

SOCIALISM IS A RELIGION

So Declares Rabbi Cohn in Lecture at Temple Israel.

MAKE IT FORM OF WORSHIP

Many So Sealons in Their Belief of It that They Would Be Willing to Even Give Up Life in Behalf of Doctrines.

"To many it may seem strange to consider socialism as one of the seven camps of religion," said Rabbi Cohn at Temple Israel Friday night during the course of his lecture on "Socialism."

"To this it must be said, in the first place, that socialism is the only kind of religion a great many people have. Most of the leading socialists and a great many of the avowed socialists are notoriously anti-religious, openly and even bitterly opposed to religion. They look upon religion as their greatest enemy, as the friend and ally of those who champion the present order of things, as opposed to all intellectual and social progress."

"In the second place it may be said that those who hold this view make of socialism a veritable religion. Socialism is to them all that religion is to others. They espouse it with all their heart and soul, give to it all the fervor of their being. It is the grand passion of their nature, their ruling and their master passion. I am firmly convinced that a great many who espouse what we call socialism, if called upon would not only take great risks and make great sacrifices as very many are already doing, but would even be willing to give up their lives in behalf of the cause which in their eyes is not only sacred, but the grandest and most sacred of all causes. The cause that can inspire such heroism and evoke such a spirit of martyrdom is surely of the essence of religion."

Socialism is Religion.

"Moreover when we inquire as to the object of socialism, we are compelled to admit that it is entitled to be called a religion. There are many kinds of socialism; even socialists are not agreed among themselves just what socialism is, but apart from any particular program, any special theoretical system, socialism in its broadest, most inclusive sense, is the great effort after human betterment, the universal improvement of social conditions, the amelioration and even perfection of human society."

"Surely a movement with such an aim is entitled to be called a religion, or to be considered under the aspect of religion. For what is religion? To state it most briefly and comprehensively, avoiding all differences and technicalities, religion is love to God and love to man."

Marcus Kellerman to Sing at Musik Verein Home This Afternoon

The Omaha Musicverein will celebrate its second anniversary today in its new home, Seventeenth and Cass streets, by giving a grand concert. Extraordinary arrangements have been made and the society expects many visitors from outside towns. A splendid program will be given by the mixed, male and ladies' choirs. Marcus Kellerman, the giant bass of Metropolitan Opera fame, will appear. Mr. Kellerman was soloist of the National Saengerfest, held in Omaha four years ago. The young Omaha violinist, Louis Schaubert, will play several selections. The program will be under direction of T. Rud. Reese.

Oakland Survives Road Test Down in Southern Uruguay

J. Felix Castillo of Montevideo, Uruguay, may never have lived in Missouri, but nevertheless he has the well-known habit of the people of that state—"you have to show him."

Johnson Martin, who represents the Oakland company in South America, made extraordinary claims for the Oakland and Castillo was interested, but skeptical. He had his own ideas of an automobile demonstration, but Martin was hardly prepared for the unusual conditions he imposed for a test. Castillo had planned a 50-mile road test!

A 50-mile journey in Uruguay means a two or three day tour, and, as Castillo had mapped the route, it led over the roughest roads and unpopulated plains and hills. Tools and clothes must be carried and they were placed with the extra tires at the rear; with the food and water under the front seat.

It was agreed that a stripped chassis of a stock car should be used and that Martin and Castillo should make the trip, the former driving.

Castillo returned from the test fully convinced as to the capabilities of the Oakland, and Martin had another sale to his credit.

Oval Race Course Used for Testing of Regal Machines

To the visitor at the Regal Motor company's factory, Detroit, one of the most interesting sights is the private testing track. This is a big course, banked at the ends similar to any speed track and is about as long as two city blocks. This track is used exclusively for testing Regal cars as they come from the assembling plant.

In the center of the track is the motor and rough chassis test building, where each chassis is first "warmed up" by being placed on a set of rollers which are sunk level with the floor. Here the car is started and run for a period of ten hours, the motor working at a speed of 500 revolutions per minute, with the transmission and rear axles in operation.

After a general inspection of control levers, brakes, etc., comes the test on the track, and to the outsider the many cars speeding around the oval might very easily be mistaken for a race.

It is unusual to see such a large area in the heart of a city given over to a purpose of this kind, but this ground is just a portion of the nine and one-half-acre plant of the Regal company.

Dubuc and Daus to Stay. Dubuc and Daus are undoubtedly the best pitchers Hedges Jennings will have this season. He has a larger staff of pitchers, but this pair seems to outclass all the others. But two pitchers of merit are hardly enough to carry a team through a pennant race, and for this reason, if no other, it is not expected that the Tigers will be very prominent in the coming campaign.

NEW PASTOR OF NORTH SIDE CHRISTIAN CHURCH.



Rev. George L. Peters.

