

### MITCHELL MEN IN FAMILY GATHERING

General Sales Manager Tainsh Tells of Some of Transportation Troubles.

#### WEST IS MORE FORTUNATE

John Tainsh, general sales manager of the Mitchell Motors company, addressing a meeting of Mitchell dealers yesterday afternoon at the Fontenelle, outlined briefly the transportation difficulties encountered these days at the factories.

### Puzzle: Who Sold First Automobile? Snapped Them Right Up at Show

"When a fellow needs a friend" is the automobile editor's feeling on the opening day of the show when the mad rush to make the first sale is on and four-thirds of the dealers honestly think the honor belongs to them.

### TWO AMERICANS KILLED ON LACONIA

Mrs. and Miss Hoy of Chicago, Who Were in Boat Swamped, Die of Exposure.

#### NO WARNING IS GIVEN

London, Feb. 27.—Wesley Frost, the American consul at Cork, has sent to the American embassy here the following report regarding the sinking of the Laconia:

"The Laconia was torpedoed without warning at 10:30 p. m. in a heavy sea while the ship was making seventeen knots. The first torpedo struck on the starboard abait the engine room. The engines stopped and the ship turned, listing to starboard.

#### Three Americans Killed?

"Deaths of Mrs. and Miss Hoy, as reported, now positively confirmed. Cedric B. Ivatt of New York, probably American, is apparently lost.

#### No Offer of Aid by Subsea.

"The submarine commander told the people in the second officer's boat that a British admiralty patrol had caught the Laconia's wireless and was coming to the scene.

#### Report to State Department.

Washington, Feb. 27.—The following dispatch from Consul Frost at Queenstown, dated at 11:15 o'clock last night, was received today at the State Department:

"Two American women believed dead from exposure and bodies lost at sea from Laconia; namely, Mrs. Mary E. Hoy and Miss Elizabeth Hoy of Chicago. Four Americans saved; F. P. Gibbons, Chicago Trib-

structed in boat drill and got into the boats without panic. Dr. Hawke said that all behaved well and that discipline was truly good.

### WATER BOARD BILL DIES IN COMMITTEE

Craddock's Measure to Turn Plant Over to City Commission of Omaha Falls.

#### BITTER WORDS SPOKEN

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#### Who is Boss?

"You can't run this committee if you are chairman," shouted Shannon when Richmond showed signs of wanting to adjourn the meeting.

#### Craddock Defends.

"I want you to understand that I'll run part of it anyhow," shouted back Shannon.

Just then some one in the crowd made the remark that Shannon had the true Irish fight in him, and then Representative Jerry Howard got sore and said that "any man who said that Shannon was Irish again, would get a swat on the nose," and then in the excitement some one proposed an executive session to vote on the bill and the trouble was over.

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#### Six of Crew Missing.

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"Regret to advise you Mrs. Hoy and daughter, also C. P. Ivatts, are dead and were buried at sea. Dr. Fortnam Zynedel and William I. Robinson, cabin passengers, are unaccounted for.

"In the second cabin William Eva is unaccounted for, as are three firemen, two coal trimmers, the ship barber from the crew, making a total of twelve dead and missing from the ship."

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Dr. Albert H. Hoy, the father, an aged man, is prostrated with grief. The son was loath to believe the news that his mother and sister had been lost until he received the confirmatory telegram from Consul Frost.

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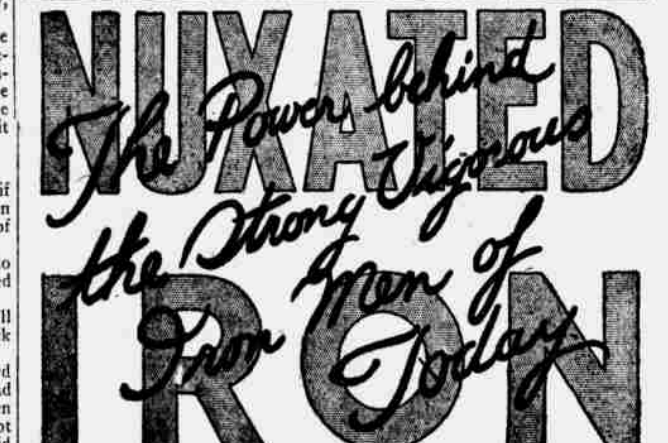
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Dr. Ferdinand King, a New York City physician and author, says: "There can be no strong, vigorous, iron men nor beautiful, healthy, racy-checked women without iron—Nuxated iron taken three times per day after meals will increase the strength and endurance of weak, nervous, run-down folks 200 per cent. in two weeks' time in many instances. Avoid the old forms of metallic iron which may injure the teeth, corrode the stomach, and thereby do more harm than good. Take only organic iron—Nuxated iron." It is dispensed in this city by Sherman & McConnell Drug Stores and all good druggists.

