

BABIES HAVE FRESH MILK

Big Dairies See that They Are Supplied Daily with Plenty.

CHILDREN HELP SWELL FUND

Some Send All Their Savings from Their Banks to Help Out Other Little Tots Who Are Less Fortunate.

Babies in the storm district will be supplied with fresh, pure milk from all the relief stations from now until relief work is abandoned. The Waterloo, Douglas County and Alamito dairies have donated to Dairy Inspector Bosse milk in sufficient quantities to supply all the needy babies in the devastated district. "Mothers may secure milk each day for their babies if they will apply to the relief stations," said Bosse. "The Omaha Ice company has given us ice in such quantities as needed to keep the milk cool and three dairies have provided the milk."

Babies were chief sufferers immediately following the storm when food was scarce, clothing could not be secured and mothers and children were exposed to the elements.

In proportion to their means little children all over Omaha have been the most generous donors to the relief fund. Their sympathies for the babies and for other little children has been manifested in a hundred ways, from the donation of a penny to the mending of clothes for the sufferers.

Four children of Thomas H. McCague have donated their entire savings to the relief fund. They gave in the following amounts: Anna E., \$10; Henrietta B., \$10; Lawrence M., \$5; Helen E., \$5.

A little son of G. D. Washer, 5701 Calumet avenue, Chicago has asked the relief committee to accept \$2 from him. He said he didn't know just how to send the money so he had his mother write the committee a check. The little fellow said he had read of the Newman family and wanted to help the widow and her fatherless children.

Donations Made Through The Bee to the Relief Fund

Previously reported.....	\$ 10,272.54
T. C. Callahan.....	1.00
J. E. R.....	1.00
Mrs. Schmidt.....	2.00
Temple Israel Sunday School.....	10.00
Thomson's Market.....	25.00
Eight B Class Cass School.....	5.00
Marion Erikson, nurse.....	5.00
J. Edson Heath.....	1.00
E. M. Stenberg.....	5.00
E. E. G., San Francisco.....	5.00
Omaha Girl.....	.50
Widow.....	1.00
F. F. Munkil, Lincoln, Neb.....	2.00
J. F. Savik, Lincoln, Neb.....	1.00
From Ashton, Neb:	
S. S. Polak.....	5.00
Joseph Jankowski.....	5.00
F. X. Badura.....	2.00
Lorenz Bros.....	2.00
Joseph A. Hruby.....	2.00
John J. Goc.....	2.00
L. W. Sandberg.....	5.00
Thomas Jamrog & Sons.....	5.00
C. H. Jensen.....	.50
Alex Gappa.....	1.00
A. Kwiatkowski.....	1.00
O. E. Nohler.....	.50
Joseph Bendykowski.....	1.00
V. Czerwinski.....	1.00
A. Weskowiak.....	1.00
A. E. Wanek.....	2.00
Janulewicz Bros.....	1.00
F. W. Mills.....	1.00
C. F. Jamrog.....	.50
Total from Ashton.....	42.00
Additional from Hastings:	
Hattie D. Clark.....	25.00
W. H. Edwards.....	5.00
F. McIntosh.....	5.00
Total additional from Hastings.....	35.00
Employees of Fairmont Creamery.....	49.00
S. D. Beck.....	5.00
Colored Men's Relief Org. Organization, by Mr. and Mrs. G. N. Johnson.....	5.00
Mr. Smyth.....	2.00
C. E. Nevin, Laurel, Neb.....	10.00
Cash, Bancroft, Neb.....	5.00
A. Friend.....	.50
N. J. Weber, Stamford, Neb.....	2.50
Mrs. F. Karp, Juniata, Neb.....	1.00
Greater Omaha Bowling Association.....	20.25
Emmett T. Ireland.....	5.00
Marvin McCartney, Lyons, Neb.....	1.00
C. B. Brown Co., Falk-Wormser & Co., Chicago, Ill., paid through Metz Bros. Brewing Co.....	25.00
F. M. Tremain.....	15.00
Howard Tremain.....	1.00
Total.....	\$ 10,718.19

EACH NOW BRINGS OWN JELLY: THERE'S A REASON

Nearly every woman on the job at the big central relief supply station at the Auditorium brought down a jar of jelly yesterday. And as usual, there's a reason.

