

BETHLEHEM LINE OF TRUCKS TO BE SOLD IN OMAHA

J. T. Stewart Motor Company to Handle Vehicle Fast Making Name for Dependability.

Bethlehem motor trucks, manufactured by the Bethlehem Motor corporation at Allentown, Pa., will be sold in Omaha by the J. T. Stewart Motor company, also agents for the Pierce-Arrow. The Bethlehem truck is made in one and one-quarter and two and one-quarter ton chassis and, although a relatively new line, is fast making a name for itself for dependability.

J. T. Stewart explains his new line as follows: "All roads are Bethlehem truck roads and all distances are Bethlehem distances. They are built to go when the business man sends them, where they are sent and, best of all, arrive on time."

"Super-strong units, plus power over capacity load, pressed steel frames and internal gear axles are stronger than the deepest rut. Bethlehem truck efficiency speeds up deliveries and increases profits all along the line. They have proven a sales asset to thousands of dealers, not a liability."

"Bethlehem's internal gear drive trucks, tractors and trailers," according to an official, "will carry the heaviest loads a hauling apparatus can handle."

Walking Telephone

For Forestry Work

A forest officer of Missoula, Mont., has invented an ingenious portable telephone weighing only two and a half pounds and so practical that it has been adopted by the government and is part of the regular equipment of patrol in the national forests this season.

It is said that a field man equipped with this telephone, a few yards of light emergency wire and a short piece of heavy wire to make the ground connection, can "cut in" anywhere along the more than twenty thousand miles of forest service telephone lines and get in touch with the headquarters of a supervisor or district ranger. To talk, one end of the emergency wire is thrown over the telephone line, the two ends are connected to the portable instrument and the instrument is connected to the ground wire, the end of which must be thrust into the damp earth or in water. Contact with the line wire is made possible by removal of the insulation from a few inches of the emergency wire.

The instrument does not ring the bell of the receiving telephone, but instead causes a screeching sound from a small megaphone-shaped apparatus descriptively known as a "howler." This instrument is installed at the ranger station telephone and is said to give effective notice that some one is on the wire. The transmission is equal to any standard wall telephone, conversations having been held with it for a distance of a thousand miles—St. Nicholas.

"Medicine Hat" Shatters Nerve, But Names City

Here is the history of how the Canadian city got its curious name.

The word "medicine" means more to an Indian than to a white man. We think of it as meaning something unpleasant that is good for us, but the Indian distinguishes "good medicine" and "bad medicine" anything that his fancies will change his fortunes for better or for worse. Imagine that the red man is hunting antelope and meeting with no success. Presently he finds an empty cartridge shell or the top of a tomato can and shortly afterward he gets a shot at his game. Can he doubt that the piece of can or the shell gave him luck? Not he. He wears that fragment of tomato can about his neck with his other jewelry, and it is "good medicine."

Some years ago there was a Blackfoot chief who lived in the vicinity of Seven Persons river, where now stands the city of Medicine Hat. He and his tribe were fond of hunting and of making war on their enemies, the Crees. The chief always wore a headdress of feathers that he called his "medicine hat," for he thought that it brought him good fortune.

It was a dark day for the chief when he last met the Crees, where his men stands the growing city. He and his men fell upon an enemy with great bravery, and even put them to ignominious flight. But just then a gust of wind whirled out of the west, caught the magic hat and tossed it into the swift-running river. Instantly the poor chief lost all confidence in himself and his cause, and with victory in his hand he forebore to grasp it, and fled over the plains toward the Rockies, followed by his tribe.—Helena Independent.

Progress of the Indian.

The Indian population of the United States exclusive of Alaska is about 250,000, or roughly, 1 in every 231 of the whole population. The numbers are increasing slowly. In 1916 the birth rate was 21.85 per 1,000 and the death rate only 22.52. Of the one-time savage Indians of our country, four times as many now live in modern houses as do in primitive huts, tents and other temporary structures, and all but 5,000 wear modern dress. About three-fourths of the North American Indian children are in public or mission schools, but 75 per cent of the whole number still cannot read or write English. Dartmouth college was founded by an Indian.

His Chief Desire.

