

PAIGE MAN GETS WAR THRILL

Foreign Representative Stewart Has Exciting Experience in Europe.

RACES TO CALAIS IN HIS AUTO

Government There Confiscates His Car and by Trip and Tuck He Arrives in England with Other Stranded Yankees.

Harvey R. Stewart, foreign representative of the Paige-Detroit Motor Car company, had a thrilling experience in France and England in which a night flight from Paris in a Paige Regal was prominently featured.

Mr. Stewart has represented the Paige in Europe for two years and was naturally among the first to decide that war was imminent and that he must get to London if he were not to be bottled up indefinitely in the war zone.

"About 10 o'clock at night," writes Mr. Stewart, "I decided to 'beat it' for London. I knew there would be no trains except trains carrying French troops and supplies. I didn't think it likely I could get through in an automobile. But it seemed to be my one bet."

"I got a Paige '36' about midnight and started for Calais with the hope of getting a steamer across the channel. 'Every French town, village and hamlet was awake, singing, marching, weeping—all night. I never saw such excitement and patriotism and determination in my life. It brought your heart up into your throat to hear peasants singing 'The Marseillaise' and 'God Save the King.' At 3 o'clock in the morning in some little village in the woods."

Government Takes Care.
"At Calais the government grabbed my Paige. I knew it would. I was in luck to get that far with it. In about an hour a channel steamer sailed for Dover. I had just about enough change to buy my ticket and 'fix' the pump. And it took 'some fixing' too."

"When I reached London, I had some big checks to cash and I found a bank holiday declared for five days. You can't imagine what that meant. It meant that wealthy people—everybody—were suddenly deprived of the chance of getting food—actual food."

"I found well-dressed American women and their children sitting on their baggage, weeping because they were hungry and terrified and friendless."

"I found some friends who divided their cash with me and we fed scores of Americans who had thousands of dollars in money orders and letters of credit in their pockets."

"Irish and Scotch regiments were marching into London, day and night, on their way to Belgium. I talked to the officers. They all said, 'We're the first to go and we'll never come back. England is fighting for her life, and we've got to die.'"

In a letter dated August 5, Mr. Stewart describes heartbreaking scenes of British soldiers saying a last farewell to their families at the wharves and depots.

No Motor Trouble.
More than 2,000 miles over all kinds of far western roads without a particle of trouble, with only stops for gasoline, water and oil is the record made by a Cole owner in Ogden, Utah. Mountain inclines were not found difficult and the desert sands were traversed just as easily. In writing to the factory this satisfied owner says: "I am entirely satisfied with my car and can recommend the Cole to anyone wanting a real automobile."

Railroad Motors Are Coming Into More General Use

Railroad motor cars have been coming into more or less use during the last few years. Most of them have been used for suburban traffic, and such have been provided with specially designed and constructed motors of extreme horse power.

It has taken the ingenuity and resourcefulness of a motor car manufacturer to apply the mechanism of an ordinary motor car to an ordinary railroad car, so that the combination might be made to serve a useful purpose.

The Willys-Overland company of Toledo, O., has purchased from a railroad company an ordinary flat car. Upon this, suspended beneath the car platform, they have mounted the mechanism of an Overland automobile. This includes the frame, motor, control mechanism and rear axle, which is used as a jack shaft.

COAST TO COAST TRIP DIFFICULT THROUGH WEST

That the worst difficulties of transcontinental tours are the road and weather conditions through the west, is the opinion of M. A. Croker and Fred Wilkins, who drove the coast-to-coast Saxon car from New York to San Francisco over the Lincoln Highway. Except for the conditions which the tourists meet within the western section of the country, driving across the continent would be an easy matter.

Even in journeying over the Allegheny mountains through the east there is lit-

tle to trouble a transcontinental party, according to Croker and Wilkins, because the mountain grades are gradual.

Buy American Car, Advised King George

Several months before the war cloud burst over Europe King George of England sent Captain C. B. Gaunt of the royal navy on a special mission to the United States.

