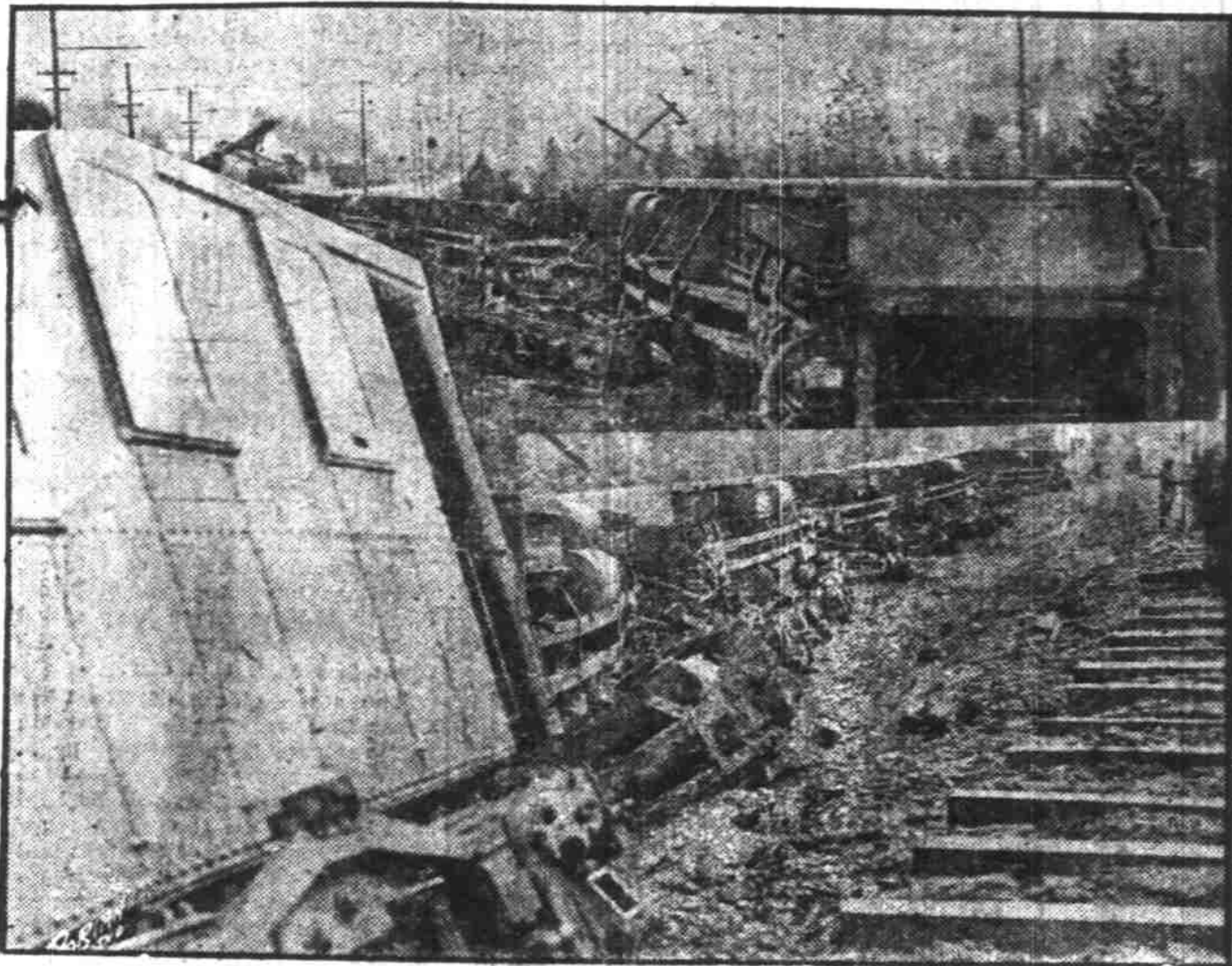


ONLY ONE KILLED WHEN LONG TRAIN IS DITCHED



Due in all probability to strongly built, steel equipment, only one person was killed and 14 injured in the wreck of an entire train, pictured here. The "Olympian," Seattle to Chicago on the Chicago, Milwaukee & St. Paul, drawn by a powerful electric locomotive, jumped the track at 6 a. m. on the Rocky Mountain Division at Cyr, Montana, 36 miles west of Missoula. Only a baggage and an observation car remained upright. Passengers praised Conductor L. A. Eller of Alberton, Mont., for saving them from broken electric power wires which fell on the steel coaches and made vivid flashes.

