

MOTOR EXECUTIVE FOR GYM CAMPAIGN

Paige President, Active in Preparedness, Points Out Necessity for Physical Training in Army.

Harry M. Jewett, president of the Paige-Detroit Motor Car company, finds time, in spite of his manifold business duties, to interest himself actively in patriotic and military matters. Mr. Jewett has recently entered heartily into the campaign to provide the new soldiers of the draft army with gymnasiums and equipment so that they may be prepared physically to meet the severities of the foreign field service.

"A gymnasium is an absolute essential of any soldiers' training camp, if the boys are to be properly built up to meet conditions they will have to face in Europe," says Mr. Jewett, who has a first hand knowledge of athletic training, as he established a world's record for the 220-yard dash when he was a famous college athlete.

"The great difficulty with the rookies is that 80 per cent of them—probably higher than that—have never had methodical physical training. Most of them look ten years older than they really are. They generally look husky enough, but the majority of them are strong in only one part of their bodies—their arms, their legs, their backs—whatever muscles have been brought into play by their daily work. In other parts of their physical mechanism they are weak."

The Paige president has been a preacher of preparedness for years and was one of the first to enroll in the business men's military battalion. An expert horseman, he also became a prominent member of a volunteer cavalry company. Catching the spirit of Mr. Jewett's patriotic activities several hundred Paige factory employees recently presented one of the army's hospital units with a completely equipped ambulance built on a Paige chassis.

Army Majors Appointed to Camp Dodge For Duty
Washington, Oct. 5.—The following majors of infantry, national army, have been ordered to Camp Dodge for duty: Leonard W. Prunty, Henry A. Meyer, jr., Peter J. Hennessey, William J. O'Loughlin, George L. Lee, Arnold E. Fisher, Isaacs Martin, Fred S. Turner, William A. Johnson, Rowland B. Ellis, Horace N. Munroe, Arthur J. Lynch, George R. Somerville.

Little Tot is Some Speed Artist



Barney Oldfield and Louis Chevrolet were "sure enough" drivers, but their stunts are history now—happened several weeks ago—and now a new aspirant for "first money" is clamoring for recognition. He has a bunch of nerve, too, for he is only 6 years old, thirty-seven inches high and weighs forty-seven pounds.

Master Kenneth Vanderkolk of David City, Neb., is now in the limelight and promises to be a fast contestant for honors on the track.

During the recent county fair held at David City Master Kenneth distinguished himself by driving a Pathfinder model around town and on the "quarter" stretch at the amazing

speeds of ten miles an hour. This don't seem so fast until his size is considered and the fact that he scorns assistance. He does his little stunt alone—starts, shifts gears and stops. Master Kenneth is entirely submerged (a-la-submarine) when shifting the gears and accomplishes the feat by sliding way down to where he can reach the clutch pedal holding the wheel with one hand and nudging the shift lever with his elbow until it slips into place.

If you want to find out how difficult this is put a kid of the same dimensions in a car and notice how far his feet come from the clutch and brake pedals.

Motor Cars Camouflage So as To Be Invisible to the Naked Eye

Out of California comes the word that "camouflaging" will soon be a national art among America's famous artists, classicists, cubists and impressionists.

To automobile owners, this is of special interest, for it is the motor car that is first being roped, tied and "camouflaged."

Imagine your automobile being so decorated that standing still or moving at any speed, it will prove invisible to the eye at a short distance!

That is what is called "camouflaging" your car. In other words, painting it so that it looks like what it "ain't!"

Of such tremendous import is this art that the government has taken it under its wing, and the colony of artists who formed the society spread the study all over the country, until the government took cognizance of the movement and absorbed all the various societies under a government department.

W. L. Hughson of KisselKar fame on the Pacific coast, well known for his patriotic foresight of preparedness by originating motor car classes to prepare women for war times and other patriotic measures, has donated the famous Kissel military scout car

recently used to blaze the "three nation run" from Canada to Mexico over the proposed new military highway in record time.

A committee of three prominent San Francisco artists have been delegated to paint this car with color patches, which suggest nothing except the surrounding earth, trees, grain fields, sky, etc., resulting in the car blending in with its surroundings, and it will be an exact facsimile of the cars now being used by the allies along the various war fronts.

When completely "camouflaged" the disguised car will start on a long tour to familiarize people with this very important addition to our military life.

Frequent Weather Change With Little Rain Promised

Washington, Oct. 6.—Weather predictions for the week beginning Sunday, issued by the weather bureau today are:

Plains states, upper and middle Mississippi valleys: Little rain and frequent alternations from warm to cool.

Bee Want Ads Produce Results.

AUTOMOBILE PRICES WILL ALL ADVANCE

Will Follow in Wake of Other Commodities and Increase With the Cost of Raw Material Used.

"Many people are wondering what effect the rising price of automobiles will have on future sales," says Guy L. Smith, "and while Hudson has not yet announced an increase in price, such an increase must come we know."

"The average selling price of fifty-one makes of cars on January 1 last was \$2,142.60. The present average price of those very same cars—which have not been changed enough to account for any such price advance—is \$2,338.79. The average increase has been \$196.19.

