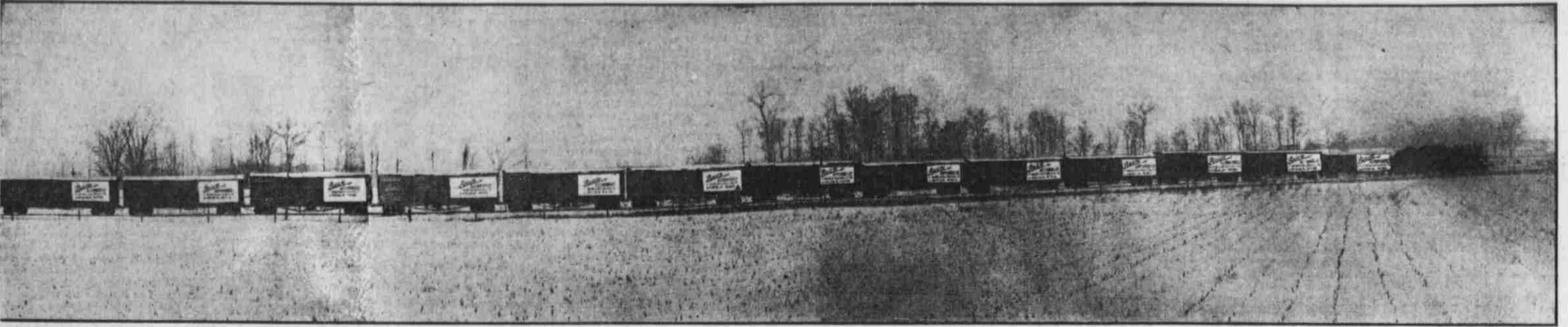


A Solid Trainload of Buick Automobiles Leaving



Inasmuch as H. E. Sadler, general manager of the Nebraska Buick Auto company, is one of the foremost men in the automobile industry in the west today, and being at the head of one of the

largest automobile wholesale companies in the United States, he was asked for an opinion regarding the outlook for 1914 business. His reply was substantially as follows:

"Although conditions in our territory were anything but favorable during the last summer," said Mr. Sadler, "the demand for Buick cars during the fall and winter months has far surpassed my

greatest expectations. "Last summer our southern Nebraska and southwestern Iowa territory experienced one of the worst droughts in the history of this country. The corn crop in

this territory practically amounted to nothing, although the wheat crop in this section was good. "This, together with an epidemic of hog cholera in the northern central part of

Iowa during the early winter had a tendency to cause both automobile dealer and purchaser to look upon the industry from a pessimistic standpoint. "However, notwithstanding all of this,

our fall and winter business has far surpassed any previous season up to the present time, and never has the prospect for spring business been brighter than (Continued on Page Nine.)

SPED OF FORD PRODUCTION

Thirty Cars Assembled at Ford Factories in Sixty Minutes.

STARTS AT END OF FACTORY

Frame of Auto Passes Down Line of Workmen Until It is Completed and Ready for Instant Shipment.

The Ford Motor company, continually prodded by the extraordinary growth of its business to speed up its production and to discover time and labor-saving devices, recently adopted a new system for the final assembling of cars, which gives a visitor to the plant an astonishingly vivid impression of the significance of the Ford output.

When one sees thirty rear axles grow to real motor cars within an hour and what, a comparatively few feet away, an inert piece of metal roll out the door a completed, complicated automobile running under its own power, words fail. The visitor is stunned. He fails to grasp all that he would of the real significance of the industrial miracle. For comparisons he gropes around and stumbles on chickens hatching by the wholesale in a glass incubator.

Heretofore the final assembling of Ford cars was a matter of shoving a section of a partially completed car onto a group of men, who put in another part and shoved the car on to the next group. Cars were thus kept moving along in four long rows. The same system now prevails, the assembling being done in four rows, each 300 feet long, but one of the four rows has the advantage of a new arrangement in the way of a conveyor. With the aid of the conveyor production is speeded up so that the line produces thirty completed cars in an hour.

At the beginning of the assembling line is a heap of rear axles. These are shoved along from group to group, until the skeleton of a chassis with wheels is evolved. Then the conveyor is reached. This consists merely of two endless rows of revolving steel wheels, set in grooves on which the car rests. Each car is coupled to the one in front, and a power device with coupling attachment and starting lever shoves the row of coupled skeletons up the line. Every few feet stands a group of workmen, under their own foreman, whose duty is to do one simple operation in assembling.

When the upper end of the line is reached the car is complete, every part in place, and ready to run. The back wheels are set spinning by the conveyor on which they rest. A tester hops into the seat. There is a shove of a lever from behind which starts the car off the conveyor. The clutch is thrown in, and the car rolls off to the floor, the front wheels hit a swinging door so arranged that this action opens it automatically, and the car is in the shipping yard, where there remains only the jacking up of the rear wheels for a brief test before running onto the freight car.

