



AUTO PROGRESS TO BE SHOWN AT BIG OMAHA SHOW

Motors Used by Army Will Be Shown in Careful Selection of Leading Makes of Automobiles.

"If you have nothing more in your bank account than the price of admission you will get your money's worth at the big Omaha Auto show," said Clarke G. Powell, manager. "You don't have to be an auto owner to find the show worth while."

War Types Shown.
"Not a man today, whether he be rich or poor, but realizes the tremendous important part the motor car has played in the world's war and will therefore be interested to learn at first hand just what the automobile industry has done during the last year in perfecting its product."

"Practically every type of motor built today in this country will be on exhibition, many of the motors exact duplicates of those being used by the army in this country and abroad."

Exhibits Carefully Selected.
"There are several larger shows given in this country than the one in Omaha, but after visiting these shows for many years I am convinced that nowhere in this country is there a show which has actually more benefits for the automobile dealer, the car owner and the prospective buyer. I mean that people living in this territory by coming to Omaha can get more information and have a better opportunity of examining the displays than they can obtain in the

Preparedness for Peace is Aim of the Lincoln Highway

With the entry of the United States into the world war and the subsequent centering of national attention upon the solution of transportation difficulties arising from war conditions, the Lincoln Highway was right characterized as "a preparedness movement begun in time." It is to the highways of the country that the people are looking for relief in the present crisis. The Lincoln Highway idea of a through, connected road leading from one definite point to another equally definite point is proving basically sound in principle to answer our war-time needs. Lincoln Highway improvement is logically urged to answer present demands.

But the present demand for a better Lincoln Highway is no greater than that which will exist with the return to peace times. A state of real Lincoln Highway preparedness is just as necessary in times of peace as it was for war. In speaking of

big shows in New York or Chicago," Omaha having established itself as one of the largest distributing points for automobiles in this country, every well-known make has an agency and will occupy space at the show. The dealers have exercised extreme care this year in selecting their exhibits, due to the restricted space.

No Freak Cars Shown.
The careful selection assures visitors that they will not have to spend time examining cars of no interest to them in order to inspect the cars in which they are interested. Freak cars for exhibition purposes will not be shown, due to the restricted space.

The most elaborate and beautiful decorations ever attempted in a show of this kind will be used to show the cars to the best advantage. Music will be provided to furnish entertain-

ment to the man who does not desire to buy a car as well as the prospective purchasers.

the country's need of highways in days to come. J. D. Clarkson, general manager of the Jefferson Highway association, says: "When hostilities close with victory for the allies we will have won then, by force of arms, only the right to practice the pursuits of peace. The struggle in the trenches will have ceased, but the struggle back to normal, civil life will only have begun, with world economic, financial and industrial conditions radically changed."

His words are of the greatest moment as connected with Lincoln Highway developments. Transportation will not cease to be our problem with the cessation of war orders. Industrial output will be larger, agricultural travel will be more extensive.

No contradiction of these facts has been advanced from any source. Where, then, could there be better reasoning than in urging the completion of the Lincoln Highway as a measure of preparedness for peace?

**Christensen Marks Up
Two New Walking Records**

Chicago, Feb. 16.—Christian Christensen reduced two records last night when he walked three-quarters of a mile in 4:32 2-5, the former indoor record being 4:40 1-5. Using a running machine, Christensen made three-quarters of a mile in 3:05 1-5, the previous record being 3:07. Combined time of the two previous records is 7:47 1-5 and Christensen's combined time, made without rest between, is 7:37 3-5. The records are vouchered for by Trainer Tom Eck and W. H. Johnson of the University of Chicago and Coach W. H. Spurrier of Chicago Athletic association.

SALESMAN SOLVES KNOTTY PROBLEM

Texas Drummer Uses Studebaker Truck to Carry Sample Trucks From Town to Town.

The knight of the grip who depends solely upon the railroads to transport himself and his samples from town to town this year faces the most difficult problem that has ever confronted a commercial traveler.

With many passenger trains already removed from the service and with predictions being freely made that passenger train schedules will be still further cut, the experienced salesman knows that his selling efficiency will be greatly decreased if indeed his entire business is not jeopardized. It may also be necessary to place restrictions on the amount of baggage allowed each passenger, in which case many salesmen will be still further handicapped.

But how about the dry goods drummer or the shoe salesman? The roadster would be worthless to such a salesman, and even the most spacious touring car would scarcely be equal to this load of samples.

