

## BERLIN'S TASTE IS RUNNING TO SCANT IN GARB

Acts With Few Clothes Please Theater Goers—Bronze Statues Bow and Get Encore.

Berlin, July 17.—Another amusement popular here just now is the "ballet natural." It is very natural. One of the cast in particular ranked with the principal of the old song about the string of beads and a heavenly smile. But she didn't smile. Neither did the audience, nor did they enthuse visibly. They sat and looked. The house was packed. There, also, was a new version of the old circus tableau—the figures in tights, so powdered as to give the appearance of marble statues. "The Three Virgins" the act was called. They were bronze, not marble figures. There were no tights. I wonder whether it washes off easily? And when the weather's cold—

**Act Brings Encore.**  
The act brought a curtain call. The bronze statues bowed, then resumed their poses. A man came out, dressed in an artist's frock. He also bowed and got the biggest hand. One gathered that it was his idea and that he painted the ladies. The virgins braved pneumonia and the public gaze, but the audience gave him the credit.

Berlin's taste runs so. Cabaret dancers invariably seem to economize in the nation's interest in one respect. They wear out no shoes and stockings while amusing the public, simply because they wear none. One cannot help noticing, also, that art store windows reveal an economy in wearing apparel. Nudes have quite a vogue in the art stores and in the smart weekly magazines.

But Berlin keeps two opera houses filled, and in the gigantic new theater finished since the war I saw the mob scene in Julius Caesar followed by a first-night demonstration on the part of the audience which itself approached the mob scene in pep. Germany has adopted Shakespeare as her immortal bard. Her art, borrowed rather extensively from Teuton sources in his day, and as a result his plays continued to be staged throughout the war.

Theoretically, the curfew rings at 11:30 in Berlin. The restaurant lights go out then, and taxis stop running. There are many night gambling clubs, I'm told, but their numbers are lessening all the while. Following the Knapp "putsch" the government grip on the country relaxed. Germans of various classes neglected to "verboten" when the rules read "verboten."

## GERMANS SCORN THE IDEALS OF NEW DEMOCRACY

Spirit of Republicanism Dies—Caste and Class Spirit Rule Elections to Reichstag.

Berlin, July 17.—"The spirit of republicanism is dying in Germany." Caste and class triumphed; the ideals of equality and democracy were defeated at the Reichstag elections. Messrs. Barber, Baker, Banker and Bobtblack went to the polls and registered their protest against patting the German government after the principles and ideals of the United States republic.

Germans vote for parties, not for candidates; the party's victory or defeat is purely a matter of the people's approval or disapproval of its platform.

**Monarchical Ideals Win.**  
The Reichstag election may be compared to three salesmen attempting to create a desire to sell their system of government to the voters. The governments on trial were the United States, England and Russia. The United States republican ideals of democracy lost; the monarchy of England and class dictatorship of Russia won.

The reactionary national and people's parties, from whose ranks were recruited the Kapp revolutionists, wish to see the return of monarchy patterned on English lines. With it would come the British Parliamentary system. The hierarchy of nobility would again be officially recognized.

**Democrats More Liberal.**  
The German democrat's ideas on government most closely of any German party approach those of an American. He is opposed to caste or class distinctions. He believes in representative and minority rule in a republican government. Many of the democratic leaders have made extended visits to America and have a keen appreciation of American politics. The other moderates in the old coalition, the Catholic center, and the majority socialists have much in common with Americans in their point of view.

The independent socialists, with their program of revolutionary Soviets in every industry electing a supreme soviet, or "rat," their slogans, "Dictatorship of the Proletariat" and "Hoch die Weltrevolution," are disciples of the Russians.

## Dog Hero of Great War Is Honored by Business Men

Philadelphia, Pa., July 17.—Among the war heroes decorated over the country at Independence day exercises was a three-legged dog which saw service in France as a mascot of the 109th infantry. The animal was presented with a silver medal by the South Germantown (Pa.) Business Men's association.

The dog accompanied a soldier named McCool to France. Both were wounded, the dog having a leg shot off. McCool, before his death in a hospital, gave the dog to a buddy, and the latter, upon his return, gave the dog to a Philadelphia woman. The dog catches recently captured mice and when it was claimed by his owner its history was revealed.

Less than 8,000 people are employed in the factories of Petrograd, Russia.

