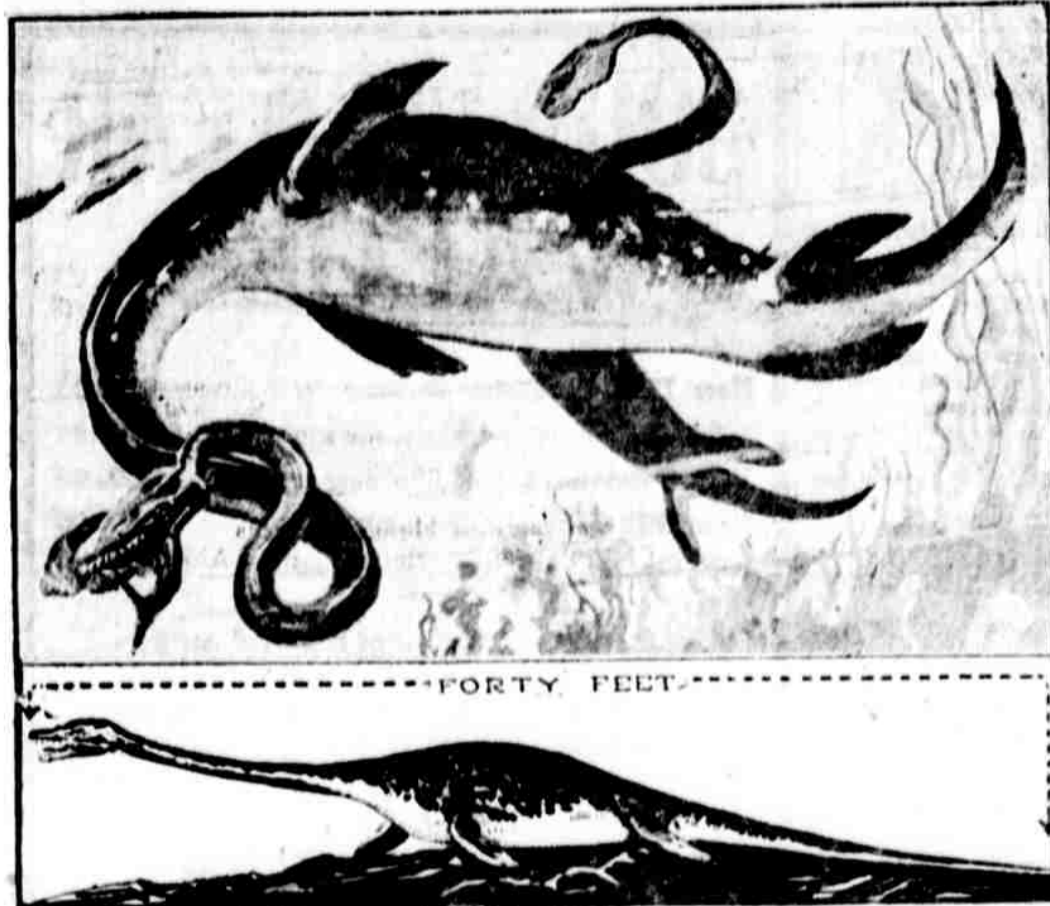


LONESOME PLESIOSARUS IN PATIGONIAN SWAMPS SUFFERS BITTER TRAGEDY OF LIVING 20,000,000 YEARS TOO LATE



FORTY FEET

THE PLESIOSARUS, A MARINE REPTILE WHICH LIVED 20,000,000 YEARS AGO AND RULED THE PRE-HISTORIC SEAS, NOW BEING HUNTED IN PATAGONIA BY SCIENTISTS

NEW YORK, March 18.—Some where in the dismal swamps of Patagonia, South America, a lonesome plesiosaurus is suffering the bitter tragedy of living 20,000,000 years late.

The proud 15-foot neck of the gigantic marine reptile must be hoisted in shame, for American experts have denied it admission to the best scientific circles.

In other words, the American Museum of natural history has been informed that a plesiosaurus of the Mesozoic order is now living in Patagonia and the officials have refused to extend the theory welcome until better credentials are presented.

Professor Clement O'Neill of the Buenos Ayres Zoological garden is setting out with a large expedition to capture the animal alive or dead. Its presence on Lake Egnau was reported by Martin Sheffield, an Englishman, prospecting in the Andes.

Scientists of Northern Spain and Chicago universities who are planning expeditions

Millions of Years Ago Dr. Frederic A. Lucas, director of the American Museum of natural history, points out that the plesiosaurus lived about 20,000,000 years ago and ceased to exist when a changing environment made such marine life impossible.

