

BEATRICE MAN HAS VALUABLE COLLECTION

Remarkable Maps That Show What Learned Ones Once Believed Correct.

BANKER WITH A "FAD"

BY ELLA FLEISHMAN. Some men are born faddists. Others acquire hobbies with each passing fancy of the hour. Still others have real interests in life, outside their daily routine—interests which not only afford pleasure to them but which redound in helpfulness to others.



Wm. A. Wolfe. In the latter class is William A. Wolfe, president of the Nebraska State Bank at Beatrice, Neb.—Indian curator, collector, nature lover, game preservation advocate, foundlings' friend and owner of perhaps the most valuable set of original maps and atlases in any private collection

in the United States. The whole history of the development of the western continent unfolds 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 Philadelphia.

A 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 rivaling in freshness and beauty of coloring the prints of the latest publishers' output. Many of them are hand worked, 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 over to this valuable collection which Mr. Wolfe makes accessible to the public on frequent occasions and will some day turn over to the Nebraska Historical Society. College 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.

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

That, Henrik Hudson's misguided belief that he had found a river route across the United States to India was still prevalent in those days is evidenced 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 Tahuglacien, probably Great Salt Lake, is somewhere about where Colorado now stands and faulty drawings of the continental lines are apparent as compared to present-day exact markings.

This volume is wonderfully preserved, with wood cuts of the voyagers 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 "Mundano System" prepared by Samuel Dunn in England in 1794, contemporary with George Washington's administration, is a work of art in fact 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 Ice Ocean" is shown where we now read

"THE best car of its class in the world" is an expression which the Hupmobile faithfully lives up to.



"Arctic Ocean." Copy of First Geography. The copy of the first geography printed in the United States in 1803 is the next in point of time, although the engravings for this edition were made by Sidney E. Morse in New Haven, in 1784. Doubts of the existence of the "River of the West" were undoubtedly prevalent by that time as the river, drawn from Buenaventura (Salt Lake) to the Bay of San Francisco is marked "Supposed river which will probably be the communication between the Atlantic and Pacific." All west of the Mississippi river is marked "Missouri territory" and all south of the confluence of the two rivers, "Old Mexico."

A John Cary engraved map, issued in Philadelphia in 1820, shows the first intimations of geographic knowledge of the Mississippi valley and the country west. Careful details as to navigable water routes and the location of various Indian tribes are noted "from latest authorities," instead of where cities and towns are now dotted.

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

Where Chicago now stands, a T. G. Bradford map issued in 1827 in Philadelphia, notes only the location of Winnebago, Sac and Fox Indian tribes, and a map from the same source in 1835 indicates the "Omaha" tribe situated in this portion of the continent, with Council Bluffs still located on the west side of the river and Fort Calhoun a short distance to the north.

Great Salt Lake, also known as Lake Timpanogos, becomes identified as Lake Salado about 1840 and Buenaventura is identified as the Sacramento river.

The maps in the next period, from 1840 to 1865, and which are the most numerous in Mr. Wolfe's collection, have undoubtedly the most interest for inhabitants of this locality, due to the ever-changing boundary lines attributed to Nebraska, Iowa, Missouri or the generally known "Indian territory."

The Santa Fe Trail. The Santa Fe trail, the Lewis and Clark expedition and the overland routes of the gold seekers begin to cross the hunting grounds of the Pawnee, Oto and other Indian tribes. A Morse map of 1842 shows the Santa Fe trail from Independence, Mo., to Santa Fe; Iowa extending to the British possessions on the north and all west of the Missouri river, including Nebraska, designated as Indian territory. Fine drawings of churches mark the location of the nine Spanish missions on the California coast.

A Mitchell map of 1848 shows a big blotch of yellow to indicate the gold fields of the Sacramento valley. Nueva Helvetia, named for General Sutter's wife, marks his camp and the Oregon trail is also designated.

"Omaha City" and Fort Kearney, Neb., make their first appearance on a Colton map of 1855. Nebraska's boundaries extend from the Missouri

river to the Rocky mountains and north to Canada, on this map and the explorers' trails network the whole territory. The "Great American Desert" begins at a point equal to Grand Island, Neb., according to a Goodrich map of the same year.

"Bellevue" appears on a Colton map of 1860 along with the pony express from St. Joseph to Fort Kearney, and the United States mail route. Nebraska is shown to extend west to Fort Bridger near Salt Lake but a top slice of present Nebraska territory is attributed to Dakota. The "proposed Union Pacific route" is indicated, Colorado is written "Colonia" and Kansas spelled "Kansas" in this one.

An important movement, almost forgotten in the march of later events, is brought to light in coming over a Johnson & Ward map issued in New York in 1867. It is the Russo-American telegraph line attempted by European and American interests, through Alaska and thence to Siberia, at the time it was thought Cyrus Field's project of laying the Atlantic cable would be a failure.

The Most Expensive Atlas. By far the most expensive atlas in the Wolfe collection is a volume nearly eighty years old, issued in 1843 by the London Geographical Society in honor of Baron Alexander von Humboldt, P. R. G. S., the result of whose researches, interrupted by death, are contained in the volumes prepared by Alexander Keith Johnston and a staff of others. Drawings illustrating the height of mountains at which plant, bird and animal life can subsist; rain maps; differences in time throughout the world, and important research with respect to glaciers, volcanoes and the paleozoic era which modern professors still accept as authority, are included in this rare edition. The Sierra mountains on the Pacific coast are designated as "Sea Alps" on these maps.

