

## TO CURTAIL WORK ON AUTOS AFTER FIRST OF YEAR

War Board Asks Manufacturers to Put Plants Up to One Hundred Per Cent War Work.

Lee Huff, who has just returned from Washington, where he and a number of other automobile dealers of the United States have been in a conference with the war industries board, makes the following statement which is authorized by the war industries board.

Mr. Huff says this is authentic and can be taken for what it is worth by those in the automobile business.

The war industries board authorizes the following:

At a meeting of the war industries board, before which appeared a committee of 25 leading automobile dealers from various parts of the United States, representing the National Automobile Dealers' association, it was stated:

1—While no order had been issued by this board cancelling motor car production and no definite order of curtailment could be given until the automobile manufacturers had submitted inventories of present stock, the board has already suggested to automobile manufacturers that they undertake to get war work even up to 100 per cent, if possible, by January 1, 1919. Automobile manufacturers have already accepted war orders aggregating between \$800,000,000 and \$900,000,000.

2—The War Industries board realizes the importance of a continuation of all possible industrial activity, so far as it can be brought about without interference with the war program.

3—All automobile dealers, however, should put themselves as rapidly as possible on a war basis, so as to be ready for whatever curtailment becomes necessary.

4—The War Industries board has not classed the automobile, or any other industry, as nonessential, and in determining the standing and position of any and every industry, it will be guided solely by the war requirement and needs, as distinguished from the wants of the civilian population.

5—In view of the fact war requirements of steel and rubber apparently exceed the supply, making automobile curtailment necessary, the war service committee of the National Automobile Dealers' association has agreed to recommend ways and means to stop unnecessary use of passenger cars and increase their utilitarian uses.

St. Louis Packers Now Find Motor Trucks Profitable

National Stock Yards, Ill., Aug. 24.—The use of motor trucks to deliver hogs purchased at these yards to slaughtering plants in St. Louis, Mo., has greatly increased recently as the result of higher freight rates between the two cities. The distance from the National stock yards to these establishments varies from four to 10 miles. Before the freight rates were increased, most of the packers preferred the slower trip by rail and larger shrinkage to paying the higher rates asked by truck owners. The packers who have been using the truck now declare that aside from the truck rate being considerably cheaper than the new rail rate, the decrease in the loss and shrinkage is of itself enough to justify the use of the motor trucks. One of the smaller packers stated that hogs purchased on the morning market were delivered at his plant by motor truck at 11 a. m. the same day, and that if they had been shipped by rail they would not have reached him before 3 p. m. of the following day. The motor car rates vary with the distance of the plants from the stock yards, but in general represent a saving of from 25 to 50 per cent on the new rail rates.

Cole Winner in Cuban Championship Stock Car Race

Breaking all former records, a Cole Aero-Eight won the Cuban championship for stock cars of 301 to 400 cubic inches displacement at the races held on the Oriental park track at Havana on July 6. The entries included three Stutzes, one Buick, three Cadillacs, a Mercer, a Lancia, a Premier and Hispano-Suiza.

It was a 30-lap race. The Cole covered this distance of 30 miles in 29 minutes and 5 seconds. This is considered especially good time for the class of track upon which the races were held, it being a dirt track used ordinarily for horse racing.

Prior to these races the best time ever made on any track of this character in Cuba was 57 seconds by Bob Burman in his "Blitzen Benz" in 1916. The winner was a Cole stock car in every respect equipped with one of the new Aero-Eight motors.

Its driver, Ronald Markham, is one of the mechanics employed by the Cole dealer in Havana.

The cars were started in two lines in front of the stand. More than 30,000 people were there to see the races for the trophy known as the "Copa Truffin," which is also accompanied by a cash award of \$2,000.

Farmers Will Buy Autos At Nebraska State Fair

It is the opinion of Joe C. Gerspacher of the Tooser Gerspacher Motor company that there will be heavy buying of the motor cars at the Nebraska State fair.

From all indications there is to be a serious curtailment on the production of automobiles until the war is over. Farmers in particular find the automobile necessary to the conduct of their business, and many of them realizing the seriousness of the situation will be influenced to purchase cars now in order that they may have them for their needs later on.

## Life of the Circus Girl Who Travels with the Big Show is Both Healthy and Normal



The insatiable desire of the stage for young and pretty girls, even if without noteworthy talent, does not have a counterpart with the circus. Unfortunately for these innumerable recruits for the stage, youth and beauty do not survive, and when these two qualities are not coupled with ability of a decided order, these girls find themselves miserably adrift in the flotsam and jetsam of great cities.

Veterans of the Hagenbeck-Wallace circus, which comes to Omaha on Monday, September 2, Labor day, declare they have never known of a corresponding instance amidst the life of the white tops. There are about 1,000 employees with the Hagenbeck-Wallace show, nearly 400 of whom are women.

As a matter of fact, the majority of circus girls are the most refreshing, the healthiest and the cleanest minded young women ever assembled together. Many of the so-called "girls" are married women with young daughters and sons, who are also with the circus. There is little difference between the girls of the circus and the ordinary, healthy girls who live in comfortable, refined homes, except that the life of the circus girl is in the open, where she has a better opportunity to develop both physically and mentally.