Drummer Solves Problem.

Luckily, that's all been solved long ago. An enterprising traveler for the wholesale house of Sanger Brothers, Dallas, Tex., easily solved the problem, negotiating the roads of Lone Star state last season, calling on all of his trade with a Studebaker 1,000-pound express car. His four big sample trucks fitted snugly into the rear compartment, while the front seat gave him all the comfort for a passenger car. The Studebaker express also proved exceedingly economical of operation.

AUTO TRUCKS 'FIGHT,' MAXWELL IS WINNER

"Battle Royal" Staged in Railroad Yards at Emporia, Kan.; Bystanders Lay Wagers on Outcome.

Prize fights have been big drawing cards for persons with a drop of sporting blood in their veins. This form of fighting has been barred by the legislators in most states.

The age of truck fighting now dawns. The first scrap between trucks of different makes is reported from Emporia, Kan. Other than being the home of William A. White, the famous publisher and writer, the city will be known as the stage of the first truck duel.

The combat occurred in the freight yards of the Santa Fe railroad. It was an accident that the trucks engaged in this battle royal. During the scuffle the railroaders gathered round and cheered their particular favorite.

The trucks belonged to the McCord-Kistler company and the Bailey Transfer company. The two vehicles became blocked back to back.

The driver of each decided that the

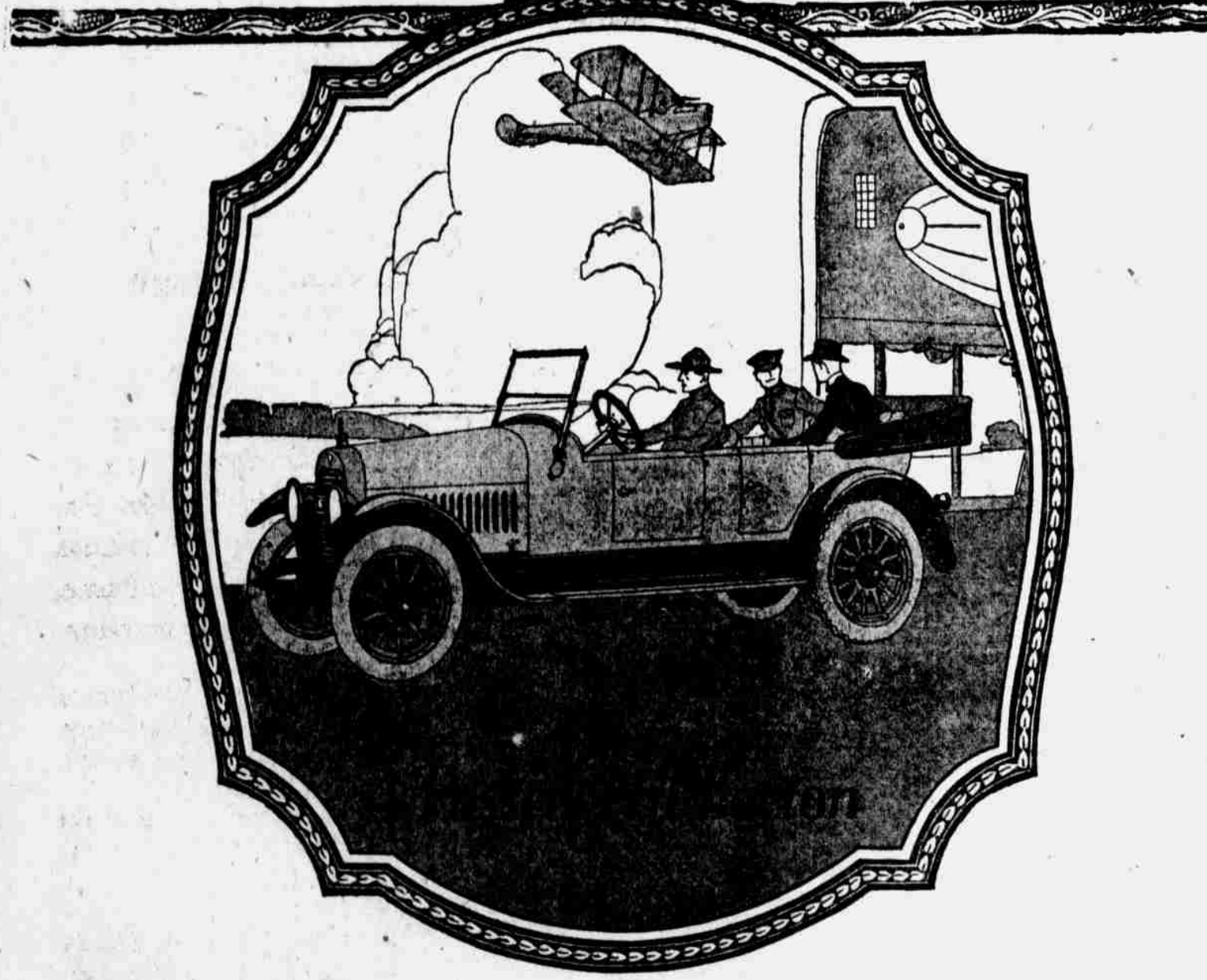
easiest way to clean the atmosphere and relieve the crush was to pull the other out of the way. So they "hooked on" and started their engines.

