

MUSIC FEATURE OF OMAHA AUTO SHOW

Noble's Symphony Orchestra and La Salle Quartet Will Provide This Entertainment.

FRIDAY NIGHT MUSICAL NIGHT

"Music hath power to soothe the savage breast," mellifluously murmured Clarke G. Powell, manager, secretary and main work of the Omaha Auto show, as he glanced over the list of musical stunts he had framed for the 1916 show, which will be held at the Auditorium February 21 to February 26.

Powell evidently figures there is a lot of soothing to be done for he has placed special emphasis on the music this year and it is difficult to tell whether he is trying to conduct an automobile show or an opera house.

Powell has secured Noble's Symphony orchestra to furnish the instrumental music. Noble will augment his orchestra considerably so he can grab his baton just like Victor Herbert or Walter Damrosch, and go to it.

In addition to the orchestra the La Salle opera quartet has been engaged. This quartet is one of the best mixed quartets in the country and Powell declares they can sing anything that was ever written and make you like it. This quartet consists of Miss Lillian Steele, soprano; Miss Dorothy Henke, contralto; Christian Matheson, tenor, and Hugh Anderson, basso.

On Tuesday, Washington's birthday, a special program of patriotic music will be given by both orchestra and quartet. Tuesday will also be children's day at the show, as Powell believes it quite proper at the current time that the children visit the show the day the patriotic music is scheduled.

Friday night will be musical night and there will be special soloists for the occasion.

"We intend to make the music a big feature this year," said Powell. "We will have four rows of seats in the balcony open this year instead of one row, as heretofore, so that the visitors may be seated and enjoy a good program of music after they have visited the various booths and displays."

Cars Are Sold by Trainloads at the Automobile Show

The 1916 Automobile show might well be called a "train-load" show, according to H. W. Ford, president and general manager of the Saxon Motor Car company. "Everybody realizes," said Mr. Ford in commenting on the show, "that each year the Chicago show has become more and more of a business show. Of course, it is still, as always, a big spectacular event, attracting lots of attention from the public and bringing in lots of retail sales. But to my mind the big important thing—and the thing that answers the pessimists who wonder how long the shows will last—is the wonderful wholesale business done."

"In the first place, more and more dealers each year are coming to Chicago from all over the country for the show. In the second place, while at Chicago, they are placing definite bona fide orders for the cars they will require during the rest of the winter and the spring—clear up to April.

"Selling automobiles nowadays is a merchandising proposition. The wise merchant is the one who gets his stock ready and is in a position to supply the buyer when the buyer wants to purchase. Automobile dealers are doing this and the Chicago show is the time when they place their orders for their 'spring stocks'—just as clothing, dry goods, jewelry and other merchants do."

"As a result, the wholesale orders placed with the different companies at the 1916 show assume impressive proportions. Dealers no longer order just so many automobiles. Nowadays it is a question of so many cartloads. And at this year's show I find that they are ordering in train-loads. That's a train-load show."

Studebaker Plant Will Make Hundred Thousand Machines

If there is one tendency more than any other that is featuring this year's automobile show it is the fact that the shows are proving occasions for heavy buying of cars. The importance of this is more fully realized when it is recalled that in past years the big crowds flocking to automobile exhibits came more out of curiosity than a desire to place orders.

The tendency to buy heavily at show times is taken as bearing out predictions made to the effect that there may be a shortage in cars this year in view of the heavy demand. It is ominous also because of the fact that the unprecedented demand at this season foretells a record year for the automobile industry.

Among the manufacturers that are preparing for the heavy business is the Studebaker Corporation, whose factories are working full force to take care of orders for the new series of cars. The biggest problem now, according to Studebaker officials, is to turn out the cars fast enough. As an indication of the policy of "preparedness," an output of 100,000 cars is planned for 1918, based upon the outlook as reported by dealers.

Russell Huff Heads Engineers' Society

At the recent meeting of the Society of Automobile Engineers, the great organization of the men who have developed the motor car, Russell Huff, chief engineer of Dodge Brothers, was chosen president for the ensuing year.

Mr. Huff is one of the best known engineers engaged in the automobile business. Previous to taking the position as head of the engineering department of Dodge Brothers, he was for fifteen years with the Packard Motor Car company and before this association was engaged in experimental work.

MURPHY-O'BRIEN EXPECT NEW PAIGE WITHIN WEEK

The Murphy O'Brien Auto company expect their new model of the Paige car, the Fleetwood-6-38 to arrive next week. This car has made a wonderful hit at both the Chicago and New York shows. This car is almost a duplicate of the famous Fairfield 6-4 and sells at \$1,300.

