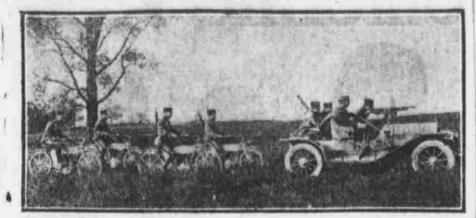
Motors in Military Practice



element of time has been a most important factor, and th advent of some method of rapid transit to the sick chamber has been

looked forward to eagerly by busy practi-Honers in both town and country. When

the motor car was first introduced its adyent was hailed with joy, which turned rapidly into chagrin when it was found that

the owner, who went gally forth in the

morning on gazoline power, was apt to be

hauled sadly back at night by a truck

Under the influence of keen competition

manufacturers have changed all this, and

even with the cheap or moderate-priced cars which are especially suitable for the doc-

tor's use the liability to be put out of use-

fulness is not materially greater than the

morbidity of the horse, so that on the score

of reliability the horse and the motor car

are about on a par. Indeed, it is asserted

liable statistics are not available this opin-

ion may be colored by self-interest. To the

casual observer it would seem that the

Now that the machine has been put into

This cost, as compared with the main-

tenance of a horse and phaeton, is very

more than \$10 or \$12.

Increased Demand for Auto Tires Shoots Cost to Fancy Point.

BRITISH SPECULATORS ARE BUSY

No Danger of Supply Being Exhausted, an Expert Declares-Opens Up Business in the Tropics.

The world is standing agast watching the high flight of crude rubber prices and wondering whether the limit has been reached, Since the day when Charles Goodyear first discovered the art of vulcanization, the rub- that the risks are all in favor of the maber milk of the tropical forest has played chine and against the animal, but as rea part of increasing importance in supplying articles of necessity to the comtert of mankind

chances of being disabled are about as For fifty years the price of grude rubber has averaged considerably less than with the other. great with one method of conveyance as \$1 per pound, two years ago it stood at to cents per pound, and today it is above such shape and reduced to such cost as to \$1-a level that takes it out of many a make it available for the average doctor, field it has heretofore occupied. the comparative fitness of the machine and

Are the causes artificial or natural that the horse for the uses of the physician must have produced the present situation, and is be discussed from an economic standpoint. the world to be deprived of the great boon Here the machine has distinctly the advanof cheap rubber? These are the questions tage. The cost of operating any one of sevthat the people are asking themselves and eral reliable low-priced cars, especially that led F. A. Selberling, president of fitted for the doctor's use, runs only from the Goodyear Tire and Rubber comany of \$10 to \$15 a month, and the repairs for the Akron, O., on a tour of investigation first year, including tires, under ordinary through South America that took two conditions, would probably not amount to month's time and more than 2,000 mileser travel in the fever laden district of the Amazon river. Mr. Selberling being-so far as known-the first American rubber man- small indeed. But the cost of repairs after ufacturer to make this perilous trip, his the first year will mount up, and the mat-

views, which follow, are of great interest: ter of deterioration must be reckoned with. "The high prices prevailing for crude The average low-priced car, one costing rubber are fairly attributed to two pri- from \$600 to \$1,200, can usually be sold at mary causes: First, the abnormal draft the end of the first year at a discount of upon the world's supply in providing tires 40 per cent from the price paid for it when for automobiles; second, the wild speculation in rubber and rubber shares in Englund, which has taken on the aspect of a South Sea bubble' in a mad scramble of people of all classes to 'get rick quick' on rubber. London is the financial center of the world's rubber market, and the crase now running its course there is having a lifting prices. This will correct itself in the collapse which, in due time, is cer-tain to come, and will carry with tremendous sentimental influence toward trail of disaster and ruin to the rubber gamblers in the manner always attending the busting of financial bubbles

"Stories are being circulated to the effect that the rubber supply is being rapidly exhausted and that the world is facing a famine, but a careful view of the situation justifies an opposite opinion

"The last year more than 79,000 tons of crude rubber, having a value approximating \$300,000,000, were produced, of which 40,000 tons came out of the Amazon river. This was wholly wild rubber, gathered almost entirely from a belt extending along the Amazon and its tributaries, and running less than three miles into the interior. The vast forest beyond these borders is substantially untouched, but with the building of the railroad around the falls of the Madeira, which will be completed in 1911, and with the building of roads through the forests connecting up rivers, the introduction of the automobile and the gasoline boat, vast districts heretofore inaccessible will be brought within reach of the rubber gatherer, and while the gain in production each year has been approximately but 10