It seems that in order to save time and keep those familiar with the work constantly at hand, the committee has been maintaining a lunch counter where the help and volunteers have been able to get a bite to eat when other folks go home to their meals. The food is good what there is of it, but not much variety.

While forcing down a piece of bread and butter, one of the women lamented that she had no jelly to go with it. Whereupon Major Stritzinger, the military man in charge, exclaimed:

"Just wait a minute, I know how to fix that."

Off he hiked, returning forthwith with a tempting glass of preserves as his contribution to the meal.

But in and behold! Just at that moment another woman appeared upon the scene and made the startling discovery that a jar of preserves she had donated for tornado sufferers was being diverted from its intended purpose, and she proceeded to tell in unmistakable language just what she thought about it.

That's the reason.

CITY HALL WILL START RELIEF FUND IN BUILDING

City commissioners decided to start a city hall relief fund and employees as well as the heads of each department will be asked to contribute as they may be able to afford it. The engineering and the fire and water departments were hard hit by the tornado; C. H. Withnell, head of the department of fire protection and water supply, losing his home and several employees of the other departments suffered injuries.

Commissioners will themselves donate about \$2 each. They have already helped in a financial way and discussed means to further aid the relief committee upon which they are serving. At a meeting they were agreed that a city hall fund ought to be started.

E. V. Parrish reported that the Wonslerland theater, which gave a benefit performance Monday night for the relief fund, turned over \$24.30. Manager A. E. Pramer gave \$1 for each dollar the theater received at this show.

Persistent Advertising is the Road to Big Returns.

LET THEM ANSWER THIS

Can the Carter Car arise to the position of highest sales in its price class in this territory, in the face of the united opposition of forty-two dealers selling gear cars, without it being satisfactory and right?

READ THIS OPEN ADDRESS TO THE PUBLIC (BY THE PRESIDENT OF THE COMPANY)

Omaha, Neb., March 20, 1913.

Before I organized the Cartercar Nebraska Company I went thoroughly into the car's merits. I examined Cartercars that had been in service five or six years. I liked it, but I didn't stop there. I investigated other cars besides those that I had owned and went thoroughly into the merits of the gear car. I went from one car to another and still another. I soon saw that they were the same. The principle was the same, the essentials of one were practically the best parts of another. The distinguishing principle in each was a minor feature—all of them had gears. They did not deny that it was possible for these gears to strip. Indeed, they said that there never was a car with gears that did not strip in time. This, however, was not a bad thing; in a day's time new gears could be put in and new gears did not cost more than \$8 to \$26 apiece. I went back to the Cartercar and examined it again. It looked good. It looked better after I had seen the gear cars. It was as simple as an old shoe. There were no gears to strip. I was not a machinist, but I understood it at once; my little daughter could drive it.

"Now what is there about this car as bad as stripping gears?" I asked, for that feature struck me as pretty bad. It required a machinist to replace gears while the car was laid up a day or more after their arrival. No novice could do it, not one man in a hundred would think of undertaking it. It's the most intricate construction, just as I found all gear cars. It's the inherent weakness of this type. Here is the machinist's reply: "There is nothing about the mechanism of the Cartercar which puts it in the class of the gear cars. Instead of gears, it has a bronze alloy disc upon which revolves a fibre-filled wheel. That is how simple it is. Under normal conditions of wear it will last many thousands of miles and costs less to replace than it does to keep oil in the gear case of the other type car. The bronze face of the disc does not ever wear out and is posi-

tively guaranteed during the entire life of the car. It will, without difficulty or injury, climb a grade that a gear car cannot make."