Goodyear Company Breaks Record for Production Again

"It is interesting to note," says an official of the Goodyear Tire and Rubber company, "that though our factory at Akron turned out 52,573 pneumatic tire casings for automobiles and motorcycles last week, and thus broke the world's records for production we ourselves had formerly made, the tires themselves are better tires than Goodyear ever made before."

"Fully as important is the fact that we are using for tires fabric made in our own mill, purchased by Goodyear a year ago at Killbuck, Conn. We had already been buying and using the best long-staple cotton fabric obtainable for our work. Our experimental staff found that in even the best fabric purchasable the threads running one way had greater tension than the cross threads, and, therefore, did more than their share of the work."

"So, in our own mill we experimented until we perfected a weave in which the threads bore an equal strain, and we use fabric woven that way, under our own supervision, in our tires. And our tire fabric is more efficient than ever before. This has added to our factory cost, but it has also added to the miles and satisfaction tire users obtain from Goodyears. That being the case, we are satisfied. Goodyear popularity has been built upon quality, and upon that basis it will be maintained."

PACKARD COMPANY NOW HAS BRANCH IN LONDON

In line with the growing popularity of American cars abroad, the Packard Motor Car company of Paris has established a branch office, service station and rental depot in London, England. The new establishment is located at No. 7 Lower Belgrave street, off Buckingham Palace road. It will carry a complete supply of parts and provide the same expert technical attention which could be secured at home. It also arranges for the crating and shipping of cars and assists in mastering the many formalities which must be complied with before the start of an extended continental tour.

As the only continental branch representing a high grade American car, the Packard station in Paris has many demands from motor tourists abroad. In response to requests for rental service by tourists at the Riviera during the winter season, a station has been established at Nice.

Over Half Million Fords Constructed and Sold Up to Date

More than a half million Fords have been built and sold to date. The Ford company's big Highland Park (Mich.) factory was speeded up and completed automobiles were being turned out at the rate of more than 1,100 a day as the half-million milestone was left behind. This is but a continuation of the pace set in March, when for twenty-six consecutive working days the daily production exceeded 1,100 cars.

Since 1908, the growth of the company, as indicated by yearly car sales, has been phenomenal. That year the sales totaled more than 6,000, the next year they jumped to more than 11,000, the next year they were more than 19,000, in 1911 they exceeded 37,000, in 1912 they were more than 74,000, and in 1913 they were in excess of 130,000.

And this year's sales are keeping up the pace. The Fords built before 1913, those built and sold so far this year, and the total of the sales for the six years given above combine to make a grand total of more than a half million.

PAIGE MAKES UNIQUE RECORD IN CALIFORNIA

Mathews Hill at Arcata is famous throughout the countryside as a bugbear to the automobilists who travel through that portion of the state. The following

is quoted from a certificate signed by the occupant of a Paige "36," which recently succeeded in climbing the 38 per cent grade to the summit.

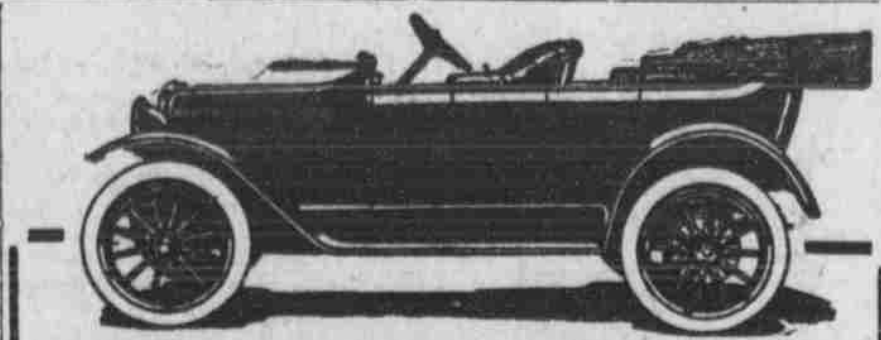
"This is to certify that on Wednesday, March 11, 1914, we in company with Ralph F. Herrick, rode in a Paige '36' car over what is known as Mathews hill at Arcata.

"There were five in the car at the time of this trial. The grade of this hill is 38 per cent. To our knowledge there have been many cars of different makes that have tried this hill, but the Paige is the first and only car to date to make the ascent."

Old "Jack Rabbits" Bought by Apperson

While the business of the Apperson Bros. Automobile Co., at Kokomo, Ind., is primarily the manufacture and sale of New "Jack Rabbit" motor cars, Elmer Apperson, president of the company and pioneer automobile builder, occasionally reverses the established order and buys some of his own cars.

Such was the case a short time ago when Mr. J. H. DeJong, Manager of the Apperson Jack Rabbit Auto Co., at Omaha, came into possession of two old "Jack Rabbits" of the vintage of 1899 and 1900 respectively. After considerable pressure and persuasion Mr. DeJong finally consented to part with them, and after being exhibited at the Omaha Auto Show, where they attracted as much attention as the very newest and latest of this year's cars, they were shipped to the Apperson Factory Branch at Chicago.