#### On the High

There were more purchasers of Roa cars than the first two days than there were Roa cars in stock ready for delivery. J. M. Oppen of the Roa-Terra company closed two sales with Iowa buyers and then discovered that his stock on hand had already been sold out, so he couldn't make any more deliveries for a day or two.

Bob Roberts of the Cole-Eight display paid express charges on two of his show cars, in order to get them here in time for the show. Traffic delays had held up shipments and his stock had been sold out, so he wired for shipment by express instead of freight, in order to have models to show to a long string of prospects from the country.

In addition to his display of Roa cars on the Auditorium stage, W. L. Kelly of the Noyas-Kelly Motor company has a lively display of Roa cars circulating around the show floor. These are in the form of novel paper hats, which every juvenile visitor to the exposition clamors to get and wear.

"More and more the public is demanding closed cars," says H. Patton of the Franklin agency. "The call is now stronger than ever, and indicates the up-to-date desire for refinement in automobile as well as satisfaction in mechanical operation."

Salesmen are the busy bugs these days. After being up early each night at the show, they are up early each morning to accommodate more prospects who are ready to close purchases. Both at the salesrooms on Auto Row and at the show would be buyers arrive early.

"Sellers" or demonstrators of stripped working models of various makes of cars, are enjoying a large share of attention from show visitors. A number of them from factories give continuous lectures to explain new and advantageous features of their cars.

Although one of the state's busiest banks, President H. J. of the Nebraska City National bank is an enthusiastic motorist. He and Mrs. Wilson came up Tuesday and were interested visitors at the Auditorium for a few hours. They said they would have liked to stay a while, but Mr. Wilson could not neglect his bank longer.

Line results are reported by auto firms whose displays are in the palm room. Glass exhibits and orchestra music have proved a double attraction for big crowds of prospective buyers who visit this place, which was brought into being by the need of more display room for the motorist exhibition.

"Within less than a hundred of reaching twice as many paid admissions as were registered at the auto show on the opening day last year," was the proud statement of Generalissimo Clarke Powell last night after checking up the box office receipts. Mr. Powell released the number of admissions to the inaugural night of last year's show.

During the first twenty minutes after the doors were opened last afternoon, 112 tickets were sold. In the evening Charley Frank and Miss Kendall sold tickets as fast as they could take money with both hands. Police had to close the storm doors at intervals in order to hold back the crowd that clamored for admittance.

Though the music stopped at 10 o'clock the show was by no means "over" at that hour, as the Auditorium was still jammed. It was nearly 11 o'clock before the last visitors left.

The gallery was crowded with spectators who apparently enjoyed the show and the milling throngs and long range inspection of cars, as much as did those who promenade the lower floors.

"Bill" Ranphe, who handles Oldsmobiles, was standing in front of one of his masterpieces when a friend pinched him on the arm.

"Bill," he said, earnestly, "I haven't got enough dough to buy this car, but I'll give you \$50 if you'll let me drive it past my girl home just once, right after the show."

"What's the big idea?" gasped the astonished Bill.

"Well, I see," explained his friend, "I'll have her chasing me, then, instead of me chasing her. You know having much luck the way it stands now."

Bill promised to take the proposition under advisement.

Nearly every automobile dealer at the Auditorium has a board or two of letters to give away to those interested in his car. Phil McShane, who handles Huppmobiles is no exception, but he nearly fainted last night when Russell Eberstein, federal south, staggered up to him, bowed under the weight of a big bundle of auto literature, and asked for some Huppmobile literature.

"You will," gasped McShane, "you've got enough auto literature there to keep you reading matter for the rest of your life. What do you want any more for?" Eberstein grinned. "That's it, I'm not going to read all this stuff. I'm going to take it out and sell it. The way they charge me for white paper, I only need two pounds more and I'll have enough money out of this means to buy one of your babies."

### Puzzle: Who Sold First Automobile? Snapped Them Right Up at Show

Pray, one of his salesmen that Dick Payne on the way to the showroom in the morning and Payne expressed a desire to buy the first car at the Omaha Auto Show for his father George H. Payne. Pray immediately got his name on the dotted line and secured a deposit.

Doug Bowie of the Apperson Motor company registered with Clarke G. Powell at 11:15 a. m. an order and check for an Apperson Chummy roadster.