In two years which have followed this conversation I have lived through the truthfulness of it; there is not a mis-statement in it. What that engineer said is demonstrated every day. The principle of the friction drive is the correct principle of a self-propelled machine. Friction-drive cars would be as common as gear cars if they were not protected by patents covering the basic principles of application upon which the very success of this type of drive rests.

Our competitors are very naturally a unit in opposing the growth of this car which is so rapidly supplanting the old type of sliding gear machines. Their very existence depends upon their successful opposition and they will mislead you if possible. The friction drive is a positive success in practically every line of mechanical trade, so how could it be otherwise in the higher price construction that enters into an automobile? You will have to admit, at least, that the Cartercar friction drive is either a failure or a success. We can offer the testimony of every man who ever bought a Cartercar that it is even more than we claim for it. Let those who try to poison your minds toward this friction drive answer this: If the Cartercar is not in every way superior to cars of other type, how has it been possible for the Cartercar Nebraska Company, in the face of the united opposition of forty-two other dealers in gear-driven cars and their many sub-agents to grow more rapidly in volume of business secured than any company that has ever engaged in the automobile business for the same period in this territory? If the Cartercar is not in every way all that we claim for it, how can we, as we do, enjoy the loyal support of every one of the hundreds of buyers to whom we have sold these cars.

W. E. FOSHIER, President Cartercar Nebraska Co.



W. E. FOSHIER, President CARTERCAR NEB. CO.

You owe it to yourself and to your bank account to make an investigation of the Cartercar.

Here is one vital point of superiority---

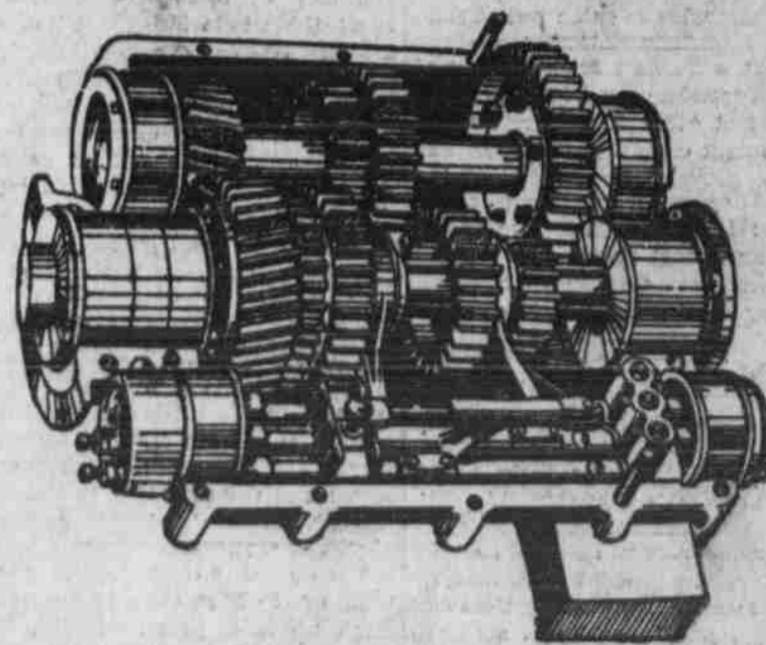
Compare These Transmissions

CARTERCAR FRICTION DRIVE



The Cartercar friction transmission, with chain-in-oil drive, is not subject to the many griefs and ills of the ordinary gear transmission. It is eliminates clutch, universal joints and bevel gear drive. There are just two principal working units. The extreme simplicity carries with it great economy. The Cartercar glides away like an aeroplane, without a sound or a jar.

SLIPPING GEAR TRANSMISSION



The old-fashioned sliding gear transmission is extravagant in construction, expensive in maintenance and untrustworthy in performance. It limits its user generally to three forward speeds, costs as much for lubrication, with the necessary clutch and universal joints, as the entire up-keep of the Cartercar Friction Drive, and is much more noisy.

We Have the Largest Quarters Occupied By Any Exclusive Automobile Firm in Omaha...

Cartercar Nebraska Co.

Our New Location at

2115-17 Farnam St., Omaha, Neb.