.... over the previous year, there is scion that this percentage will in-..... targely from this time forward. but a very important factor toward rein saing the existing situation is found in the plantation rubber in the East Indies, which is now coming into the market in targe quantities, each year's production being substantially double that of the preceding year. Whereas we had less than 4.000 tons in 1909, we shall receive approximately 8,000 tons in 1910, and well up to 16,000 tons in 1911, and within five years a quantity larger than is now furnished by the Amazon, which is a remarkable result, considering the fact that three years ago the production of the entire East Indian district

represented but a few hundred tons. That product of nature which exists in abundance, and which the world needs, it will find a way to obtain. Wild rubber trees in almost limitless quantities exist in Brazil, awaiting the touch of human energy to yield up their latex, and the world will undoubtedly find means to obtain its re-

quired supply. The ruling classes in Brazil are an intelligent people, and though they have been slow to realize the advantage of planting rubber, they are now following the lead of the East Indians, and within a few years the Amazon vailey will be furnishing plantation rubber far in excess of the wild rubber now coming down the river.

'As an indication of the immensity of its opportunities, one island in the mouth of the Amazon river-Iste Marajo, which is larger than the state of Maine-is capable of furnishing plantation rubber in quantity more than the entire world is now consuming. The government is enacting legislation to stimulate the planting of trees."

AUTO HELPS THE PHYSICIAN

With it He Can Make Forty Per Cent More Calls Than with Horses.

The wonderful "one-horse shay" of Dr. Oliver Wendell Holmes, though the proparty of a deacon and used by him, was a type of the conveyance most popular among the doctors of that day. Before the chaise came into use the doctor rode on horseback, as he still does in some parts of the remote districts, carrying in his saddle bags his armamentarium medicamentarium. For many the earliest memory of a physician is associated with the mysterious smelly saddle bags and the patient horse tied at the gateway awaiting the return to the outer air of that wondrous man, the doctor, immured with the patient.

From the saddle and chalse the doctor Prom the saddle and chaise the doctor support into the comfortable buggy, the Pasion, and, for the city man, the closed being a matter of slow growth and

climination of the maker's and the seller's overhauled. Even then it can usually be chine has decidedly the worst of it. Bu profit, the machine selling at about its ac- sold for about 25 per cent of its first cost. the most important element of contrast yet The low-priced car, which is most apt to cost must be written off annually to repappeal to the average practitioner, is rela- resent depreciation.

preciation in actual value, but merely the years it must either be sold or completely horse and the motor car steps here the ma This means that 25 per cent of the original

remains to be considered, that is, the econ omy of time and the increased efficiency



OUR improved shaft drive not only eliminates all possibility of actual chain troubles, but insures constantly ingressing instant. bles, but insures constantly increasing, instead of constantly decreasing, efficiency. No matter how efficient a chain drive is at the start, it sooner or later becomes less efficient through stretching and wear. The Baker Bevel Gear Drive is entirely encased and protected. It runs better the longer it is operated. It cannot become clogged by dirt nor affected by the weather. It has no lost motion, consequently it reduces wear and tear on the running gear. The lubrication being constant and automatic, the shaft drive requires no attention whatever. It makes the entire car cleaner, safer, more economical and more durable.

Many Other Exclusive Baker Electric Features put into an electric—specially designed for our cars— a motor that operates continuously without attention and that will take the heaviest overloads without sparking or blackening the commutator. They have wheel bearings directly under the spokes to reduce friction.

Important as the bevel gear drive is, its chief value lies in the fact that it has been added to a car which already had more exclusive features of real value than all other electrics combined.

The new models have longer wheel base than most other electrics. They ride and control easier. The bodies are roomier and more comfortable.

They have a continuous torque controller, with mechanical lock and safety device—the only perfectly reliable controller used in any electric. They have the most efficient and reliable motor ever

They have a patented steering gear, with cushioned connection, which reduces the vibration of the steering lever on rough roads. Only the Baker Electric has these features; only the Baker can give you the service and satisfaction that they make possible.

