Remarkable Maps That Show What Learned Ones Once Believed Correct.

have real interests in life, outside in Philadelphia in 1820, shows the their daily routine—interests which first intimations of geographic knowl-

In the latter class is William A. curior collector, nature lover, game preservation advocate, foundlings' friend and owner of perhaps the most valuable set of original maps and atuses in any private collection



in the United States. whole history of the develop ment of the western continent un, folds itself to the eager map student as he pores over these priceless, now extinct editions, the gathering of which represents thirty years of searching in old book shops of London, Paris, New York and Philadel-

copy of the first geography printed in the United States is included in the Wolfe collection.

Their state of preservation is remarkable, the water colors of the maps of 150 years ago rivalling in freshness and beauty of coloring the prints of the latest publishers' output. Many of them are hand work, beautifully decorated with historical or biblical drawings, on heavy paper of almost the consistency of cloth and most of the pages are bound with real linen.

Home of Rare Things.

A whole room in the spacious Wolfe home in Beatrice is given cover to this valuable collection which Mr. Wolfe makes accessible to the public on frequent occasions and will some day turn over to the

professors make long trips to consult the rare maps and William Jennings Bryan once called to view them. There are more than sixty books, some of them now impossible to duplicate. A few of the originals were priced at \$250 when they were first completed.

he oldest atlas the Beatrice banker possesses dates back to 1769. before the American revolution. It is a French work, done at the College do Mt. Gervais "avec privilege which was purchased for the Nebraska man by an agent in

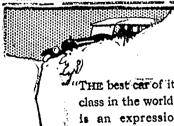
That Henrik Hudson's misguided belief that he would find a river-toriver route across the United States to India was still prevalent in those days is evidenced by by the marking of the "Grande Riviere de l'Ouest" on the map of North America, from the vicinity of Winnipeg lake and the Great Lakes due west to about where the Columbia river is now indicated on the map.

Lake Tahuglaucks, probably Great Salt Lake, is somewhere about where Colorado now stands and faulty drawings of the continental lines are apparent as compared to

resent-day exact markings.
This volume is wonderfully preserved, with wood cuts of the voyages of Christ, images of Moses and Abraham and other biblical drawings,

and a plan of the city of Jerusalem decorating the margins.

A second old volume of the "Mundane System" prepared by Samuel Dunn in England in 1794, contemporary with George Washington's administration is a work of our so for ministration, is a work of art so far as the water coloring is concerned, tests of the colors being still apparent in the margins. The key to the map is carefully written in with an indelible ink. "The River of the West" still extends west from Lake Superior across the continent to San Francisco and the "Northern Icy Ocean" is shown where we now read



class in the world" is an expression which the Hupmobile faithfully lives

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Hupmobile

is the next in point of time, although the engravings for this edition were in added by Sidney E. Morse in New Haven, in 1784, Doubts of the exist.

"Belleview" appears on a Golfon Mr. Wolfe came to Nebraska more which D. A. Burke, former manager which the Chicago branch of the Buick made by Sidney E. Morse in New a Goodrich map of the same year. dollars, in 1784. Doubts of the exist once of the "River of the West" were map of 1860 along with the pony extension of the forty years ago when a quite than forty years ago when a quite than forty years.

redound in helpfulness to the country west. Careful details as to navigable water routes and the now dotted.

Council Bluffs, situated on the west bank of the Missouri river, makes its appearance in the Cary map of 1821; he north and south branches of the Platte river are indicated and the Rocky mountains appear as "Stony Mountains."

distance to the north.

Lake Timpanigos, becomes identified glaciers, volcanoes and the paleozoic as Lake Salado about 1840 and era which modern professors still ac-Sacramento river.

The maps in the next period, from tains on the Pacific coast are designated as "Sea Alps" on these maps numerous in Mr. Wolfe's collection, numerous in Mr. Wolfe's collection, erritory."

The Santa Fe Trail.

ribes. A Morse map of 1842 shows the Santa Fe trail from Independ-tion ence, Mo., to Santa Fe; Iowa exending to the British possessions on the north and all west of the Missouri river, including Nebraska, designated as Indian territory. Tiny drawings of churches mark the location of the nine Spanish missions on fusion giving the effect of a virgin the California coast.

A Mitchell map of 1848 shows a big splotch of yellow to indicate the hard to obtain the passage of laws gold fields of the Sacramento val preserving the wild game life of Ne

river to the Rocky mountains and trict. Mr. Wolfe guards the inter SHERIDAN CAR NEWEST Copy of First Geography.

The copy of the first geography printed in the United States in 1803 whole territory. The "Great Amer" for many years with the Rey, E. P.

Francisco is marked "Supposed river tend west to Fort Bridger near Salt to be a man of great wealth? BY ELLA FLEISHMAN.

Some men are born faddists. Others acquire hobbles with each passing fancy of the hour. Still others have real interests in life, outside the confidence of the two rivers, "Old Mexico."

A John Cary engraved many torses the confidence of the two rivers, "Old Mexico."