LIGHT CAR DESIGNS MEET WITH FAVOR

Tendency Grows Toward Internationalism in Automobile Manufacturing

Europe, with its great mass preference in the past for cars of the four cylinder type, has shown a change of front this fall, the popular trend now turning in force to cars of light six-cylinder design. This complete reversal of former standards in the old world was the outstanding feature of the recent Paris salon and the Olympia automobile show at London.

Great interest was centered at these shows on the new light sixes and it was generally admitted that European manufacturers were forced to produce cars of this type due to the invasion of American manufactured sixes which have made deep inroads in sales in the European field.

The position established in Europe by the American-built Whippet, in the four-cylinder field, and the inroads of the light sixes as represented by the Overland Six and others in the next upward size class, was being keenly felt. This fact was very apparent at the Paris salon as an indication of their time-honored, four-cylinder cars, a six-cylinder type built along American lines in an effort to stall off the Yankee invasion. Observers at the Paris salon declared that it is doubtful if any light six would have been produced this year by French makers had there not been offered the strong American competition. The ready acceptance of the light six disclosed that the European manufacturers had really made a popular move.

The Paris salon in the past has been made up almost entirely of Continental products, with only a few American and British cars on view. However, the 1926 show indicated not only the trend of Europe toward the light six-car, but the American representation gave a clear cause for the alarm of the French car manufacturers in the sales field. To meet the European conditions and be enabled to offer competition to domestic products, it has been necessary for the American car to adopt a style of design along the European principles which include the small dimension motor of high power development, low hung body, and four-wheel brakes. This trend of Europe for the light six has come about in a short time. The Olympic show, as well as the Paris salon was remarkable for the large proportion of light six-cylinder cars among the new models. Nearly 70 per cent were sizes ranging from 100 cubic inches up, the majority of them being under 120 inches. At the 1926 show there was introduced but one new six, a decided contrast to the 1926 show where the sixes held full sway.

The Americanization of the Eu-

ropean car and the adoption of the best ideas of European construction in the American car, is bringing about a design in both continents tending toward an internationalization of motor car standards, it is said. Europeans, however, point out that a complete internationalization of cars never will be possible until every American car builder incorporates the four-wheel brakes as standard equipment. To strengthen this they cite that not a passenger car manufactured on the continent, whatever its price, is built without brakes on the four wheels and no car is considered standard unless it is so equipped.

This European move toward the light six type, although it was sudden rather than gradual, has been met in America. In fact, Willys-Overland engineers immediately after the acceptance of the Whippet four which embraced the leading features and standards of European engineering, sensed the coming demand for a light six car of the Whippet type and immediately began plans which have resulted in the production of the six-cylinder Whippet, entirely different from any other light six ever offered the American motor buyers.

In the construction of the Whippet Six the engineers have followed the general type of design laid down in the Whippet. Together with the European advantages in Whippet construction, the designers have incorporated in the Whippet Six the highest American standards to meet the stern tests in this country to which cars are not subjected in Europe.

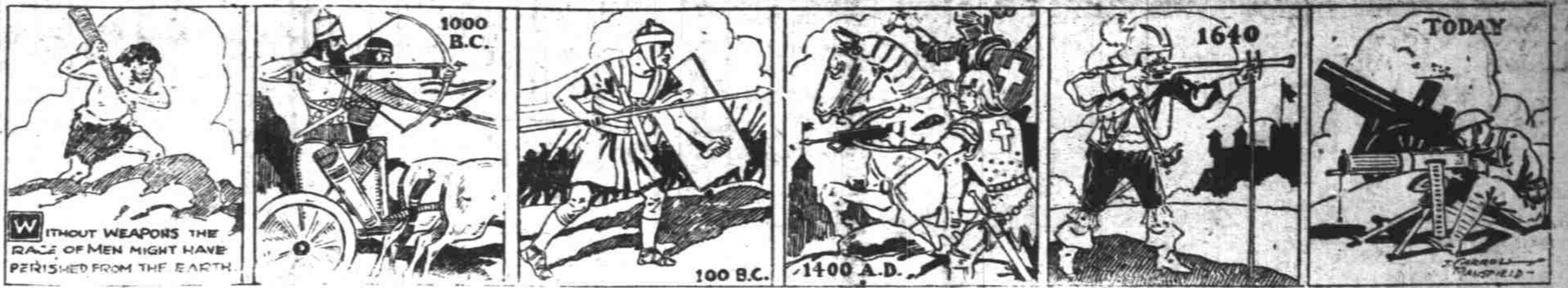
The Whippet Six body also conforms to the same low hung, smart style of the Whippet with its low center of gravity to provide easy riding qualities and road stability. The four-wheel brakes, one of the individual features of the Whippet cars, also are standard equipment on the Whippet Six. In the development and production of the Whippet Six, the Willys-Overland engineers not only set a standard in America but the Whippet advent into the foreign field, with its accepted high standard engineering ideas and features of both continents, promises strong competition for the new line of light sixes just introduced by the foreign manufacturers.

