue yourself uninformed on a matter that is considered vital in the automobile trade at this moment.

YOU'LL WANT TO SEE THIS CAR because it is the Four that stemmed the tide of big, cheap sixes—big only in terms of wheel base and bulk and cheap only in first cost.

YOU'LL WANT TO SEE THIS FOUR for the same reason every man in the trade inspected and discussed it during the Automobile show. Because it is the car most worth seeing this year.

AND YOU'LL WANT TO SEE IT because this Lozier was designed for you—made to your heart's desire just as if, in response to that desire you have so often expressed, you, instead of Lozier had made it. You'll want to see this four.

DETAILS?—NOT HERE. Space forbids. Beside, there are some things one cannot adequately describe in cold type. Have to be seen to be fully appreciated and enjoyed. And you will enjoy some of the Perrin features in this Four—features you will find on many other fours—next season. This season they are exclusively Lozier.

CLEVER—YES. SIMPLE—VERILY. And sane and logical and right at every point. Design—like all Loziers just a little more artistic, just a little more individualistic—just a little more to your taste. But you'll have to see the car in order to appreciate fully.

OF COURSE YOU KNOW that more Lozier Fours were sold at retail during the New York show than of any other make in that class. Hundreds of demonstrations booked since—and we can get only so many Lozier Fours. So that's another—and perhaps the best—reason why you'll want to see this car at the earliest possible moment.

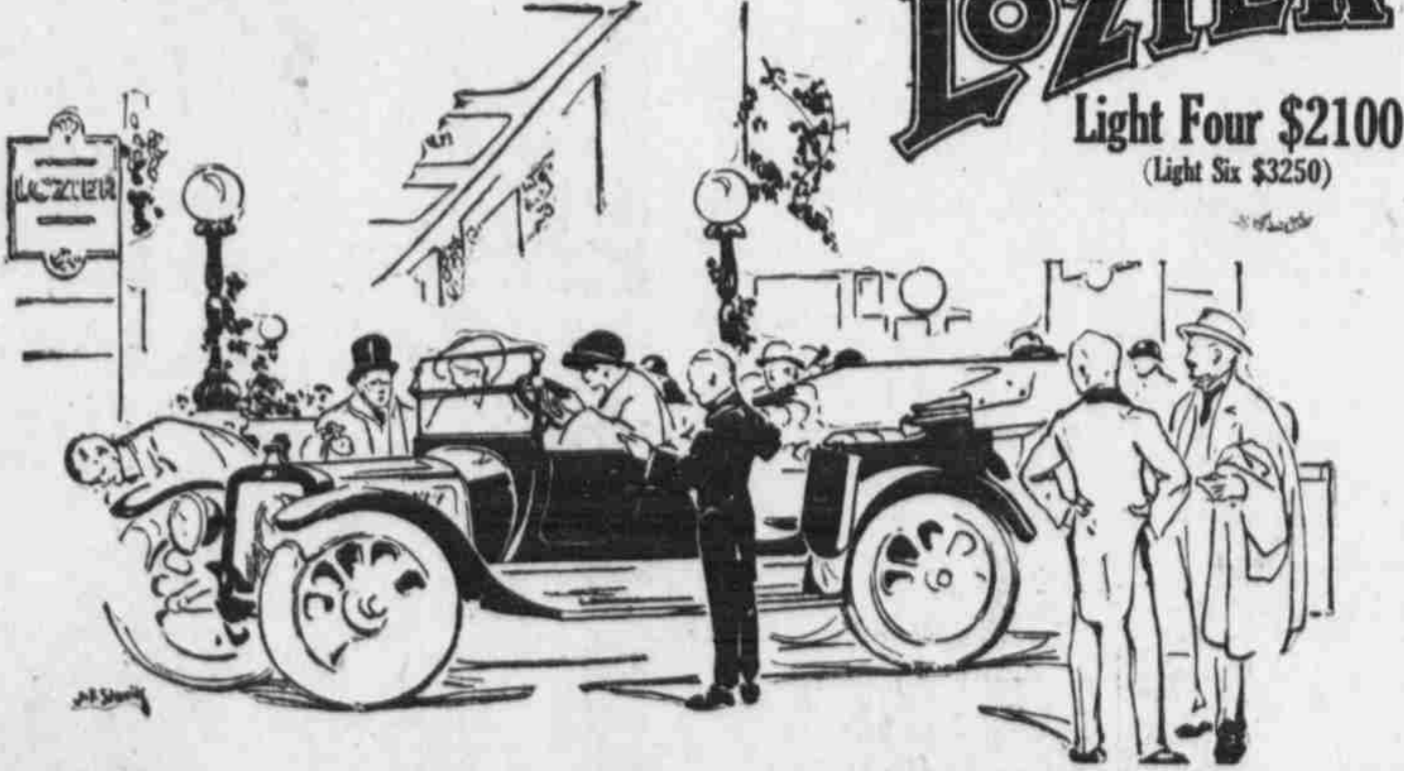
IT'S HERE—JUST ARRIVED today—for your inspection.

THIS AD WILL BE READ by thousands of people today. Not all of them will be in to see this car. But we expect the biggest crowd—the most enthusiastic reception committee that ever greeted a new model on its debut. You'll be there—of course.

What We Offer You Instead of Superfluous Cylinders

- | | | |
|---|-------------------------------------|--|
| Special mountain climbing type Lozier motor. | New top—can be operated by a woman. | Instrument board within easy reach of driver's hand. |
| 300 to 500 pounds saved in weight. | Quick acting side curtains. | Gray & Davis electric starting and lighting system. |
| Four speed transmission with direct drive on third speed. | One-hand operated windshield. | Cleared running boards. |
| Tungsten steel valves. | Silent chain engine drive. | Corrugated hard rubber steering wheel. |
| Gun iron pistons. | Convex rounded fenders. | 36 1/2 ft. turning radius. |
| Chrome-silico-manganese springs. | Tire pump—motor driven. | Full seven or five-passenger body with disappearing extra seats. |
| Silent floating rear axle. | Electric headlight dimmers. | |
| | Instant locking rear tire carrier. | |
| | Original Lozier streamline body, | |

"The Choice of Men Who Know"



MITCHELL MOTOR CO.,
2050 Farnam St., Omaha, Neb.

Written by E. LeRoy Feltner
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HUDSON SIX "40" \$1,750

29 Sixes—only 36 Fours at the Automobile Show

What more can you ask as proof that the Six is the only type of car you can wisely buy?

There are 31 makes of cars on exhibition at the Omaha Automobile Show selling at \$1,500 and over.

According to the manufacturers' own statements as to the total number of cars that will be made of each type for the season of 1914, there will be 36,000 Fours selling at \$1,500 and over, and 40,500 Sixes.

Above \$2,000 the Six has been supreme for a long time. Now the Six has supplanted the Four above \$1,500.

Now Which Six Did It?

You undoubtedly will buy a Six—then be sure you get the right Six—the HUDSON Six-40.

Electric self-starting and lighting. The easiest riding car without doubt you have ever ridden in, and we think the most attractive streamline body yet designed.

Just see this car. Also, if you are interested in a more impressive car, examine the HUDSON Six-54—price \$2,250—the equal in every detail of performance, quality, appearance and finish of any car at any price.

See the Triangle on the Radiator
GUY L. SMITH
2563-65-67 Farnam Street. Space 16 at the Auto Show