## Boston Schools Continued German Study During War

Boston, Mass., July 17.—The decision of several high schools in New England to re-establish the study of German brought out the fact that Boston schools continued their courses in German throughout the war. Commenting on this attitude of the Boston school committee, Miss Frances G. Curtis of the board said: "The very time when

German was most needed in the schools was during the war. Boston was one city, at least, that was not swept off its feet during that period. The study of German has always been elective here."

A new industry has been introduced in Milan, Italy. It consists in the manufacture of collar, cuff, cigar and other boxes, carpets, purses, furniture coverings and a variety of other things from waste leather cuttings, which have heretofore been useless.

## Women Try High Kicking In Effort at Reduction

London, July 17.—High kicking has come back to fashion as the most popular method of "reducing." Hundreds of the fairer sex are doing it in London today.

Complaints reached the management of a London woman's club regarding the incessant knocking on the walls that was heard at 7:30 every morning, and investigation

proved that it was due to groups of stout women trying to kick the wall at five feet.

## Man Drops Dead When Told Price of Potatoes

Minneapolis, Minn., July 17.—The high price of potatoes was too much for the weak heart of F. E. Lagrave the other day. Lagrave walked into the city market and inquired as to the cost of a bushel of "spuds." When told the price at which they were selling he dropped dead.

## Alaska Aroused by "Red Menace" Talk

Seward, Alaska, July 17.—Considerable ill feeling has been aroused in various parts of Alaska over the remarks of Governor Thomas Riggs, Jr., concerning an alleged red menace in Alaska. Newspapers here and in other Alaskan towns are venting their disapproval editorially, while others have come to his support. The objectionable statements are said to have been uttered by Riggs

during a tour of the United States. "There are not a dozen bolsheviks in all southeastern Alaska," a Juneau district writer retorts.

A committee of 15 will revise the industrial accident code in the state of Washington and submit the same to the next legislature for action. The minimum wage of 20,000 women employed in the fruit and vegetable packing industries in and around Sacramento, Cal., have been increased from \$13.50 to \$16 per week.

## Czecho-Slovaks Going In Strong for Trade Unions

London, July 17.—Czecho-Slovakia is going in strongly for trade unionism, according to a statement issued here by the labor party. Under the old regime it is stated that there were only 15,000 trade unionists, and today there is a total of 180,000. Co-operative societies have increased from eight to 57, and in addition, 192 agricultural co-operative societies have been formed.



# Essex Takes Hundreds of Famous Records in Nation-Wide Tests

*In Every Locality it Now Holds the Coveted Records for Every Type of Car Performance--Economy, Speed, Endurance, Acceleration, Hill-Climb and Reliability*

**I**N A SERIES of the most dramatic tests ever made to prove motor car efficiency, Essex cars in all parts of America during the week of June 27th challenged and took practically every important record.

Six new cars, taken just as they came out of production, were driven at top speed from Detroit to Chicago, 303 miles. The fastest time was 8 hours 8 minutes. Time for the last car to arrive, 11 hours and 3 minutes. An average for it of 27 miles per hour.

One owner who had driven his car 38,000 miles put his Essex over Wisconsin dirt roads during a heavy rain, a distance of 90 miles in 2 hours, 4 minutes, which was better than 44 miles per hour.

A Denver-owned Essex with 22,000 miles to its credit proved its easy riding qualities by carrying 288 crated eggs strapped to the rear seat. The car traveled 3,828 miles over mountain roads in a 6-day non-stop motor performance. Only 40 eggs were broken.

### Owners' Cars Showed Economy and Speed

Still another Essex that had covered 19,000 miles in automobile rental service and on the original fabric tires from a standing start, topped El Paso's most difficult hill at 49 miles-per hour. The best previous record was 36 miles per hour.

In Des Moines, two cars, one a privately owned Essex that had previously gone 7,000 miles, the other one, which had set a 24-hour record over country roads, combined. They traveled 4,816 miles in 144 hours of non-stop motor running. During the six days the cars were stopped 2,137 times and carried 1,602 passengers.

At Dallas, Texas, an Essex which had seen 12,000 miles of service, established the world's dirt track record by covering 1,261 miles in 24 hours—average 52½ miles an hour.