Captain Gaunt is now in Pittsburgh investigating the various processes of manufacturing armor plate. One of his first places to call was the DeSoto Motor Car company, Pittsburgh Studebaker dealer, where he arranged for the garaging of his Studebaker "six," which he had bought in London.

"Of course, I must have an American car," Captain Gaunt told Mr. DeSoto. "Why? Well, his majesty ordered me to, for one reason."

"Before I left, he gave me instructions. 'Live as the Americans do,' he said. 'Make their ways your ways. Be sure to drive an American car. You'd best have it a Studebaker. They are fine, big people, and they'll take good care of you.'"

New Street Traffic Idea.

H. H. Emmons, Secretary and Treasurer of the Regal Motor Car company, was discussing street traffic regulations the other day in the lobby of a Chicago hotel.

"Over in Detroit," said Emmons, "we have a highly educated Commissioner of Police and our demonstrators at the factory have had to add a course in geometry to the regular curriculum leading to the chauffeur's degree."

All cross walks in the center of the city are lined out with white paint and space is also marked off for foot passengers to stand within, next to the street car stops. Then we have lines drawn at the curb to insure parking cars

at the proper angles in the spaces set apart. Taking it altogether, it is one of the best safety first propositions I ever saw."

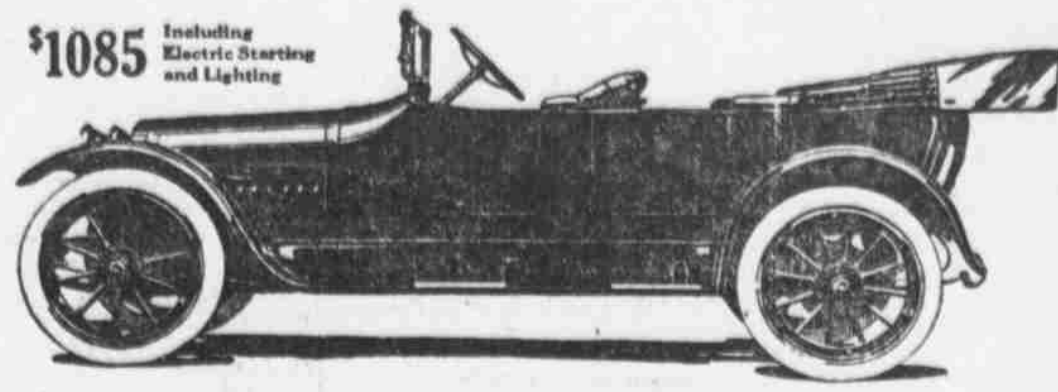
Simplicity in the Construction of All Autos Now Rules

"That manufacturers are leaning toward a simplified mechanical construction and are building cars modeled after clean-cut designs," is a significant fact," said President F. W. Haines of the Regal Motor Car company recently.

Not many years ago it seemed as though the more complicated and intricate the mechanical construction of a car was the more it impressed the public that the extra value was there. It is a fact that many people refrained from owning an automobile because they thought it took a thorough mechanic to run one and look after it properly.

War Will Be Boost for Business Here, Says J. N. Willys

The European war will act as a positive boost to American business in general and the automobile industry in particular, in the opinion of John N. Willys, president of the Willys-Overland company, and second largest manufacturer of automobiles in the world, who expresses his views in a cablegram from London, England. For two months Mr. Willys has been making a study of conditions in Europe at close range and is thoroughly in touch with the situation, both at home and abroad.



The New Regal

Provides Room for Five Big People and Power to Take Them Anywhere

That's why the new Regal makes such an instant hit with everyone. The 48-inch tonneau seat, with deep Turkish upholstery, and the 23-inch doors, mean real solid 5-passenger comfort. And the wonderful Regal motor takes the hardest going with never a whimper. A good-looking car, too—one that makes you throw your head back and your chin up with the pride of ownership. Here are a lot of distinctive Regal features—you ought to have them in your car.