"If the advances in prices had been confined to automobiles, the future sales would indeed be affected. But just look at what has happened in every other line and you will see parallel cases.

"The wool grower objects to paying the hog raiser \$18 for his pork. But so also does the stockman resent paying the prices charged for his clothing that is now made from wool which sells at 70 cents a pound, as against its former price of 25 cents a pound. However, when wool was at its lowest figure, the hog man was getting about \$10 a hundred and was fattening his stock on 85-cent corn, which, today, is in the aristocratic price class of \$1.75 a bushel."

Marmon 34 Makes Record Drive From N. Y. to Chicago

Mr. Charles F. W. Kelly, prominent tire dealer in New York City, recently drove from New York to Chicago in his Marmon 34, as he says "over the worst roads ever heard of from New York to Chicago."

"One day I drove 234 miles in ten hours and five minutes over very bad, rough roads. There was not ten miles of macadam in the entire distance. I don't believe any car in America could duplicate it. I have not tightened a bolt nor touched the engine or any part of the car since I left New York."

Mr. Kelly is an enthusiastic Marmon owner, and his recent trip proved again to him the stability of his Marmon 34.

SALES MANAGER OF ORR MOTOR SALES CO.



J. H. HANSEN.

Coincident with a generous increase in the territory controlled by the Orr Motor Sales company comes the appointment of J. H. Hansen, a former resident of Omaha, as sales manager and director of advertising.

Hansen has won his laurels with the Packard organization by distinguishing himself in two sales contests recently participated in by all Packard salesmen. In the Lincoln Highway sweepstakes Hansen "hung up" the best sales record in this territory. Later he won a Liberty bond prize, offered by the Packard factory to salesmen who topped the list. Still another prize, consisting of Packard stock, has been awarded to Hansen in recognition of his ability.

Back in 1903 Hansen was with the pioneers of the automobile business and served as a mechanic for H. E. Fredericksen, located at Fifteenth and Capitol. From here Hansen traveled the factory route until recent years have found him in the selling end of

Auto Industry Is More Affected by War Than Any Line

The effect of the war on the automobile industry has probably been greater than on any other business in America. Besides the normal increase in the manufacture of motor cars there has been a tremendous demand from the government for machines, and most factories have at least doubled their ordinary output in order to keep pace with this demand.

This increased manufacture has caused the supply of trained automobile workmen to become almost exhausted in some parts of the country and an influx of very young men and of men over 35, into this business, has resulted.

An indication of the demand for men can be had from the daily bulletins issued by the government urging the enlistment of trained mechanics, ambulance drivers, etc.

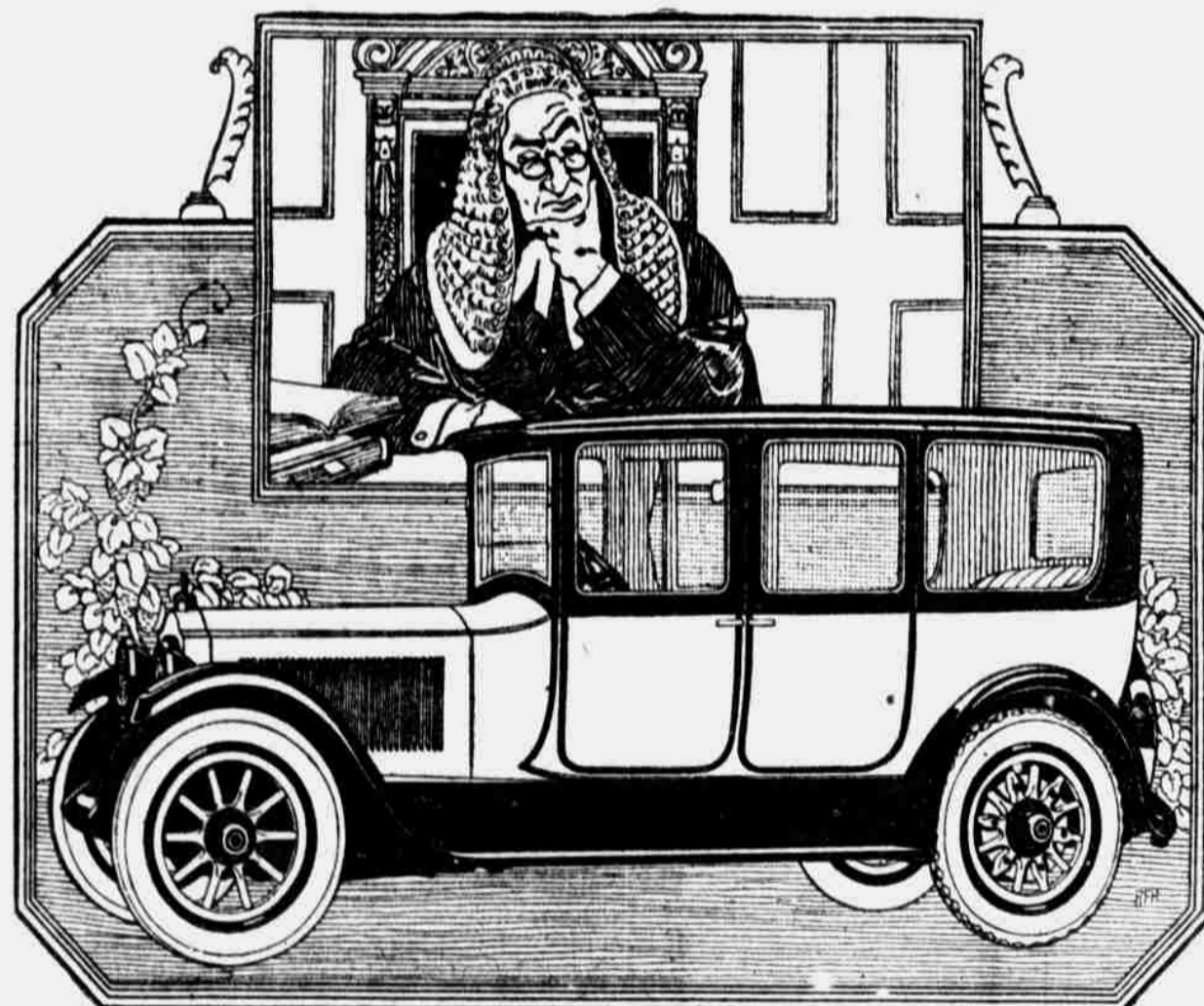
Officials of Rabe's Auto and Tractor school say that a large percentage of their students now are boys between 13 and 19 years old and men of 40 or 50, who are preparing themselves to fill the places at home left vacant by the men who have joined the colors.