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A John Cary engraved many torses the confidence of the proposed Union Pacific route" is indicated, Colorado is written. "Kanzas" in this one "Kanzas" in this one

the Russo-American telegraph line In the latter class is William A. location of various Indian tribes are Wolfe, president of the Nebraska noted "from latest authorities," in State Bank at Beatrice, Neb.—Indian stead of where cities and towns are the flusso-American tolograph and Ameri of Buffalo. "The great the flusso-American tolograph and Ameri of Buffalo."

The latter class is William A. location of various Indian tribes are attempted by European and Ameri of Buffalo. "The great the flusso-American tolograph and Ameri of Buffalo."

The latter class is William A. location of various Indian tribes are attempted by European and Ameri of Buffalo. "The great the flusso-American tolograph and attempted by European and Ameri of Buffalo."

The latter class is William A. location of various Indian tribes are attempted by European and Ameri of Buffalo. "The great the great class of the location of the Nebraska and Indian tribes are attempted by European and Ameri of Buffalo."

The latter class is william A. location of various Indian tribes are attempted by European and Ameri of Buffalo. ing the Atlantic cable would be

The Most Expensive Atlas. By far the most expensive atlas in the Wolfe collection is a volume nearly eighty years old, issued in Where Chicago now stands, a T. 1843 by the London Geographical so-G. Bradford map issued in 1827 in Philadelphia, notes only the location of Wilarchean Services and the location of of Winnebago, Sac and Fox Indian of whose researches, interrupted by tribes, and a map from the same death, are contained in the vorame indicates the prepared by Alexander Keith Johnsource in 1835 indicates the prepared by Alexander Rein John 'Omahaw' tribe situated in this por son and a staff of others. Drawings ion of the continent, with Council illustrating the height of mountains Bluffs still located on the west side at which plant, bird and animal life of the river and Fort Calhoun a short can subsist; rain maps, differences in time throughout the world, an-Great Salt Lake, also known as portant research with respect to Buenaventura is identified as the cept as authority, are included in this rare edition.

The room in have undoubtedly the most interest where these valuable maps are kept, for inhabitants of this locality, due adjoins his curio room where are to the ever-changing boundary lines cases containing more than 300 specialtributed to Nebraska, Iowa, Missouri or the generally known "Indian all tribes of Alaskan and Spanish territory origin; strands of rare white coral with beautiful specimens The Santa Fe trail, the Lewis and of the more common pink; pearly clark expedition and the overland nautilus and harp shells; an Indian routes of the gold seekers begin to chief's | doeskin coat, elaborately cross the hunting grounds of the beaded, for which Mr. Wolfe was of Pawnee, Otoe and other indian fored \$250; pottery, bead work and other articles too numerous to men

Large Tree Collection. the beautiful Wolfe home contain known shade trees, such as the Russian olive trees, planted in a proforest glade.

For years Mr. Wolfe has worked ley. Nueva Helvetia, named for braska but as the Triend of little General Sutter's wife, marks his children," he is best known. As camp and the Oregon trail is also Beatrice representative of the Ne braska Children's Home society, he "Omaha City" and Fort Kearney, has housed in his home more than Neb., make their first appearance fifty little boys and girls awaiting

undoubtedly prevalent by that time press from St. Joseph to rore Kear ter section of land could be bought Motor. Co., is president, is now as the river, drawn from Buenaven ney, and the United States mail for "a plug of tobacco." He now has under way. The plant occupied is tura (Salt Lake) to the Bay of San route. Nebraska is shown to expressed "Supposed Types" to bought Motor Co., is president, is now for "a plug of tobacco." He now has under way. The plant occupied is francisco is marked "Supposed Types" to bought Motor Co., is president, is now for "a plug of tobacco." He now has under way. The plant occupied is marked "Supposed Types" to bought Motor Co., is president, is now for "a plug of tobacco." He now has under way. The plant occupied is

#### PIERCE ARROW TRUCKS EFFECT BIG SAVING

Three big achievements distinin Philadelphia in 1820, shows the forgotten in the march of later two-ton, three and a half-ton, fiveguish the introduction of the new events, is brought to light in con- ton and tractor models of Pierce Arnot only afford pleasure to them but he does of the Mississippi valley and which redound in helpfulness to the country west. Careful details as issued in New York in 1867. It is Robert O. Patten, truck sales manager of the Pierce-Arrow Motor Co.

> thought Cyrus Field's project of lay. bility of design and the refinement either the four or the eight. The a of manufacture account for these latter, however, will be a high-grade achievements," says Mr. Patten. "Speed and power ability to sur competition of eight-cylinder cars mount the steepest of grades or to now on the market." overcome the worst of road obstacles result in saving in fuel consumption. The accessibility of design and the facilitate the drive aways, as Mr. refinement of manufacture results in Burke believes that the factory saving time in the shop. These drive away is now an established major factors cut operating costs practice among the dealers and their and increases the number of pro-propresentatives. A service station ductive hours of operation—the ideal has been equipped with every modwhich the motor truck user strives

Time saving, according to Mr. Patten, is the main objective of Pierce-

UNIT OF GENERAL MOTORS Production of the Sheridan car,

of the Chicago branch of the Buick state Automobile Co., detail'-has been overlooked in planning facility of production. Although it is estimated that a car may be turned out at the finishing

150 cars dally. "We will devote our early opera tions to the production of the four-cylinder car, which will be manuger of the Pierce Arrow Motor Co. Inclured in touring car, roadster and libutalo.