Makes Life Worth Living

This is the car that made the greatest record of all in the past season. The thousands of Detroiters, in hardest service, averaged, from January, 1913, to January, 1914, just \$3.81 apiece for repair parts. No other car, of any type, or at any price, can touch this record.



With its long stroke, thirty-two horse-power, ball bearing motor, the Detroit climbs a 15% grade at 28 miles per hour "on high." On second and first speeds it climbs anywhere its wheels can find traction.

Because of its ball bearings, correct power ratio and light weight, the Detroit uses at least 22% less fuel than is demanded by over-powered cars of its class: 20 to 25 miles per gallon is its everyday record. It has the smooth gait of the platform spring. The actual amount of added comfort is 33%.

GET A DEMONSTRATION

T. H. POLLOCK AUTO CO. Dealer. 1910 Farnam St. Phone Doug. 6208. THE T. G. NORTEWALL CO., Distributors.

Proves Durability of Cadillac Parts

A unique demonstration of the thoroughness of manufacturing policies and methods was recently made by a dealer in Louisville, Ky. The dealer in question wished to prove the durability of his car

and to do this in a convincing spectacular manner, publicly dismantled a Cadillac that had run 5,000 miles without ever having been overhauled.

A force of mechanics removed all the parts from the chassis and put them on exhibition on a large stand so that they could be examined just as they came from a period of steady service which might readily be considered more than

the entire life of the average automobile. The nearly perfect state of these parts, many of which could not be distinguished from new ones even on the closest examination, caused something of a sensation and one of the spectators purchased the car on the spot, thus proving the effectiveness of this manner of demonstrating durability of material and accuracy of manufacture.



All objectionable features of the old poppet valve have been overcome in the supreme Moline-Knight motor

Ease of operation have known for years that the days of the old style poppet valve were numbered—they have spent fortunes and years of labor in an effort to get rid of the poppet valve.

The Moline-Knight motor solves the problem—it is your assurance of more power, more speed, more economy, more flexibility and more endurance.

The ease of operation is an agreeable revelation to the motorist

who has been driving a poppet valve motor.

Beauty and Absolute freedom from vibration at any speed—reserve power—soft, comfortable upholstery with plenty of "leg-room"—high-grade workmanship throughout—a new graceful streamline body, with a finish that is unsurpassed by any car at any price—are just a few of the Moline-Knight advantages.

Ask for a demonstration—no obligation on your part



\$2400 F. O. B. Factory. The Four that makes the Six unnecessary. Moline Automobile Company, East Moline, Illinois. Moline Automobile Co., 2421 Farnam St., Omaha. Phone Douglas 2935.



This is the Goodyear All-Weather Tread

"All-Weather" because it runs like a smooth tread. The projections are flat and regular. Yet on wet roads the countless sharp edges afford a resistless grip. This tread is double-thick. It is made of very tough rubber. The sharp edges last for thousands of miles.

Instead of rounded grips, here are grips with sharp edges. Instead of a rugged, irregular tread, here is one smooth and regular.

Instead of separate projections—centering all strains at small points in the fabric—here are projections which meet at the base, and spread the strains just like a plain tread.

Not a tire user can know this tread without wanting these tires on his car.

No Other Tire. No other tire has this All-Weather tread. No other tire has our No-Rim-Cut feature—the

only feasible way to make rim-cutting impossible. No other tire is final-cured on air bags, to save the countless blow-outs due to wrinkled fabric. This extra process costs us \$1,500 daily.

No other tire combats tread separation by creating at the danger point hundreds of large rubber rivets.

Much Lower Prices. In 1913 No-Rim-Cut tire prices dropped 28 per cent. Now there are 16 makes which sell at higher prices—some higher by almost 50 per cent.

Yet No-Rim-Cut tires have four costly features found in no other tires.

And no man knows of any way to give you greater mileage.

Bear this in mind. No-Rim-Cut tires have won top place in Tire-dom. And they cost you only what the best should cost.

Our dealers are everywhere.

GOOD YEAR AKRON, OHIO No-Rim-Cut Tires With All-Weather Treads or Smooth

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO. This Company has no connection whatever with any other rubber concern which uses the Goodyear name. Any Dealer can supply you Goodyear Tires. If the wanted size is not in stock he will telephone our Local Branch.

We Carry GOOD YEAR Tires in Stock

Cartercar Co., of Nebr., 2115 Farnam St. McIntyre Auto Co., 2203 Farnam St. Omaha Tire Repair, 2201 Farnam St. Paxton Garage, 2019-21 Farnam St. C. F. Showalter, 2509 Leavenworth St. John Stuben, 2816 Leavenworth St. SOUTH OMAHA, NEB. Holmes & Atkins Co., 325-7-9 N. 24th St.

Advertisement for Firestone tires. Includes text: 'Less Money—More Mileage', 'Firestone Non-Skid and Smooth Tread TIRES', and 'Firestone Tire and Rubber Company'. Features an image of a Firestone tire.