Direct Electric Starter Electric Lights, with "Dimmer" Electric Horn Simplified Electric Wiring Removable Motor Head Gasoline Sever Valve	Extra Size Brakes—13 inches One-Man Top Left Side Drive Center Control 300 to 300 lbs. Less Weight	113-inch Wheel Base Unusual Foreign Design 23-inch Tonneau Doors 48-inch Rear Seat Adjustable Wind Shield Inside Curtains
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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.



PAIGE

"The Greatest Automobile Value In The Entire Industry"

Many automobile men—well informed judges of motor car values—have used these very words in describing the new Paige "36" for 1915.

They have carefully examined this car from every possible angle and it is their unanimous decision that there is no car in America which offers so much for the money.

If you stop to consider the matter for a moment, you will realize that this is quite the most satisfactory form of praise which can be bestowed upon any automobile.

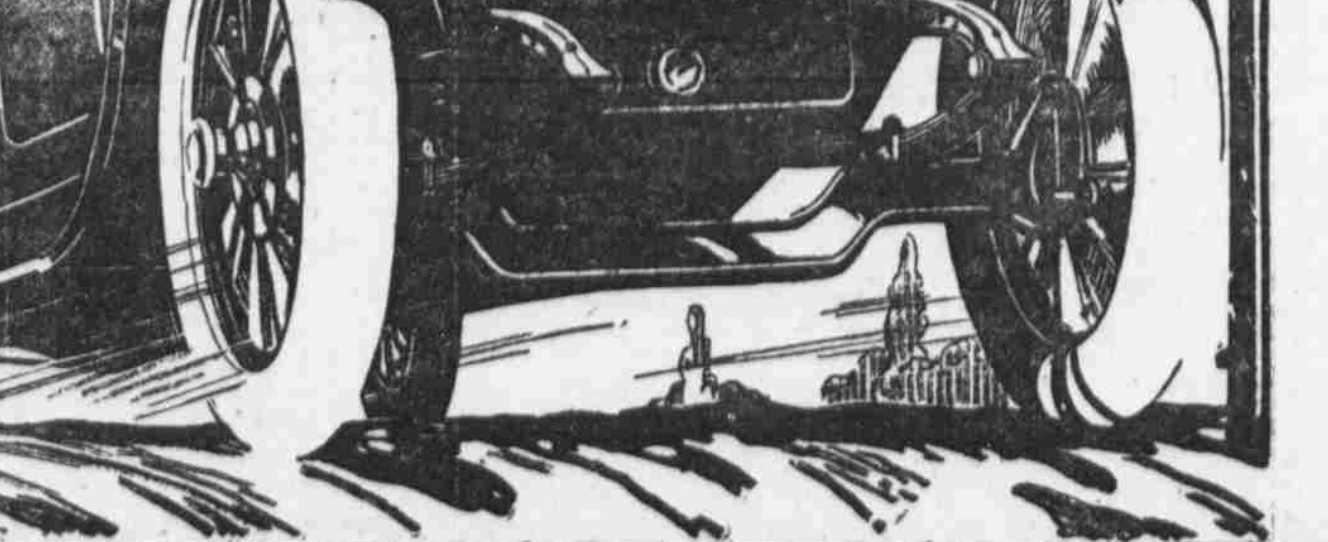
To offer the greatest value for the money means that Paige cars are the soundest investment in the automobile market. To offer the most value for the

money means that the Paige has once more established a new standard for cars in the moderate price field.

Any manufacturer with the necessary manufacturing facilities can easily produce a car and sell it at a popular price, but it is quite another thing to produce a car which—dollar for dollar—offers more intrinsic value than any other automobile in the world.

Make it a point to see the new Paige "36" before another day goes by. Then you will understand why this model has created such a sensation throughout the country wherever motor cars are displayed.

The Paige-Detroit Motor Car Company, Detroit, Michigan



If interested as to contracts on territory for season of 1915 consult with
FRED L. GOOD
FACTORY DISTRICT MANAGER, 2417 Farnam St., Omaha, Neb. **\$1195**

"36" Glenwood Model Gray & Davis Large Unit Electric System and complete equipment. Model "25" \$925

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