"The greatly increased power of car will list at under \$2,000. We thence to Siberia, at the time it was the dual-valved engine, the accessi have not yet settled on the price of product manufactured to meet the

It is planned to construct additional buildings, one of which is to Practice among the dealers and their ern convenience to accommodate the needs of Sheridan dealers. The plant is located on the main lines of two Time-saving, according to Mr. Path is located on the main lines of two ten, is the main objective of Pierce-Arrow designing—saving of running time, loading time, shop time—every time capenditure, in fact, which declays the truck and keeps it from earning money.



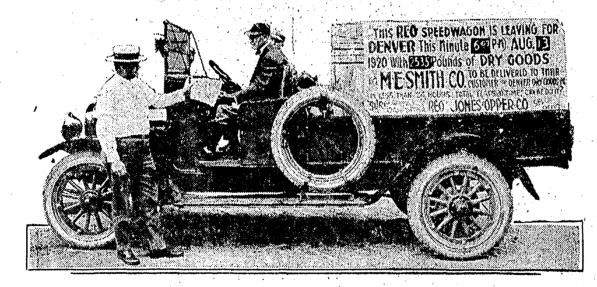
INCORPORATED

SERVICE DEPARTMENT OF Delco KLAXON REMY

# on a Colton map of 1855. Nebraska's placement in homes of foster par boundaries extend from the Missouri ents in this prosperous farming dis Five Thousand Dollars

if the statements contained herein regarding the remarkable performance of the REO Speedwagon can be disproved.

to Any Omaha Charitable Institution



### OMAHA—HASTINGS—DENVER 606 MILES-IN TWENTY HOURS, THIRTY-ONE MINUTES

The Reo Speedwagon

shown in the center, carried its load of 2,535 pounds from Omaha, Nebraska, to Denver, Colorado, a distance of 606 miles, in a total clapsed time of twenty hours and thirty-one minutes, and is proof positive that REO quality is inbuilt. The average per hour for the entire trip was approximately thirty miles, and nine hours of the trip was night driving. The total clapsed time covered the trip through cities and towns en route, without previous traffic arrangements having been made, and also covers the time used in two tire replacements, as there were two punctures on the trip, also the time used in taking on gasoline and oil at five points on the way. There were no mechanical troubles of any nature, which is positive proof that there is nothing experimental about the SPEEDWAGON. To compare this REO SPEEDWAGON with other vehicles of this type is to compare the real with imitations. REO fame comes from serving well.

See the REO Cars and Trucks at the Nebraska State Fair

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HASTINGS, NEB. Distributors Western Nebraska and Northwestern Kansas

JONES-OPPER CO.

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Distributors Eastern Nebraska and Southwestern Iowa

BUMPER GRAIN CROPS

Almost overnight the truck has become a tremendous factor in the movement of the nation's food supply, its latest achievement being to give a much needed lift in transport ing the bumper grain crop of 1920. Today trucks can be seen from one and of the grain belt to the other parrying full loads of golden grain onward toward their destination.

The fast growing importance of the motor truck to the grain grower is shown by a survey just completed may be turned out at the finishing by the Travel and Transport bureau point of the assembly line every of the B. F. Goodrich Co., who three minutes, for the present it is sent out nearly 2,000 questionnaires planned to work up a production of to country elevators. Those answers vhich gave percentage comparisons of grain receipts by horse and wagon s compared with motor truck grain haulage showed that 26 per cent of the grain is being received at the

elevators by truck. In other words, the truck is carrying one-fourth of the entire grain crop of many sec-tions of the mid-west, a remarkable fact when it is remembered that just a few years ago the horse and wagon had the field to themselves.

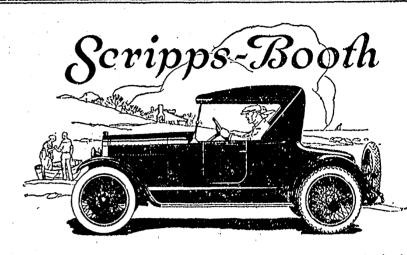
According to the survey, farr transportation on a greater scale than in other sections of the grain

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TN the new Scripps-Booth Roadster the body designers have succeeded in blending straight lines, a long hood, a low top and a well-proportioned rear deck in a way that makes this roadster typically a three-passenger car and not an apparent modification of the car with the tonneau.

Long, wide springs carry this perfectly bal-anced body with the same floating ease that is so evident in the other models. The sixcylinder valve-in-head motor developing over 40 horse power gives you sufficient power for all occasions.

As for economy, it would be difficult to find a roadster which has a lower fuel consumption or general maintenance cost than this new Scripps-Booth model.

### Hanson-Tyler Auto Co.

Distributors-Joe Elfred, Manager 2514 Farnam St. Omaha, Neb.





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