Life behind the red curtain which separates the dressing rooms from the rest of the circus is not unlike that of a big family in camp. Here the women do their sewing, their laundry, their reading and writing and the instructing of their young children. Nobody molests them, no profanity is allowed to reach their ears, and the atmosphere in which they live is as refined and respectable as it would be in the best-regulated home. Circus folks are home-loving, family people at heart and not at all like the misguided public is prone to consider them.

Many entire families, ranging from grandparents to year-old children, travel with the Hagenbeck-Wallace circus and enjoy all the comforts and privacy of home life. In some of the ring acts three generations of a family are performing at the same time. Most of the really great circus performers of today are descendants of a long line of circus ancestors, and their success in their chosen field is largely due to the heritage of clean living and clean thinking that has been handed down from generation to generation.

## CONSERVATISM IN DRIVING IS URGED

Miller Advises Use of Low Gears Under Certain Conditions; Reserve Power For Emergencies.

In answering a letter from an enthusiastic owner, Harry Miller of the Keystone Motors company, distributor for the Standard "8," wrote as follows:

You ask us what's the use of a low gear on a Standard "8." It is true that low gear is used very little on a car of such power and flexibility, but there are occasions when the use of low gear will save your car even though it is not absolutely necessary to use it. For example, when a party drove from Pittsburgh to New York in 12 Standard "8s," not one shifted a gear during the run, excepting in coasting down the hills. This was done to save the brake linings, and to leave the brakes in reserve for use if necessary at a sharp turn in the road, or any emergency that might require a quick stop, or greater control.

In starting a cold car, it is better to go through the low gears. When the engine is warmed up starting in second is all right, but to start in high and let the clutch in slowly, brings unusual wear on the clutch.

It is always safer to drive into a garage in one of the lower gears, because just at that moment some other car may be jockeying about and you have better control in low gear.

In crowded traffic, slipping the clutch constantly is easy driving but hard on the clutch. Better go into second and stay there.

These are the reasons for low gear in the Standard "8." As you say, it is never necessary to change a gear but it is advisable.

The good driver has such regard for a good car that he treats it with care and never calls upon it to perform up to its capacity, except when the occasion demands.

This letter teaches conservatism in driving. It is a temptation to many drivers when they have a car of great power and flexibility to call upon more power than is needed, just for the satisfaction of seeing it perform.



## Don't Guess—Be Sure

Guessing at battery conditions is like guessing whether there's oil in your crank case.

If you guess wrong you may have to call for help and pay for repairs.

And you can't always guess right. You ought to know that your battery is charged—that it has plenty of water—that you're not working it beyond its strength.

There's no guessing around a Willard service station. We know.

If your battery isn't up to the scratch we'll tell you why.

If you want to know more about batteries ask us for the booklet, "A Mark with a Meaning for You."

Nebraska Storage Battery Company  
20th and Harney Sts. Phone Tyler 2920.  
Omaha, Nebraska.

### BRANCHES:

- Wahoo Storage Battery Company, Wahoo, Nebraska.
- Wayne Storage Battery Company, Wayne, Nebraska.
- Fremont Storage Battery Company, Fremont, Nebraska.
- Red Oak Storage Battery Company, Red Oak, Iowa.



# You Must Get Your Super-Six Now

That is if You Plan Getting a Hudson To Fulfill Future Automobile Needs

Can you rely upon the car you now have to serve you through the years to come?

It grows more apparent that new cars will become more difficult to obtain.

Already there is a tremendous demand for the makes of established reliability.

Certain types of Super-Sixes of this season's production are entirely sold out.

Some Hudson dealers have sold all the cars that can be allotted them on this season's production.

Buyers see the importance of getting a Super-Six now. They are now making provision for their needs for the years before them, for no one knows just how long it will be possible to get quality cars, or how long it will be before normal production will be restored.

Experienced buyers will naturally choose those cars they know can be relied upon to give long, hard service without requiring expensive and constant service attention.

The records for endurance established by the Super-Six make it first choice with those who require super-performance. Men are buying Hudsons to meet future needs as well as for today's requirements. They know new cars may not long be so easily obtainable.

The supply of proved cars will be the first to be taken, but even the less desirable ones will be difficult to get—before a great while, impossible.

The War Industries Board has instructed all automobile manufacturers to turn their plants to 100 per cent war work by January 1, 1919.

The indications are too plain to require elaboration.

If you need a car or will need one in the future—get it now. Shortly, it will be impossible.

Today a Hudson represents a good investment—will you act before it is too late?



GUY L. SMITH

Service First

Farnam St., at 26th.

Omaha, Neb.

# Stewart MOTOR TRUCKS

POWER

Powerful Motors of the Latest Type, Combined With the Internal Gear Drive, Afford an Abundance of Power With Marked Economy.

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In Five Years No Stewart Has Ever Worn Out.

ECONOMY

You Get Economy From the Start—In First Cost and in Actual Operating Costs—They Cost 20% Less to Operate.

Immediate Deliveries

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¾ Ton, \$950; 1 Ton, \$1,575; 1½ Ton, \$1,975; 2 Ton, \$2,575

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