General Pershing told in Paris a story about a young American soldier. "He talked a lot on the voyage over," said the general, "of the delight he would take in sightseeing when on leave. "Don't miss Notre Dame cathedral in Paris," said a French volunteer. "You bet I won't!" said he. "Don't miss Westminster Abbey in London," said a Scot. "No, siree. But say, fellows, the young soldier declared, 'the thing I'm craziest of all to see is the Church of England!'"—Washington Star.

Floating Dust Causes Fire. Spontaneous combustion is caused, so the chemists tell us, by floating particles of coal dust or other inflammable material jostling and clashing against one another until the friction they set up raises their temperature to the ignition point. If this explanation is correct, it would appear as if such fires could be prevented by perfect ventilation. Such, however, is not the case, for ventilation may actually help to bring about fire by spontaneous combustion. Air facilitates oxidation, really fanning. Keep air damp and quiet to avoid a blaze. Keep air damp and quiet to avoid fire.—Popular Science Monthly.

NEW GENERAL MANAGER OF WESTERN MOTOR CO.



J. C. STUBBS.

J. C. Stubbs, for six years with the Ford Motor company, has been made general manager of the Western Motor Car company, which recently was reincorporated for \$150,000, all paid in. The reincorporated firm has just moved into its new location at 2047 Farnam street, where it has one of the largest sales rooms in the city.

OLDSMOBILE WINS ENDURANCE TESTS

Recent Contest Under Auspices of A. A. A. Conducted Over Worst Roads Ever Encountered in Race.

One, two, three times the New Jersey Automobile and Motor club has conducted a 24-hour endurance run. Three times an Oldsmobile has "set the pace" and been awarded the first place in the list of winners. This event was held under the auspices of the American Automobile association on November 30 and December 1, 1917.

Mr. O'Neal of the Nebraska Oldsmobile company, local distributor, says it has become pretty much of a confirmed habit for the Oldsmobile to win endurance runs. The cars were spick and span, the drivers smiling, but the skies were foreboding and just as the last car checked out, down came the rain. It was no respecter of roads or time, but kept with the machines through-out the run, making the driving dangerous in many places.

Route a Trying One. The route traveled was one of the most trying, both on drivers and cars, that has ever been decided upon by the club. Added to its usual hardships to be encountered—cross roads seldom traveled composed chiefly of ruts, rocks and hills of steep grade—the unpleasant weather conditions made the contest call for even more endurance than was expected.

Seventeen cars started on the run. Only six stood the test and finished the run. Only three of the six were on time. Mr. Wyckoff of the Essex Automobile company of Newark came in first with an Oldsmobile. The third place in the event was won by Q. H. Ball, who is associated with Mr. Wyckoff, also driving an Oldsmobile.

Cars Covered With Mud. Instead of bright, good looking cars, when they had finished the run they looked like moving masses of mud, but the working parts of the Oldsmobiles were looking better than ever before. Neither Mr. Wyckoff or Mr. Ball had any rest—but stayed at the wheels of their Oldsmobiles for the entire 24 hours.

Contests of this kind are not merely stunts. They show that the car must be constructed of the best materials and put together right to stand the strain of such constant driving over all kinds of roadways. This grueling test adds another evidence of Oldsmobile sturdy construction and dependable performance.

Famous Policemen of the Seas. Two of our most famous gunboats won their laurels in the east. The old side-wheeler Monocacy, which has handed down its Indian name to its Yang-tze successor, was for years one of the most familiar sights in Chinese waters. It burned wood, and was swifdly as a ferry boat, but did yeoman service even as late as the Boxer troubles in 1900. The Petrel, one of Admiral Dewey's famous squadron in the battle of Manila Bay, is now used as a station ship in Cuban waters. The Calypso, Don Juan de Austria, Picano, Isla de Luzon, Pampana, Quiron, Sandoval, Samar and the Villalobos once flew the flag of Spain, for they were captured from the Spaniards at Santiago or Manila Bay. The Villalobos proved too much of a name for Yankee tars, so they have rechristened it the Village Hero.—Frank E. Evans in St. Nicholas.