The car you see rolling out into the yard is the very one you have watched grow in that line of magic. It is the evolution of that rear axle you saw sixty minutes ago 300 feet away.

BANKER FILES CHARGES AGAINST JUSTICE WRIGHT

WASHINGTON, Feb. 25.—Charges of irregularities and misconduct against Justice Daniel T. Wright of the district supreme court here who attracted national attention when he sentenced Samuel Gompers, John Mitchell and Frank Morrison, American Federation of Labor officials, to jail for contempt of court, were made in a petition filed with President Wilson today by Wade H. Cooper, president of two local savings banks. The petition contained allegations of irregularities in the conduct of his court and of his personal conduct also.

Justice Wright formerly was an officer in one of Cooper's banks. Disagreements over the management led to litigation and bitter controversy between the two. Justice Wright, when informally told of the charges made against him made a general denial, declaring they were two result of a personal difference with Cooper.

Key to the Situation—See Advertising.

ENGLISH SHEEP DOG TAKES FIRST PRIZE

NEW YORK, Feb. 25.—Slumber, an old English sheep dog, owned by Mrs. Tyler Morse of Westbury, N. Y., is the best dog in the Westminster Kennel club exhibition being held here this week. Slumber won in a class of thirty-five dogs, each a winner in his class.

The victory of Slumber made the fourth successive win at the Westminster show of an English bred dog of the sweetpaw prize.

"The Best Remedy I Know Of." "I have sold Chamberlain's Tablets for several years. People who have used them will take nothing else. I can recommend them to my customers as the best laxative and cure for constipation that I know of," writes Frank Strouse, Fruitland, Ia. For sale by all dealers.—Advertisement.

SOCIETY NIGHT IS MAGNET FOR CROWD AT THE AUTO SHOW

(Continued from Page One.)

while brightly colored ribbons were stretched opportunistly. The coupes and most of the big cars on exhibition were fortunate enough to enjoy the additional decorations of the occupancy of several attractive young ladies. A competition arose between the dealers as to who could get the most attractive young folks in their cars, and before the evening was over some red-hot arguments ensued and all the cars were well loaded with laughing young women.

No special title has been thrust upon tonight, so it is expected that the salesmen can get down to work without difficulties and sell cars as they are expected to. Most of the dealers expect to make their big cleanings tonight, as most of the out-of-town visitors will return home Saturday. The crowd will probably not be so great tonight, but the volume of business should surpass all other nights.

Notes of the Show. The Studebaker and Jeffrey Sedans were popular last night. They are like a coupe only built on a more extensive scale. Tom Bromwell was sorry last night that he sold two coupes in one day when he saw the unusual interest displayed in coupes. Tom has an itching to sell

Sage Tea Darkens Hair to Any Shade

Don't stay gray! Here's a simple recipe that anybody can apply with a hair brush.

The use of Sage and Sulphur for restoring faded, gray hair to its natural color dates back to grandmother's time. She used it to keep her hair beautifully dark, glossy and abundant. Whenever her hair fell out or took on that dull, faded or streaked appearance, this simple mixture was applied with wonderful effect.

But brewing at home is messy and out-of-date. Nowadays, by asking at any drug store for a 50 cents bottle of "Wyeth's Sage and Sulphur Hair Remedy," you will get this famous old recipe which can be depended upon to restore natural color and beauty to the hair and in splendid for dandruff, dry, feverish, itchy scalp and falling hair.

A well-known downtown druggist says it darkens the hair so naturally and evenly that nobody can tell it has been applied. You simply dampen a sponge or soft brush with it and draw this through your hair, taking one strand at a time. By morning the gray hair disappears, and after another application or two, it becomes beautifully dark, glossy, soft and abundant.—Advertisement.



Comfort—

There's two kinds of comfort in an automobile.

One is the physical comfort that comes in the smooth, easy riding harmony of the good car.

The other is the mental comfort in the knowledge that no matter where you are you may be proud of your car.

There's a comfort far beyond price that comes in the combination of the two in your car.

This is one of a series of talks on how to buy an automobile. The complete series containing a wealth of valuable information may be had in booklet form by asking—

Marion Automobile Co. 2101-2103 Farnam Street, Omaha, Neb. C. W. McDonald, Mgr.

another coupe, but he hasn't any more coupes to sell.

The salesmen for the bigger cars were in evidence last night. Big buyers were on the scene and the Packard, Pierce and other of the more expensive cars were the centers of attraction.

Clarke Powell had his gang working all Thursday afternoon cleaning up and making minor repairs that the Auditorium would look like a freshly opened band box for the elite evening crowd.