Goodrich Tires Are Treated to a Rough Test in California

A total of 1,203 miles, over boulevards and mountains and through sand, gravel and mud, on 100 gallons of gasoline, and at the end showed small evidence of grueling wear.

That sums up the results of a novel holiday season demonstration run of a one and a quarter-ton truck, equipped with Goodrich truck tires, out in California. There were features of the event which have caused it to be heralded all over the land as an evidence of enterprise and originality that readily lend itself for adaptation by other wide-awake motor truck agencies. The California run was conducted by the Don Lee agency, San Francisco.

A 100-gallon tank, filled with gasoline, and mounted on the truck chassis, was sealed at the start of the run in San Francisco by the city sealer of weights and measures. He also sealed it at the end, together with the speedometer registering the total mileage.

During its journey from San Francisco the truck traveled all over northern California and encountered every conceivable form of service experience. The truck was stopped and started over 1,100 times. The object constantly was to run the truck under conditions of every day service. The average of twelve miles to the gallon proved the constancy of the one and a quarter-ton truck to varying road conditions.

One of the features of the run was the remarkable performance of the Goodrich tires with which the truck was equipped. Over mountains and through broken road stretches with their attendant difficulties, the tires gave perfect service and at the finish in San Francisco appeared almost as new as when taken from the stockroom shelves.

Used Regal Car for Motor Power in Boat

A transportation innovation which should become common in all waterwise districts has been effected by an inventive merchant of Aberdeen, Washington, Mr. Hourtario.

His Regal touring car serves not only to carry him back and forth on land, but is used as the driving mechanism of a thirty foot, side wheel scow, with which he navigates the waters of Gray's Harbor and the Chehalis river.

Mr. Hourtario built a scow, similar to the small ferry boats on inland rivers, except that this boat has paddle wheels, with gears attached, but no power in the boat itself. The Regal furnishes the wherewithal for traveling. Mr. Hourtario drives right on the scow, makes a couple of connections and away goes his novel ship with a great churning of water and considerable speed.

The scow has a large freight capacity and the car has power enough to carry all that can be loaded on it—more power than is usually applied to self-driven boats of this type.

C. W. Francis Is to Take On the "Davis"

C. W. Francis of the C. W. Francis Auto company has announced his intention to take on the Davis automobile. The "Davis" is an automobile with numerous friends in this territory and one which has a clean record behind it.

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Above 100 Firemen Overcome Fighting Great Detroit Fire

DETROIT, Mich., Jan. 29.—More than 100 firemen were overcome by smoke and gas fumes Friday while fighting the most stubborn blaze Detroit has had in fifty years. The drug store of E. C. Kinzel, at Griswold street and Michigan avenue, in the heart of the business district, was burned out. The total damage was about \$200,000, practically covered by insurance.

Explosions of chemicals which were being heated is believed to have caused the fire, which started during the middle of the forenoon. The flames soon ate their way into the basement, where a large stock of drugs and chemicals were stored. Great billows of poisonous smoke poured from the building.

When all other ways fail, try a Bee Want-Ad.

Government Drops Case.

LONDON, Jan. 29.—The government has dropped the case against Edward Welton, the American who formerly was London manager of the Adams Express company, and Douglas Simpson, a British subject, also formerly employed by that company, who were tried recently on the charge of "treason with the enemy," the trial resulting in a disagreement of the jury.

DORT FIRM SHOWS GREAT PROGRESS

In Less Than Nine Months Output Increases from Six Cars Day to 1,500 a Month.

OUTGROWTH OF CARRIAGE FIRM

On May 1 last the first Dort motor car was delivered. Then the factory output was six cars a day. In less than nine months, says W. E. Foshier, local representative, this has been increased to 1,500 a month. That is about as fine a sample of factory efficiency as there is in this wonderful industry. Many have planned to do such things, but when the time came something was lacking in the machinery of the organization and promise have fallen flat.

But in the instance of the Dort car the makers had made their preparations with greatest care and skill, and backed by years of experience in a kindred line of manufacturing, they have been able to gradually increase the production of the car without the slightest friction.

The Dort Motor Car company is an outgrowth of the Durant-Dort Carriage company, which was incorporated in 1890 and still is a dominant factor in its field. From the start this older company has held a prominent place in the carriage world, and the motor company has stepped into a similar place in relation to horseless vehicles for the parent concern, for the parent concern never marketed a failure.

The officers of the company are: J. D. Dort, president; D. M. Averill, general manager; F. A. Aldrich, secretary and treasurer; J. D. Mansfield, sales manager; Ralph Dort, advertising manager.