Observers who have witnessed the performance of the new Whippet Six declare that it points to as radical a development in the light six-cylinder field in America as did the four-cylinder Whippet in its class.

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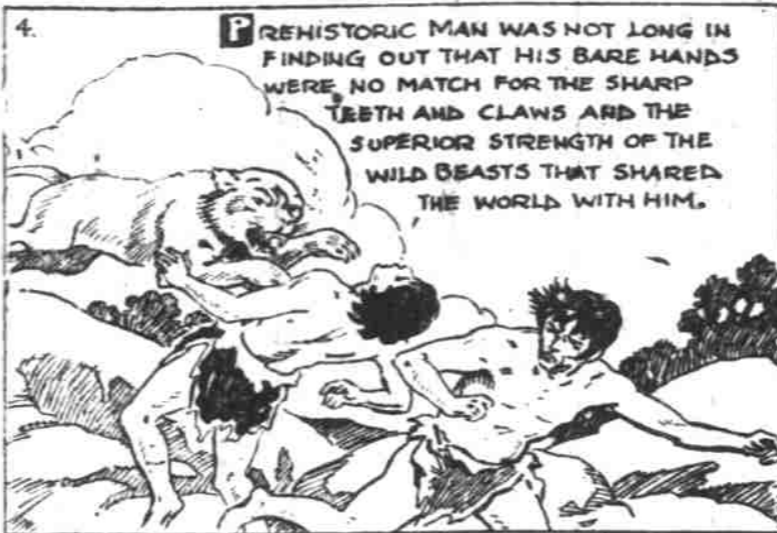
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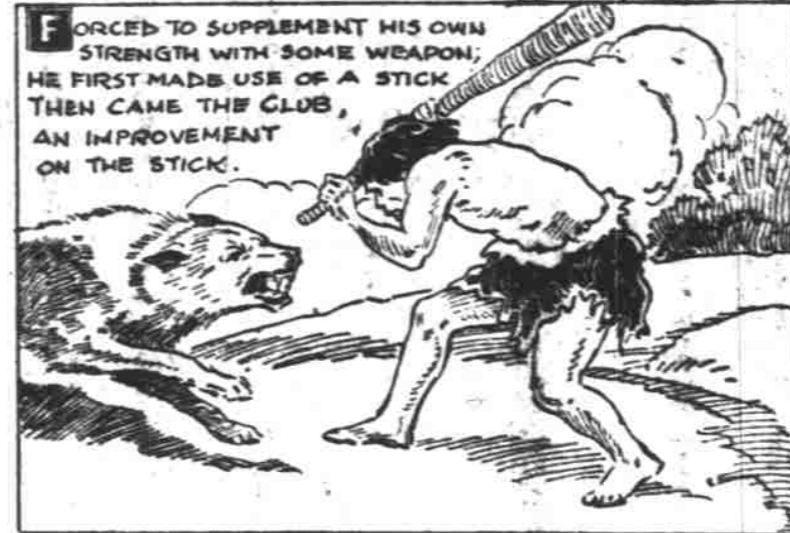
HIGH LIGHTS OF HISTORY

Man Invents Weapons.

By J. CARROLL MANSFIELD



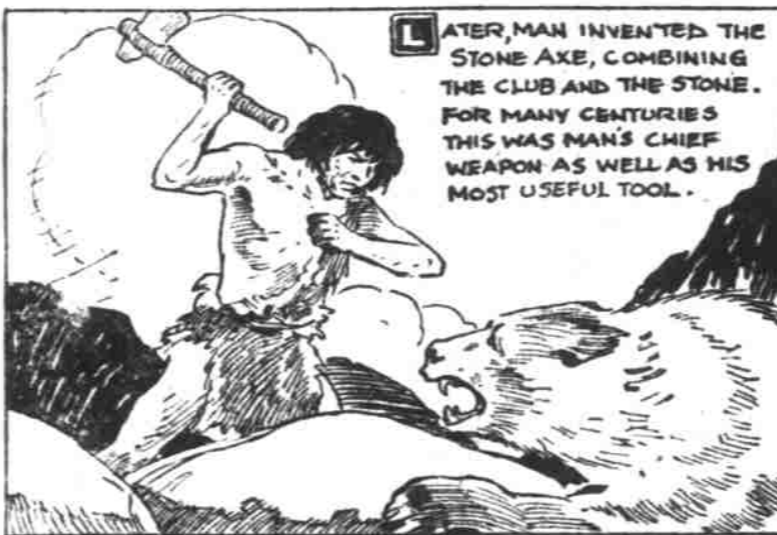
PREHISTORIC MAN WAS NOT LONG IN FINDING OUT THAT HIS BARE HANDS WERE NO MATCH FOR THE SHARP TEETH AND CLAWS AND THE SUPERIOR STRENGTH OF THE WILD BEASTS THAT SHARED THE WORLD WITH HIM.