C. W. Francis of the C. W. Francis Auto company registered with C. G. Powell at 2:01 p. m., an order and check for a Maxwell, sold to the Lenagh Brothers Coal company.

Chet Bowers of the Nebraska Buick Auto company rung up a sale on a Buick D-45 and registered with C. G. Powell at 2:13 p. m., with W. J. Burgess as buyer.

W. T. House of the W. T. House Auto company put a Peerless sale across at 2:15 p. m. and got the check.

Now—dear readers, how would you like to be dropped into a bunch of friends who are all good fellows and have to decide this? With no rules to be governed by, by advice of the counsel? the automobile editor remains neutral.

une; Mrs. F. E. Harris, wife of Colonel Harris, U. S. A., Fort Du Pont; Arthur F. Kirby, upper New York state, and Father Wareing of St. Joseph seminary, Baltimore.

"Laconia" torpedoed without warning 10:30 p. m. February 25, 150 miles west of Fastnet. Sky overcast, heavy swells not breaking, fair breeze.

"Laconia" carried 4.7 gun, invisible at night. Second torpedo twenty minutes after first. Thirteen boats got away, of which No. 8, with Hoy women, was lost. Wireless had been sent out. Boats picked up admiralty patrol 4 a. m., February 26. Cargo, cotton, foodstuffs and non-explosive munition. Apparently eight deaths out of 335 on board. Two hundred and sixty crew and seventy-five passengers, including many women and children.

"Ship sank in about forty-five minutes from time of first torpedo. Had fired six rockets, which were seen by admiralty patrol. Wireless also used up to last minute. Boats scattered two or three miles in swells twelve feet high. Burned flares and were picked up seriatim between 3 and 4 on February 26."

A second dispatch from Consul Frost, timed 8:30 o'clock this morning, says:

"Deaths of Mrs. and Miss Hoy, as reported, now positively confirmed. Cedric B. Ivatt of New York, probably American, is apparently lost. Add to Americans saved the following negro firemen and seamen:

Douglas Adams, Newport News; Benjamin Carter, 21 West Sixty-ninth street, New York; Lewis Darnell, 595 Perry street, Baltimore;

Xeray Mansburg, 10 South Nineteenth street, Newport News; Ed Smith, 212 South Manchester street, New York;

Harry Young, 119 Park Road, New York; Barney Bluetter, 214 West Sixty-first street, New York;

John Williams, address unknown; William Wynne or Wina, 105 North Bethel street, Baltimore;

Henry Smith, 126 Pratt street, Indianapolis; Joseph Lewis, 63 Williams street, Buffalo; Dan Israel, 160 Oliver street, Savannah, Ga.

Isaac Roman, name address; John Johnson, 18 Park Road, New York; Joseph Hunter, 45 Melton and Calhoun street, Charleston;

"Fifteen in all; total survivors landed here, 267; landed at Bantry, fourteen; total on board, 294; missing, thirteen, of whom five drowned and eight, including Hoy women, died of exposure and buried at sea. Six hospital cases, none believed grave. First torpedo struck abait engine. Steamer going seventeen to eighteen knots. Engine stopped and ship turned, listing to starboard, so that most boats got off that side. Twenty minutes later, when most boats were clear, submarine fired second torpedo, striking engine, port side."

#### Four Passengers Injured.

Queenstown, Feb. 27.—Correct returns on those missing from the sunken Cunarder Laconia are not yet obtainable, although the Cunard staff is working on the list of crew and passengers. Four passengers are among those sent to hospitals. Their injuries are slight. Among the four is Dr. Hawke, a resident of San Francisco, who said he was playing a game of bridge in the ship's surgeon room, when he heard an awful crash and guessed that the ship had been attacked by a submarine. He said that the first torpedo struck the liner aft on the starboard side and every one made for the life preservers. The passengers had previously been in-

**NEW..... sensible  
N ..... handsome..**

You'll miss much unless you see the unique finishes of Allen Classic Motor Cars.

See them—at the Show.

STANDARD MOTOR CAR CO.,  
CARL CHANGSTROM, Owner, OMAHA, NEB.  
Western Distributors.  
2020-22 Farnam St. Phone Douglas 1705.

Factory Address:  
THE ALLEN MOTOR CO.  
Potosi, Ohio

850

**Save \$160 on this Chalmers 6-30**

Today the price of this 5-passenger 6-30 Chalmers is \$1090. March 1st the price becomes \$1250. The saving, if you buy now, is \$160. There will be practically no change in the car after March