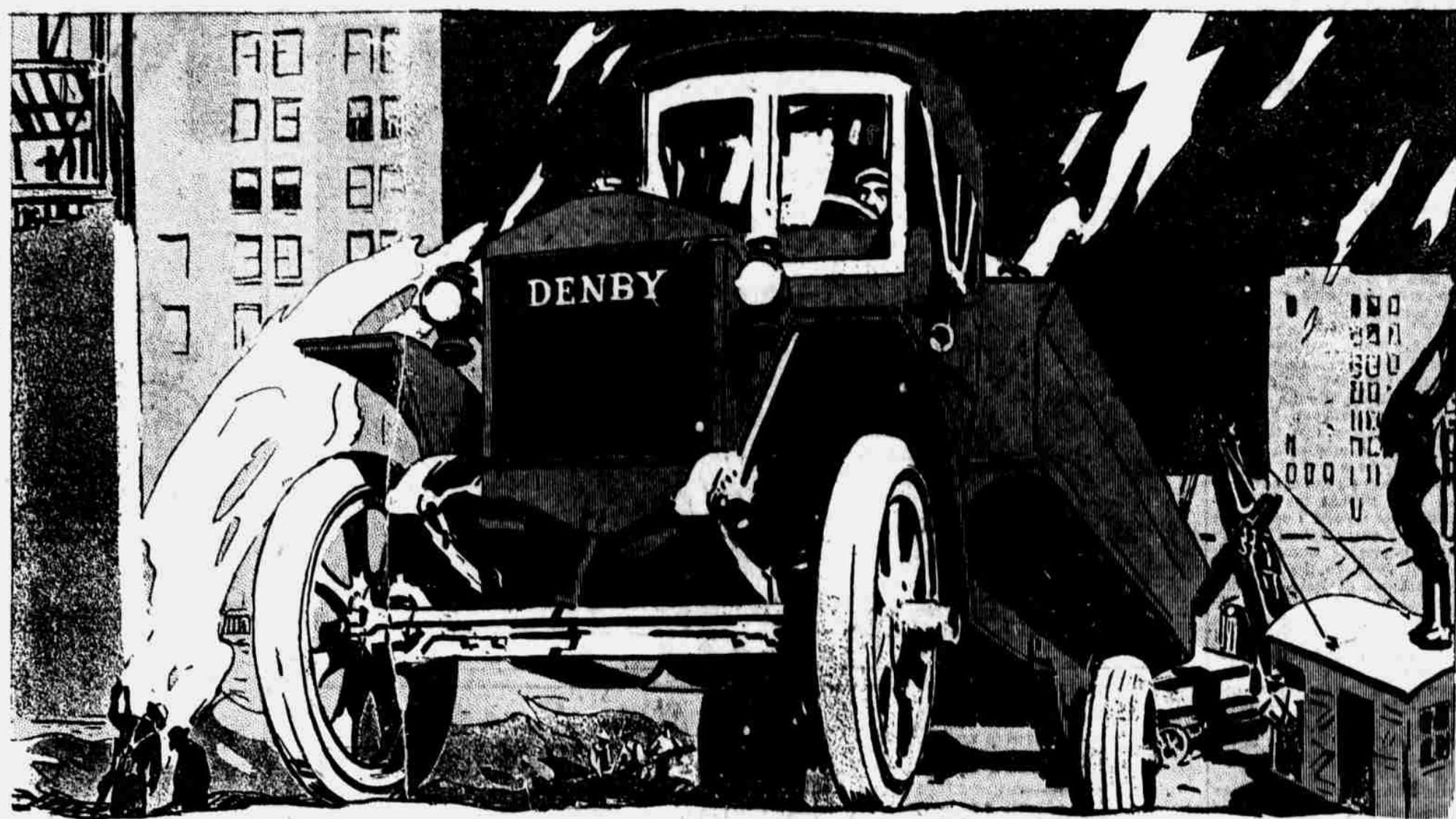
Success in Good Clothes. Ill-fitting clothes detract 10 per cent from a man's efficiency, according to Dr. George Van Nieu Dearborn, professor of psychology at Harvard, who addressed a national gathering of clothing manufacturers and store owners in this city. "One can hardly estimate the benefits of being well-dressed and properly fitted," Dr. Dearborn said. "The well-dressed man spells success and inspires confidence. First impressions are most important, and many a man has got a place largely on account of the cut of his clothes. It goes without saying that the rich man should buy the best and attire himself with taste, but it even pays the poorer man to do the same, for an air of prosperity is contagious. Finally, well-fitting clothes add to one's self-respect, inculcate personal cleanliness and aid the man in business."—New York Times.