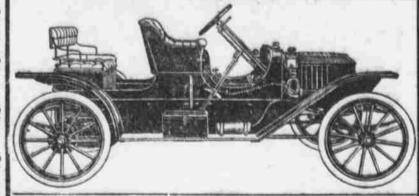
We have just received two Coupes for immediate delivery. Both finished with blue-one finished with blue leather upholstery and the other with gray whipcord. Demonstration by appointment. Handsome 1910 Catalogue sent Free on Request.

Electric Garage Co.

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Three Carloads Model 6) Stanley Steamers The Best Runabout on Earth at Any Price

Model 60 Stanley



\$850.00 F. O. B. Factory

More Power and More Speed Than You Can Get Anywhere For Twice the Price.

Call for a Demonstration.

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The American Tire Repair Co.

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Announce the Opening

of a first-class repair plant. All the latest facilities for expert tire repairing and the best of material used.

Experienced Men in Charge

he Cole 30 makes good?

They have a patented spring suspension that elimi-nates radius and torsion rods, with their annoying rattle

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RECEIVED AT Room 105 Bee Bldg. Omaha.

8 OM GY HO 21 Paid.

Indianapolis, Ind. April 18. 1910.

Mid-West Auto Co. Omaha, Neb. Worlds ten mile record again lowered to eight minutes forty three seconds at Los Angeles April seventeenth. Won first against five starters.

> Bill Endicott 1008 AM

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ROBERT C. CLOWRY, President and Conversal Municiper.

RECEIVED AT Room 105 Bee Bldg. 31 'OM Gy M 29 Paid

Mid-West Auto Co. Omana, Neb. Cole thirty won first yesterday in ten mile stock car race Los Angeles against Buick, Ford, Firestone, Warren Detroit. Time nine minutes three seconds, lowering worlds record 46 seconds.

A. M. Lawson.

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ROBERT O. CLOWRY, Precident and Operaral Miningson.

RECEIVED AT 212 So. 13th St. Omaha, Neb.

109 OH UJ HC 45 Collect, Night Letter Indianapolis. Ind. May, 5. 1910.

Mid-West Auto Co., Omaha, Neb. cole won first easily in 60 race Atlanta Speedway today. E.M.F. second, Firestone Columbus third. Time one hour 28 seconds. Another walk away for Bill Endicott as usual. Tole thirty leads them all. Always first in its class.

E. B. Hale.

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ROBERT C. CLOWRY, President and Conversi Murager.

RECEIVED AT 212 So. 13th St. Omaha.

136-ch 28 EF 42 paid. Night-Letter. Indianapolis. Ind. Apl. 14, 1910.

Mid-West Auto Co. Omaha, Neb. Cole thirty won first prize Savannah Ga. Brunswick and Jackschville Ela. endurance run against Chalmers_Detroit Maxwell and others. The Committees most searching examination failed to reveal a single defect in our car after the two days running over sandy rough roads.

J. H. Smith.

THE WESTERN UNION TELEGRAPH COMPANY. 23,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD.

This Company NEARESTEE and DELIVERS memoral only on conditions limiting its its bility-which have been constanted to by thousander of the following bosons.

Arrows said to guarded against only by repeating a me saign broke to the specime section for comparison, and the Company will not held itself itselfs for eright of daily remainstance or fairway of Careposted Messages, bayout the amount of tolks paid thereon, any in any where the claim is not presented in writing within stary day of the measure is that with the Company for transmission.

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ROBERT O. CLOWRY, President and Corecal Mariager.

RECEIVED at 212 South 13th Street, Smale, Sch.

63 CH Yt

49 Paid.

Indianapolis, Ind. April, 10th 1910.

Mid_West Auto Co., Omaha, Neb. Cole thirty won first in fifty mile class race at Los Angeles Saturday, making new worlds record in five miles four minutes and 29 seconds, ten miles in eight minutes 52 seconds, 25 miles in 22 minutes 9 seconds, fifty miles 43 minutes 49 seconds.

B. W. Brown.

We are making deliveries every day of the Cole 30 models

Cole 30 Tour- \$1500 Cole 30 Pony \$1500 Tonneau . . . \$1500

The Cole "30" is the car of silent service. Favorite with ladies and all who love a nifty car that embraces great beauty, power, grace and endurance.

IIDWEST AUTO 216 South 19th Street