Some of the buildings of the carriage company in Flint were requisitioned by the Dort Motor Car company and several additions were erected. In these was assembled the most modern equipment, with ample provision for expansion.

Lay in Big Stocks.

The first Dort car was designed and then the materials were bought for the production of the company, fortunately piling up its stocks, so that in these days of a shortage among the metals there is plenty on hand and in sight to warrant the continued increase in production and insure deliveries as specified.

Two of the essentials to success in motor car building are the mechanism and the looks, and both of these have been attended to by experts. The power plant was designed by Etienne Planche, formerly with the Peugeot. Hence it is of French design, light in weight, with great power.

Some of the finest bodies and most graceful lines of cars have come from the carriage builders. J. D. Dort looked over many designs for the car which was to bear his name, and none of them being quite up to his own ideas, he modeled a car out of clay with his own hands, a pure stream-line body, and this is the car of today.

Dies Game as He Said He Would on Gallows

CANON CITY, Colo., Jan. 29.—George Quinn was hanged at the state penitentiary early tonight for the murder of William R. Herberston in Denver, October 24, 1914, following a quarrel over Mrs. Herberston.

Quinn on the scaffold said: "Just say I died game, as I said I would. Tell them to take care of the boy."

"By the boy," Quinn meant the 14 months' old son of Mrs. Quinn, formerly Mrs. Herberston, to whom Quinn was married in jail.

Lincoln Building is Wrecked by Fire

LINCOLN, Neb., Jan. 29.—Fire, originating in the basement of a cafe, last night badly wrecked the interior of the Brownell-building, a four-story and brick structure in the heart of the retail business district. Tenants in the upper stories, chiefly lawyers and insurance agents, were practically burned out. The total estimated loss is between \$50,000 and \$60,000.

Willard Out of Sight

Don't forget your storage battery because it's where you can't see it work. Let us take care of it and you'll never have occasion to worry about it.

Nebraska Storage Battery Co. 2203 Farnam St. Tel. Doug. 5102.

Free inspection of any battery at any time

Criticism of U. S. Policies Made at Trade Convention

NEW ORLEANS, La., Jan. 29.—Criticism of American shipping laws, the tariff, of laws relating to railroads and "big business," and of the proposal for a government-owned merchant fleet was voiced here today at the third national foreign trade convention.

Speakers included Fairfax Harrison, president of the Southern railway; Frank Vanderlip, president of the National City bank of New York; and Joseph E. Davies, chairman of the Federal Trade commission.

Mr. Vanderlip declared the United States did not need government aid to succeed in the world of trade so much as relief from governmental handicaps. He said: "We shall have handicaps in the extension of foreign trade of a government so devoted to peace that justice to its citizens in the foreign countries weighs but scantily in the balance against the advantages of peace for its people at home."

Mr. Vanderlip characterized some of the laws governing shipping and commercial combinations as "foolish legislation, uneconomic and unnecessarily restrictive." A plea for modification of regulations affecting railroads to permit them to make lower rates on export than on domestic traffic was made by Mr. Harrison.

Complaint Against Red Willow Fair

(From a Staff Correspondent.)

LINCOLN, Jan. 29.—(Special.)—Has the Red Willow County Fair association forfeited its right to the per capita allowed it for holding sessions? This is a matter brought to the notice of State Treasurer Lincoln, Jan. 29, by a letter from Roy Jones, J. W. Dutcher, Chris Jensen and C. H. King, alleging that gambling had been allowed on the grounds during the 1915 fair.

The statutes prohibit the allowing of gambling or the sale of liquor within the grounds of any county fair, on penalty of a forfeiture of the per capita appropriation coming from the county treasury. Last year the Red Willow association drew \$47.25 from the county under the law.

REPRESENTATIVE HALL "CUTS UP" FOR TEACHERS

(From a Staff Correspondent.)

LINCOLN, Jan. 29.—(Special.)—Between listening to speeches from some of the big educators of the state within the grounds of the county and city superintendents, who have been holding a session the last few days, have been kept busy. To add to the enjoyment of the meeting old representative hall froze up this morning and the meeting was adjourned to the supreme court room, each man and woman sipping a chair and moving to the place where the tribunal of justice usually holds forth.

Yesterday afternoon while the people present were listening in rapt attention to a speech by one of the men of the program, there came a loud sound as if the ancient edifice had been struck with a shell. Shrieks from the women and exclamations from the men added to the confusion, but it was soon discovered that a huge piece of plaster had been unable to withstand the heavy wind currents through the building and had been blown off. Luckily, it fell in the gallery and so no one was harmed, but a large hole through which the outside air of the building can be seen testifies to the condition of the building.