One truck was a heavy make, while the second competitor was a Maxwell truck.

A majority of the bystanders were wagering on the big truck. The Maxwell driver laid all his money on his steel steed.

The word was given and the drivers "stepped" on the starters. The machines see-sawed, one giving a bit, then the other machine taking a strong hold. The Maxwell engine after the first few hesitations, moved steadily forward, dragging the heavier truck with it. The crowds cheered, the losing driver shouting for time, and the Maxwell driver unhooked and moved defiantly down the railroad yard driveway.

Shoe Laces and Tips.
The tips on shoe laces are a real annoyance to women, both because they often come off, leaving a fringed end, and because when they are on and tucked in the top of the shoe, they frequently tear the stockings. One ingenious girl has freed herself of all such trouble hereafter by moving the tips when the laces are on, and winding them for a half inch or so down with sewing silk, using a needle to fasten the end.
Men who are annoyed with the tips coming off their laces can supply new tips by twisting the ends with sewing wax. If a shoe lace breaks do not tie it together, but lap the fringed ends and sew them together neatly, running the sewing thread up through the good part of the lace.



What the New York Show Proved for the Hudson Super-Six

It proved the Super-Six to be the most widely copied car of the year.

This is not the first time that the Hudson has served as the pattern car for other makers.

This year a score or more models in some manner or other resembling the last year's model of the Hudson Speedster were shown. But we exhibited for the first time an entirely new model. Last year the Hudson Speedster won instant popularity because of its beautiful straight lines, its low, racy appearance. We were unable to meet the demand we had for that car.

It is not unlikely that more Hudson Speedsters were delivered during the last eight months of 1917 than any six makers of the Speedsters shown at Grand Central Palace, plan to build in 1918.

The new model which in all probability will be the pattern car for future models of other makers introduces new square line effects of a distinctive and pleasing character. Everyone seemed to acknowledge it the smartest car at the show.

Space did not permit us to show all the new models of Hudson cars. There are ten different types.

A distinctively new type, and exclusive therefore to Hudson, is the Touring Limousine. It is the only car thus far produced

that can be used either as a chauffeur driven vehicle, with complete seclusion for the passenger, or that can be driven by the owner and with chummy intimacy for himself and passengers. Madam at the wheel of the Touring Limousine is no more out of place than in her own drawing room. When a chauffeur is used, she merely has to raise the dividing window between the driving and passenger compartments and all the advantage of the formal Limousine is at hand.

Another new Hudson model which we did not have the space to exhibit at the Automobile Show and which all lovers of beautiful cars should not fail to see is the Runabout Landau. It is by far, we think, the smartest owner driven enclosed car that has ever been offered. It carries two passengers. The top, either in leather or fabric, folds down, the windows drop into the floors and you have a beautiful Runabout. The Runabout Landau is not like the very serviceable Cabriolet that Hudson created and which is now to be had from other makers. It is as new and as exclusive and as distinctive as all the other nine Hudson models are.

The cars are now on display in our Salesrooms. Come and see them. Get a fresh uninterrupted view of the cars that are the acknowledged style makers.