The biggest men in the country, men like President Wilson, Secretary Baker, Major General Wood, and others, are urging boys and young men to continue their plans for an education and to train themselves so they will be ready when the country needs them.

Reichstag Adopts New Supplementary Budget

Amsterdam, Oct. 6.—The German Reichstag, according to a dispatch from Berlin, has adopted the supplementary budget. It agreed to the motion of the vice chancellor that the office of the vice chancellor shall expire on March 31, 1919.

Now on Lower Floor—Janitor "Bill" Jones, who has mopped and dusted on the third floor of the federal building for twenty years, has been transferred to the first floor.



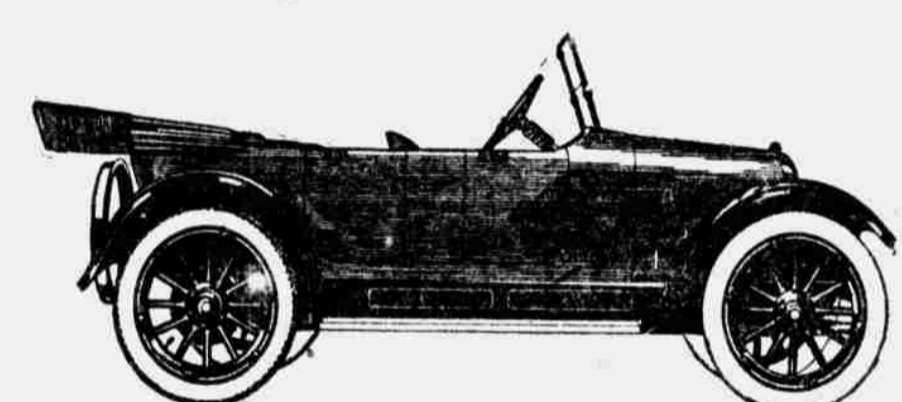
The new Packard Imperial limousine, seven passengers

Who judges the judge?

"I have heard all about this case from gossipers in the street and I'll give judgment now without examining any of the evidence."
No judge upon any bench would ever dare to deliver himself thus. And yet—how much real evidence will you sift before you buy a new automobile?
Hearsay doesn't always hear aright—has no standing in any court. What do you actually know about the new Twin Six?
Have you examined—at first hand—the facts concerning its great and smooth power—and its ability to save gasoline?
Do you know how it differs from other automobiles in its comfort—elegance—and the completeness of appointment?
You may think that you can't afford a Twin Six—but do you really know, until you have all the facts before you?
Your judgment in this vitally important matter will have to stand Time's test of efficiency and economy.

Seventeen distinctive body styles in open and enclosed cars in the Third Series Twin Six—3-25 and 3-35
Ask the man who owns one

See the Orr Motor Sales Company
40th and Farnam Sts., Omaha. Also Lincoln and Sioux City



IT IS surprising the ground you can cover in the Overland Light Four, without forcing its speed.

Balance and easy riding qualities permit natural speed.

And the motor has snap as well as great reserve power.

You attain speed quickly and hold it easily.

Among cars of its price class the Overland Light Four is easily the distance car of the year.

\$770

Overland Light Four
Motor—32 h. p. at 2000 r. p. m. Tires—31 x 4 inches
Wheelbase—106 inches Starting—Lighting—Auto-Lite
Rear Springs—Cantilever Fuel Feed—Vacuum System

Price f. o. b. Toledo
Subject to change without notice

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