An Essex Sedan, fully loaded and on original tires that had carried the car 15,000 miles, traveled 221 miles over Maryland hills, averaging 23 miles to the gallon of gasoline.

A Columbus, Ohio, owner drove his 10-months' old Essex which had gone 16,000 miles to Washington, D. C., 403 miles in 11 hours, 4 minutes. The crack Penn-

sylvania Railroad train requires 15 hours, 34 minutes for the trip. An Essex traveled 80 miles in 88 minutes from Buffalo to Rochester, N. Y. The roadway is 12 miles longer than by rail—Essex time 4 minutes longer than that of the fastest train.

### 24 Cars in One Economy Run

Economy was shown in Connecticut by 24 owner-drivers, 12 going over the Mohawk Trail and the Hoosac mountains. The other 12 traveled a coast route. The winning car averaged 24 miles to the gallon of gasoline. Average for all 24 over 216 miles of route, for each was 18.7 miles to the gallon. One car had seen 35,000 miles of service and averaged 21.2 miles to the gallon.

A Hastings, Nebraska, woman drove an Essex from Hastings to Lincoln, Nebraska, 109 miles, averaging 29 miles to the gallon.

Four women drove from Los Angeles over the coast route to San Francisco and return via the Inland route with an average of 22.3 miles to the gallon of gasoline—no stop for any mechanical reason. A car starting from San Francisco made the round trip of 843 miles in 33 hours, and averaged 24.5 miles per gallon of gasoline.

### Also Takes Famous Hill-Climb Records

The Rim O' the World Record, in San Bernardino Mountains, was taken by Essex, climbing nearly 5,000 feet elevation over 8.8 miles of difficult mountain road in 17 minutes. An Essex defeated 19 other entries in the Sacramento, California, dealers' reliability run over the Sierra Nevada Mountains—distance 261 miles—24.25 miles per gallon of gasoline.

And in Utah 28½ miles of mountain roads with heavy grades, climbing 4,528 feet, an Essex carrying 3 passengers made the run in 52 minutes. The best previous record was 66 minutes. Another Salt Lake owned car with 10,000 miles to its credit in 1 hour 20 min-

utes traveled 50.7 miles. The best previous record for this route was 1 hour 37 minutes. Through a blinding snow storm over Tioga Pass with an altitude of 9,941 feet and over grades of from 6% to 37%, Essex traveled 432 miles, averaging 15 miles to the gallon, and using 3 pints of oil. It ran several miles hub-deep in mud and towed another car containing 5 people, itself carrying 950 lbs. of weight and one passenger.

Essex is the first and only car to climb 35th Street Hill, Washington, in high gear and the Tilden Street Hill from a standing start. It crossed the top at 51 miles per hour. The same car towed a loaded 6-ton truck 16 blocks up this hill.

### 49 Cars Average 18.9 Miles per Gallon

Gasoline records were kept on 49 cars used in every kind of test from the dis-

tance covered on a measured gallon to the six-day non-stop performances. It included hill climbs of the most sensational character and inter-city runs in all parts of the country over all kinds of roads in all kinds of weather and at speeds from 5 to 72 miles an hour. Some were brand new cars. One had already traveled 34,000 miles. The average was 18.9 miles to the gallon.

The above are but a few of the records made. Every locality now knows Essex for the accomplishment of some great feat. They know it for its speed, its hill-climbing ability and its flexibility and endurance.

In a thousand ways it has proved its supremacy in every imaginable test.

To list all records would require pages of newspaper space. It would apply to hundreds of cars. Some belong to owners who made the trials in a spirit of sportsmanship.

## Now, Is There Anything Left For Essex to Prove?

Was greater proof ever submitted? Here in one week every kind of performance ability has been established by Essex. They cover not only the cars used in the hundreds of tests of all descriptions but their performance was so consistent that they bespeak similar abilities for more than 40,000 Essex cars as their owners know them.

Every question has been answered by Essex.

Men were long ago forced to recognize Essex performance. It is common remark that it is the speediest, quickest car on the road; and now, in face of these performances, who can doubt its stability?

Can Essex be second choice to any who want the economy which comes with light weight and the beauty, performance and luxury which comes with costlier cars? The Essex can be obtained at a moderate price.

No wonder its sales have also set a new record!

## Watch the Essex!

# GUY L. SMITH

"SERVICE FIRST"

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