The Maxwell carburetor is being explained in a very succinct manner by Roy Feed, a factory man. Feed explains the simplicity of the carburetor and explains it in such a manner as to prove its good features.

As is usual when a society event is

scheduled there was a large number of the curious on hand. They secured seats in the balcony and a low hum of near scandalous conversation floated out over the floor at all times.

Leo Cahill, who is in charge of the Lincoln highway exhibit, put a couple of young women to work selling Lincoln highway buttons and as the men couldn't resist the feminine charms the Lincoln highway is ahead a tidy sum of money.

George Reim is still arguing right hand drive. Reim says inconsistency gives him a pain and he asserts left hand drive has proved the inconsistency of the makers of all cars who have adopted it and discarded the right hand drive.

Lee Huff is so ticked over the sale

of the twenty-five Buicks to the Smith-Lockwood company that he can hardly restrain his efforts to sell half a dozen cars to everybody in sight. It's just like buying a nickel drink to ask Huff to sell you one car.

Every time Sales Manager Hitchcock of the Moine agency takes the new demonstrator out for a test ride he comes back with more vociferous praise for the Moine-Knight motor. Hitchcock can hardly talk anything but the rapid acceleration of the new engine.

The Opper-Van Vleet company reports a land office business. Two Kritt cars were sold to J. E. McCusker and one was sold to J. E. Sherbring on Wednesday while P. P. Schmidt, one of the salesmen, sold two other Kritt. Mr. Sherbring will drive his car to his home

at Aradria, Ia., immediately after the culmination of the show.

The Henderson coupe was quite a marked object of admiration by the women last night. The Henderson coupe can compete with any of them and is designed for comfort. While the men were learning of the kerosene burning engine and carburetor, the women tested the cushions and the interior effects.

J. H. DeJong issued an emphatic injunction against the wearing of dress suits last night. DeJong emitted a list of arguments for the injunction as long as Jacob's ladder and, as he is the big boss, he won out. While his arguments were very acceptable it is suspected that the reason was very foreign to any of them. Clarke Powell is the object of consid-

erable curiosity. Powell persists in wearing a pair of kid gloves constantly, indoors and out. Whether it is superstition or not no one has been able to definitely discern, although some miscreant was mean enough to suggest that he wore the same pair last year and such being the case, superstition is the logical conclusion.

A speedy argument ensued in the Ford booth Wednesday and Thursday. The question of dress suits for last night arose and a difference of opinion immediately arose. After all the salesmen had worked harder than they would if they had sold half a hundred cars it was unanimously agreed to abandon any ideas of evening clothes for fear of driving farmers away from the Ford booth.



Omaha Automobile Dealers

Whose Exhibits at the Show are Worthy of Your Consideration

The Auburn 4 Forty at \$1,490.00
COMPLETELY EQUIPPED
The Most for the Money, This Big \$2,000 Car at \$1,490

Lacks nothing that a very high-priced car can give. Our proposition to agents is the best offered by any automobile manufacturer. We have some good territory left for live agents.

Don't fail to visit our booth at the Auto Show.

AUBURN AUTO CO., "OMAHA."
2559 Farnam Street. Haus & Wilson, Distributors.

Jeffery Four \$1,550

See This Car at the Show
Rambler Motor Co.
2052 Farnam Street

Buick

When Better Automobiles Are Built Buick Will Build Them.

Mitchell

Eighty years of faithful service to the American public. See our exhibit in space 31 on the stage and at our salesroom.

2050 FARNAM. **Mitchell Motor Co.** 2050 FARNAM.

Bull Tractor
Pulls Two 14-Inch Plows or Work Equal

Has 25 Horse Power double opposed automobile engine. Weight only 3000 pounds.

The greatest sales proposition of the year. See it at the Show—Space No. 10.

Bullock Machine & Supply Co.
DISTRIBUTORS
2520 Farnam St., Omaha, Neb.; 212 S 7th St., Norfolk, Neb.

OHIO

Be confident you buy a GOOD CAR. It's at

SPACE 36

E. E. GRAY
612 South Main Street, COUNCIL BLUFFS, IA.

SEE THE

HENDERSON

Exhibit of Kerosene and Gasoline Cars

4-cylinder Light Touring Car	\$1,285.00
4-cylinder Touring Car	\$1,785.00
4-cylinder Coupe	\$2,285.00
4-cylinder Touring	\$2,385.00

\$25.00 Extra for Kerosene Equipment.
South No. 25, North End of Stage.

T. H. POLLOCK AUTO CO.
1910 Farnam St. Tel. Douglas 2282.

REO FIFTH and CHEVROLET

SPACE 10

North Side of the Center Isle
L. E. DOTY, Inc.
2027-29 FARNAM ST.