The room in the Wolfe home where these valuable maps are kept, adjoins his curio room where are cases containing more than 300 specimens of Indian basketry work from all tribes of Alaskan and Spanish territory origin; strands of rare white coral with beautiful specimens of the more common pink; pearls; nautilus and harp shells; an Indian chief's doeskin coat, elaborately beaded, for which Mr. Wolfe was offered \$250; pottery, bead work and other articles too numerous to mention.

Large Tree Collection. The spacious grounds surrounding the beautiful Wolfe home contain thirty different varieties of little-known shade trees, such as the Russian olive trees, planted in a plantation giving the effect of a virgin forest glade.

For years Mr. Wolfe has worked hard to obtain the passage of laws preserving the wild game life of Nebraska but as the "friend of little children," he is best known. As Beatrice representative of the Nebraska Children's Home society, he has housed in his home more than fifty little boys and girls awaiting placement in homes of foster parents in this prosperous farming dis-

trict. Mr. Wolfe guards the interests of these charges as jealously as he would his own. He co-operated for many years with the Rev. E. P. Quivey of Omaha; in this work besides donating many thousands of dollars.

Mr. Wolfe came to Nebraska more than forty years ago when a quarter section of land could be bought for "a plug of tobacco." He now has large land holdings and is reported to be a man of great wealth.

SHERIDAN CAR NEWEST UNIT OF GENERAL MOTORS

Production of the Sheridan car, manufactured by the Sheridan Motor Car Co. of Muncie, Ind., of which D. A. Burke, former manager of the Chicago branch of the Buick Motor Co., is president, is now under way. The plant occupied is that recently erected by the Interstate Automobile Co., and no detail has been overlooked in planning facility of production. Although it is estimated that a car may be turned out at the finishing point of the assembly line every three minutes, for the present it is planned to work up a production of 150 cars daily.

"We will devote our early operations to the production of the four-cylinder car, which will be manufactured in touring car, roadster and closed types," said Mr. Burke. "The car will list at under \$2,000. We have not yet settled on the price of either the four or the eight. The latter, however, will be a high-grade product manufactured to meet the competition of eight-cylinder cars now on the market."

It is planned to construct additional buildings, one of which is to facilitate the drive-aways, as Mr. Burke believes that the factory drive-away is now an established practice among the dealers and their representatives. A service station has been equipped with every modern convenience to accommodate the needs of Sheridan dealers. The plant is located on the main lines of two railroads, has a loading platform 1,000 feet long which extends the full length of the building and cement runways surround the property, assuring against delay during inclement weather.

elevators by truck. In other words, the truck is carrying one-fourth of the entire grain crop of many sections 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, farms in Nebraska, Minnesota and South Dakota are employing motor truck transportation on a greater scale than in other sections of the grain belt.

Advertisement for Ashmussen Aeronautical Company, Hangar, Repair Shop, Flying School and Flying Field, 65th and Center Streets, Omaha, Nebraska. Telephone Walnut 4100. Night, Walnut 313. Airplanes for sale. Repairs and repair parts on all makes of machines. Ship your crashes to us or phone us for expert repair men. Time and material charges. Learn to fly. School term starts soon. Write for information.

PIERCE ARROW TRUCKS EFFECT BIG SAVING

Three big achievements distinguish the introduction of the new two-ton, three and a half-ton, five-ton and tractor models of Pierce Arrow Dual Valve trucks, according to Robert O. Patten, truck sales manager of the Pierce-Arrow Motor Co. of Buffalo.

"The greatly increased power of the dual-valve engine, the accessibility of design and the refinement of manufacture account for these achievements," says Mr. Patten. "Speed and power-ability to surmount the steepest of grades or to overcome the worst of road obstacles result in saving in fuel consumption. The accessibility of design and the refinement of manufacture results in saving time in the shop. These major factors cut operating costs and increase the number of productive hours of operation—the ideal which the motor truck user strives for."

Time-saving, according to Mr. Patten, is the main objective of Pierce-Arrow designing—saving of running time, loading time, shop time—every time expenditure, in fact, which delays the truck and keeps it from earning money.

Delco OFFICIAL FACTORY SERVICE. Each Branch and Authorized Distributor of United Motors Service maintains a complete set of official factory records on Delco equipment. This assures you of the correct and genuine part as well as a service repair that is up to factory standards. OMAHA BRANCH: 1806 Harney St. Phone Tyler 4901. AUTHORIZED DISTRIBUTOR: Auto Electric Service Corporation, 2205 Farnam Street. UNITED MOTORS SERVICE INCORPORATED. SERVICE DEPARTMENT OF DELCO KLAXON REMY. GENERAL OFFICES: DETROIT MICHIGAN.

AUTO TRUCK MOVES 1920 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 transporting the bumper grain crop of 1920. Today trucks can be seen from one end of the grain belt to the other carrying 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 by the Travel and Transport Bureau of the B. F. Goodrich Co., who sent out nearly 2,000 questionnaires to country elevators. Those answers which gave percentage comparisons of grain receipts by horse and wagon as compared with motor truck grain haulage showed that 26 per cent of the grain is being received at the

Advertisement for Scripps-Booth Roadster. IN 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 balanced body with the same floating ease that is so evident in the other models. The six-cylinder 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.

Five Thousand Dollars to Any Omaha Charitable Institution if the statements contained herein regarding the remarkable performance of the REO Speedwagon can be disproved. 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 elapsed 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 elapsed 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. A. H. JONES CO. HASTINGS, NEB. Distributors Western Nebraska and Northwestern Kansas. JONES-OPPER CO. OMAHA, NEB. Distributors Eastern Nebraska and Southwestern Iowa.

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