ADDRESS BY GOVERNOR ON LONG-DISTANCE PHONE

(From a Staff Correspondent.)

LINCOLN, Jan. 29.—(Special.)—Governor Morehead will deliver an address to the National Chamber of Commerce, which will hold its closing session of the meeting on February 10. He will not go to Washington to deliver the address, but arrangements have been made whereby he will sit in his office in the executive chamber and deliver the address over the transcontinental lines, each member of the meeting being provided with a phone from which he will receive the address.

KAISER GETS BUSY ON RUSSIAN FRONT

Great Activity of Germans and Austrians Reported from Eastern Zone.

MUD IN BUKOWINA KNEE DEEP

KIEV, Russia (Via London), Jan. 29.—German prisoners captured in battle in Bukowina assert extensive preparations are being made by the Austrians and Germans to prevent a further Russian advance on that section of the front. It is said some of the chief railway lines of Austria and Germany have been closed to passenger traffic on account of the movement of large bodies of troops and great quantities of supplies to Bukowina.

Reduced to Minimum.

Prisoners state that as soon as troops are installed the number of troops is reduced to the minimum, the men withdrawn being sent back on the returning munitions trains.

The destination of the German and Austrian troops withdrawn from the Bukowina front is of course unknown here, but the general opinion expressed by the prisoners is that they are intended to reinforce the German positions in the Riga district and Drinsk sections, where an offensive on a large scale is looked for.

German Active.

PETROGRAD (Via London), Jan. 29.—Early renewal of military activity along the northern end of the Russian front, in the Riga and Drinsk districts is forecast by Russian military circles. Their expectation is based in part on the unusual activity of German aircraft in reconnoitering the Russian lines.

The activity leads to the belief that the Germans may be preparing an offensive in the north for the purpose of countering the Russian attack in Bukowina.

Along the Brive river the artillery fire of the Teutons is increasing daily.

Mud Knee Deep.

The comparative inactivity in Bukowina during the last few days is explained by seasonal conditions. Mud is knee deep.

According to a statement made to the foreign press by the military expert of the Birabev Vedemski it is a practical impossibility for the Germans to send reinforcements from Constantinople to

TOGS WITH SMOKE AROMA TABOOED

Tobacco Is All Right in Its Place, But Not When Buried Into the Texture of the Clothes You Wear.

More Money for the Hatters Than Needed

DANBURY, Conn., Jan. 29.—National officers of the United Hatters of North America estimated today that the contributions made yesterday for the relief of the defendants in the Danbury Hatters' case would be at least \$300,000 and might reach \$400,000, according to word received here from the hatters' headquarters in New York.

It was stated that reports received from the largest cities in the country indicated that the response to the appeal of the American Federation of Labor for funds to meet the \$300,000 damages and costs awarded D. E. Loewe & Co., plaintiffs in the case, would be sufficient to protect the defendants from losing a dollar of their personal property.

Raise Three Millions For Relief of Jews

NEW YORK, Jan. 29.—Predictions that the receipts of Jewish Relief day throughout the nation would approximate \$3,000,000 for the relief of Jews in the war zones of Europe, were made tonight at the headquarters of the central relief committee in this city.

No attempt was made to estimate the total for New York City, but it is known that it will exceed \$500,000, in addition to nearly \$1,000,000 pledged at a mass meeting here last night.

Telegrams received today from almost every city in the country stated that the contributions were much larger than even the most sanguine workers had anticipated. In only a few places had the totals been computed, and it is not expected the work will be completed before Monday.

CUMMINS BLOCKS MOVE OF NEBRASKA SENATOR

WASHINGTON, Jan. 29.—An effort by Chairman Hitchcock of the Senate Philippine committee to hasten a vote on the Philippine bill, was blocked today by Senator Cummins, who objected to a suggestion that after Tuesday speeches be limited to ten minutes, and gave notice he would introduce an amendment to the bill to be discussed at length.

Arguments against granting independence to the Philippines were made by Senators Lippitt, McCumber and Harding.

PERSONAL

Effective March 1, the price of the Chalmers Six-40 will be \$1,450 f. o. b. Detroit. This is an increase of \$100 over the present price. It is made necessary by the sharp rise in cost of raw material.

Aluminum, which sold for 19c a pound only a few months ago now brings 53c.

Copper has risen from 14c to 24c.

Vanadium steel a year ago brought \$1.85 a pound. Now it sells for \$3.50.

High-speed steel formerly at \$1.05 a pound now is worth \$3.35.