Plenty of Titles. Major General John Biddle said to a friend at a holiday entertainment in Washington: "There will be so many generals and colonels after the world war is over that our title lovers won't be put to such straits as they used to be."

"No, we won't have any more such colonels as Colonel Hardwick, who got his colonelcy by inheritance, having married the widow of Colonel Southerland. "Nor General Gunter, who explained proudly to an inquirer: "For 27 years, sir, I was general store-keeper at Crofton Four Corners. "Nor Judge Houghton, either, who, on being asked if he was a United States judge or a circuit court judge, answered: "Neither, sir, I'm a judge of hoes ractin'."—Philadelphia Bulletin.

A Hard Knock. During the cross-examination of a young physician in a lawsuit the plaintiff's lawyer made disagreeable remarks about the witness' youth and inexperience. "You claim to be acquainted with the various symptoms attending concussion of the brain?" "I do."

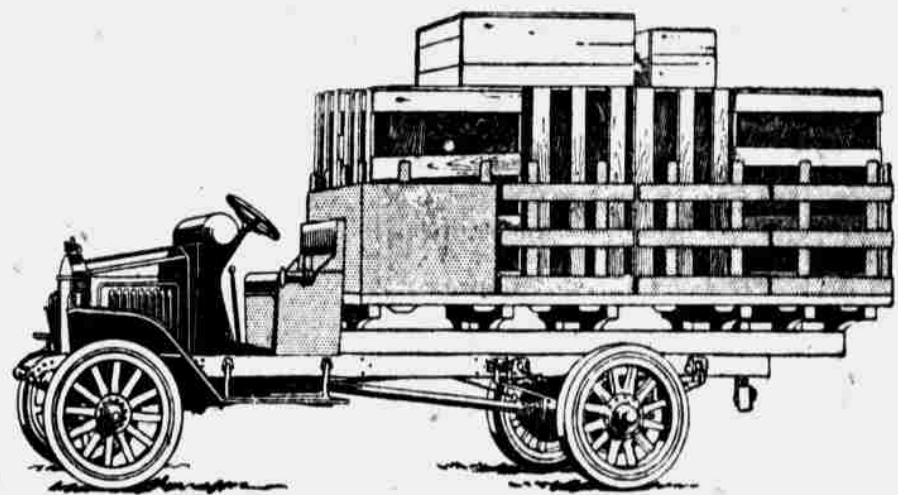
"We will take a concrete case," continued the lawyer. "If my learned friend, counsel for the defense, and myself were to hang our heads together, would we get concussion of the brain?" The young physician smiled. "The probabilities are," he replied, "that the counsel for the defense would."—Boston Transcript.



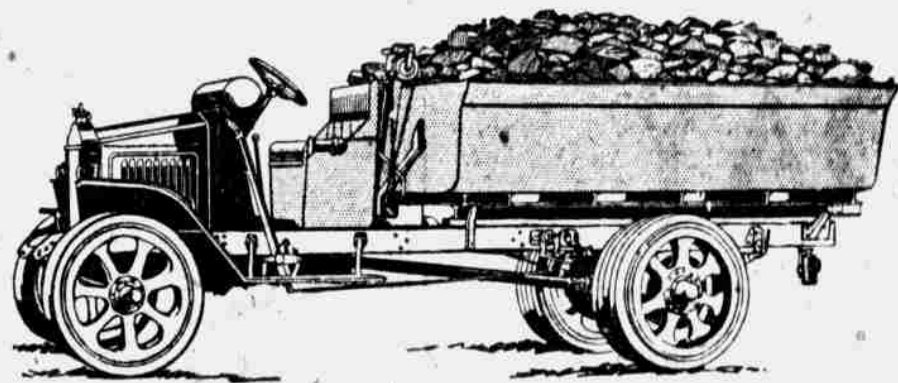
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