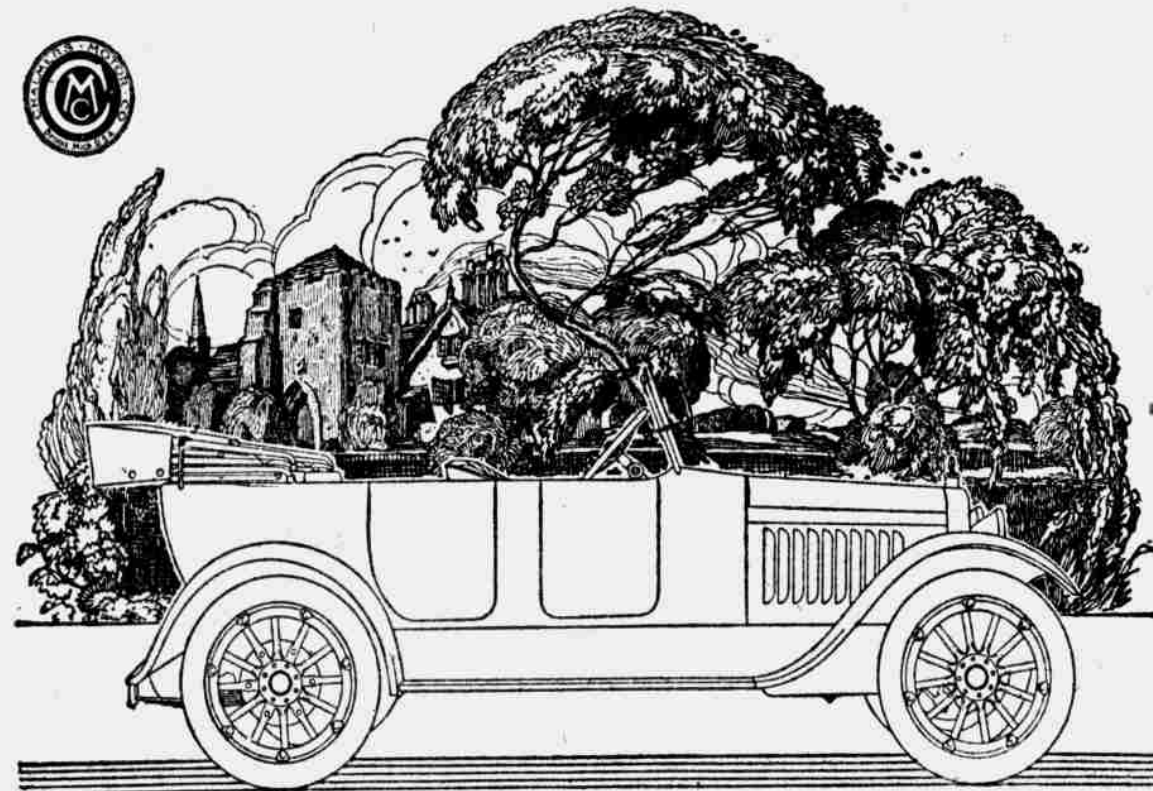
There are now 50,000 Hudson Super-Sixes in service.

GUY L. SMITH

"Service First"

2563-65-67 Farnam St., Omaha, Neb. Douglas 1970.

See the Hudson Super-Six, Space "10," At the Auto Show.



AN ENGINE that responds with a vim ON A COLD DAY

When you've left a present-day Chalmers out in the cold for a few hours you need have little worry about starting it quickly.

For it "catches on" and attains power with amazing speed.

There is a "hot spot" at the mouth of the "ram's-horn" manifold and this, after a few revolutions of the engine, heats up the gas, "cracks" it up, and sends it on through the "easy air bends" of the "ram's-horn" to each cylinder in just the right condition for explosion.

The result is not only quick starting, quick power, but a skillful use of every last atom of gas that passes out of the carburetor.

Particularly of low-grade gas, which it digests with a vengeance.

Hence, high power from low-grade gas.

So softly does the Chalmers engine run, so easily does it handle, that your enthusiasm for it may possibly cause you to overlook the twenty-odd other perfections in the current Chalmers.

Come see them yourself—it'll be a good treat for the eye and mind.

TOURING CAR, 7-PASSENGER \$1535	TOURING SEDAN \$1950	TOWN CAR LANDAULET . . . \$2025
TOURING CAR, 5-PASSENGER \$1485	CABRIOLET, 3-PASSENGER . \$1775	LIMOUSINE, 7-PASSENGER . \$2225
STANDARD ROADSTER . . . \$1485	TOWN CAR, 7-PASSENGER . \$2225	LIMOUSINE LANDAULET . . \$2025

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