Leather formerly 20c a foot now brings 33c. And so on.

All told it costs \$118.22 more in raw material to build the Six-40 than it did some months ago. As this amount is considerably in excess of our net profit per car, only two courses were open to us.

One was to raise the price.

The other was to lower the quality.

To follow the latter course meant a "one-year" car. This kind of an automobile Chalmers has never built and never will build.

Therefore a raise in price was the only procedure possible.

We regret that an increase in price is necessary, but we feel that other manufacturers of automobiles will be forced either to increase the price or use a lower grade of materials.

For it is not possible to buy superior products in the open market at any less price than Chalmers pays.

We think it only fair to those who have planned to purchase the Six-40 and have been quoted the \$1350 price to take this opportunity of saying that we will accept orders at that price up to midnight February 29. Thereafter the price of \$1,450 f. o. b. Detroit will prevail.

Chalmers Motor Company

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TOGS WITH SMOKE AROMA TABOOED

Tobacco Is All Right in Its Place, But Not When Buried Into the Texture of the Clothes You Wear.

Dresher's Cleaning Process Eradicates Every Vestige of Tobacco Odor.

Now, mind you, the management of Dresher Brothers' Colossal Dry Cleaning and Dyeing Establishment at 2211-2213 Farnam St., do not set against smoking; every member of this concern smokes and deems it a pleasure not to be denied mankind; but, there isn't a man in this office who would allow the odor of tobacco to cling to his garments.

Men, especially those gathering in closely confined quarters, get a large quantity of tobacco smoke just where they don't want it—in their clothes—half the time not knowing of it until delicately reminded of it by some lady or other among their acquaintances.

Gentlemen, a periodical and thorough cleaning of your clothes doesn't cost much and takes scarce any time. And the sort of cleaning done at Dresher Bros. plant at 2211-2213 Farnam St., completely annihilates every vestige of tobacco odor without harming a single thread of your garments. Tobacco odor simply cannot exist after clothes go through this establishment. And the best part of it is that it will be a long time before your garments become smoke laden again; something in the Dresher process averts the possibility.

However, it doesn't cost much to send a suit of clothes here for a cleaning on general principles, tobacco odor or no. For \$1.50 your suit will be cleaned and pressed as only the Dresher people know how to clean and press. Surely that's reasonable enough. And, by the way, the Dresher prices on pressing men's clothes have been reduced. Two or three-piece suits may now be pressed here for 50c; single pairs of trousers at 25c. But a mere pressing will not take out tobacco odor; it presses it in; remember that.

Free yourself from tobacco odor; the ladies do not like it; phone Tyler 345 in the morning and have a Dresher man call for your clothes, or leave your work at the plant, at Dresher, The Tailors, 1515 Farnam St., or at one of the Dresher branches in the Brandels or Burgess-Nash Co.'s stores.

Dreshers pay express or parcel post charges one way on any sized bundle to any point in America.

HUMPHREYS'

Humphreys' Homeopathic Remedies are prepared after prescriptions used by Dr. Frederick Humphreys, in his private practice for many years and by the public for SIXTY YEARS with satisfaction.

No. 1 Fever, Congestion, Intestinalia.

No. 2 Worms, Worm Fever.

No. 3 Cough, Croup, Whooping Cough, Asthma, Bronchitis, Sore Throat, Laryngitis.

No. 4 Croup, Hoarse Cough, Laryngitis.

No. 5 Sore Throat, Laryngitis.

No. 6 Fever and Ague, Malaria.

No. 7 Piles, Hemorrhoids, External, Internal.

No. 8 Catarrh, Influenza, Cold in Head.

No. 9 Whooping Cough.

No. 10 Asthma, Oppressed, Difficult Breathing.

No. 11 Disorders of the Kidneys.

No. 12 Urinary Inflammation, Weak Stomach.

No. 13 Bone Throat, Quinsy.

No. 14 Grip, Grippe, La Grippe.

Put up in small vials of pleasant pellets, fits the vest pocket, 15c each.

Sold by druggists or sent on receipt of price. Medical Book mailed free.

HUMPHREYS' HOMEOPATHIC MEDICINE CO., corner William and Ann Streets, New York.

January Clearance

OF MEN'S, WOMEN'S AND CHILDREN'S CLOTHING

BEDDEO, DOUGLAS

Pay \$1.00 a Week

HYATT Roller Bearings Help To make a car quiet and to keep it quiet

WINE CACKLEY'S FAMOUS "SUN-KIST" WINE GOING NOW AT Only 50c

GREEN GABLES Dr. J. W. F. B. B.'S SANATORIUM