FORCED TO SUPPLEMENT HIS OWN STRENGTH WITH SOME WEAPON, HE FIRST MADE USE OF A STICK. THEN CAME THE CLUB, AN IMPROVEMENT ON THE STICK.



THE STONE WAS MAN'S FIRST THROWING WEAPON, BUT HE COULD NOT KILL THE LARGER ANIMALS BY THROWING STONES.



LATER, MAN INVENTED THE STONE AXE, COMBINING THE CLUB AND THE STONE. FOR MANY CENTURIES THIS WAS MAN'S CHIEF WEAPON AS WELL AS HIS MOST USEFUL TOOL.



ONE DAY A CAVE MAN FELL UPON A SHARP STICK AND WOUNDED HIMSELF. THIS ACCIDENT LED TO THE INVENTION OF A NEW AND DEADLY WEAPON.



REALIZING THAT THE INJURY HE HAD RECEIVED FROM THE SHARP STICK COULD BE INFLICTED UPON OTHERS, HE FASHIONED AND USED THE FIRST SPEAR.



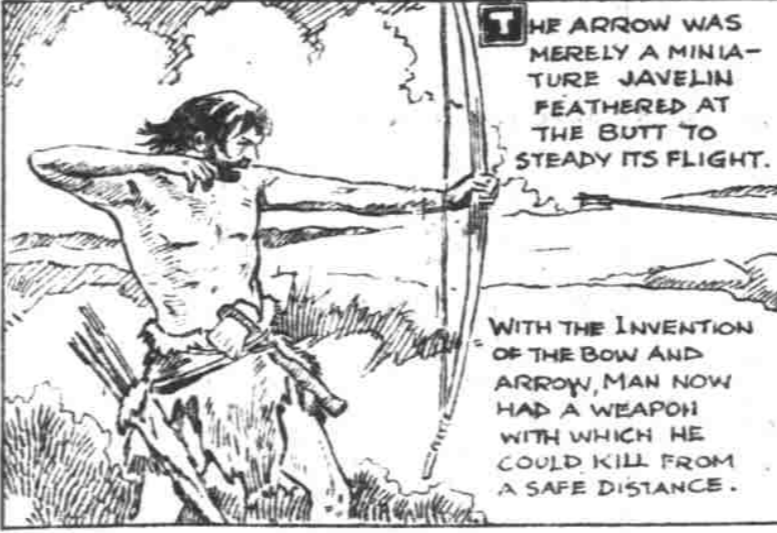
INTIME MAN LEARNED THAT BY THROWING THE SPEAR HE COULD KEEP OUT OF REACH OF HIS ENEMY. FROM THIS IDEA THE JAVELIN, A LIGHT THROWING SPEAR, WAS DEVELOPED.



TO PUT MORE FORCE BEHIND HIS JAVELIN, AN INGENIOUS MAN DEvised A THROWING STICK WHICH MADE THIS WEAPON MORE EFFECTIVE.



THE DISCOVERY THAT THE FLEXIBLE BRANCHES OF CERTAIN TREES EXERTED FORCE RESULTED IN THE INVENTION OF THE BOW AND ARROW.



THE ARROW WAS MERELY A MINIATURE JAVELIN FEATHERED AT THE BUTT TO STEADY ITS FLIGHT.



ANOTHER PRIMITIVE WEAPON, MUCH USED FOR KILLING BIRDS AND SMALL GAME, WAS THE SLING.



AFTER MAN HAD DISCOVERED METALS, HE MADE KNIVES AND SHORT SWORDS OF COPPER, BRONZE AND LATER OF IRON FOR FIGHTING AT CLOSE RANGE.

If You Save This Page Each Week You Will Have a Complete History of Man.

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Prisoners Song Unliked By Penitentiary Inmates

CINCINNATI, Jan. 22.—The prisoner's song isn't popular with prisoners or prospective prisoners. This fact developed at WLW, the Crosley station in Cincinnati, when a man who was leaving in a few hours to serve five years in the penitentiary called the studio and asked that a number be played for him.

The studio director was all ready to indulge in a large groan, because the Prisoner's Song was put on the pension list at WLW long ago, but the prisoner-elect surprised him by asking for Roses of Picardy. So the organist played the selection and the prisoner-to-be got what he wanted for the last time in five years.

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