H. G. Wells places the period in which the marine monster thrived between 200 and 25 millions of years ago, and says that the abrupt ending of the marine reptile is beyond all question the most striking revelation in the whole history of the earth before the coming of man. It is probably connected with the close of a vast period of equable warm conditions and the onset of a new austere age in which the winters were bitter and the summers brief but hot.

Other Nature Fakes "Reported presence of these mon-

sters, which lived millions of years ago, is always to be doubted," says Dr. Lucas.

"Only a short time ago there was the report of five mammoths in Alaska. This was proved false.

"Two years ago it was widely circulated that a plesiosaurus, a monster 75 feet long and weighing 25,000 pounds, was living in the Belgian Congo. Investigators could not find it.

"The possible explanation for this report from Patagonia is that if—with a big IF—there are soft-shelled turtles in the vicinity, one was mistaken for a plesiosaurus. These turtles with their long, slim necks, swimming on the surface with the tops of their round backs exposed, would present such an appearance.

"Conditions which made life possible for the plesiosaurus do not continue. Fossil remains show they were plentiful in England and Germany; remains also have been found in Kansas."

UNITED STATES HAS MAJORITY OF ALL AUTOS

83 Per Cent in This Country; Balance Divided Among Nations

NEW YORK, March 18.—More than 83 per cent of the 12,588,949 motor vehicles in use in the world are in the United States. With 10,502,660 in this country and 961,979 in the other English speaking countries, there are left only 1,122,310 for the rest of the earth.

Divided into continental classifications, the world registrations of motor vehicles are: North and South America, 11,162,110; Europe, 1,110,996; Asia, 134,730; Oceania, 125,281; Africa, 55,832. Registration in Spanish speaking countries aggregate, 241,584.

These statistics were gathered by automotive industries. Others from the same source show that countries in which motor vehicles are most numerous are, in order: United States, 10,502,660; Great Britain, 497,582; Canada, 463,488; France, 236,146; Germany, 91,384; Argentina, 75,000; Australia, 75,500; Italy, 55,000; India, 45,937; Dutch East Indies, 45,000; Spain, 37,500; New Zealand, 37,500; Russia, 35,000; Belgium, 33,299; Union of South Africa, 26,468; Brazil, 25,000; Mexico, 25,000; Denmark, 22,260; Cuba, 20,000; Switzerland, 18,911; Austria, 16,350; Norway, 14,240; Sweden, 14,250; Holland, 13,500; Philippine Islands, 12,381; Japan, 12,260; Algeria, 12,000; Poland, 10,700; and Chile, 10,000.

There are motor vehicles everywhere, however. The Malay states have 8,000; Turkey 5,500; Egypt 5,984; Czechoslovakia 4,122; the Gold States 3,500; Morocco 2,500; Siam 2,187; Dominican republic 1,800; Hawaii 1,500; British Guiana 1,000; Canary Islands 881; Newfoundland 600; British West Africa 585; Congo Free State 400; French West Africa 230; Madagascar 150; Italian Somaliland 65 and even Monrovia has 5.

The province of Ontario, with 200,000, has nearly half the total for Canada, while the prairie province of Saskatchewan, with 62,370, leads the old province of Quebec by 4,000.

Although Argentina has a total of 75,000 cars and trucks, the city of Buenos Aires, with a population of 1,800,000 has only 15,000, nearly half of which are taxicabs.

The total registration of 467,582 for Great Britain, including England, Scotland, Ireland and Wales, shows one motor vehicle for every 94 persons. France has only one for every 152 persons.

Mexico was the only country which imported more automobiles in 1921 than in 1920, and careful estimates show that its automotive registration increased nearly 50 per cent last year.

Porto Rico is using motor vehicles to supply transportation not furnished by railroads. The development of bus lines on the island has reached large proportions. The use of the motor bus also is a recent development in Salvador.

Poland, with a population of 24,000,000, has only 10,700 motor vehicles, a large percentage of which are in Warsaw, Lodz and Posen. The free city of Danzig has 1,100.

Bulgaria, whose transportation system was wrecked during the war, has only 1,140 cars and trucks for its 5,000,000 population.

The increase of automobiles in Belgium since the war has been almost 100 per cent, and the country now has one automobile for every 230 inhabitants.

The Russian army operates 1,500 of the 8,500 motor vehicles in Russia, and there are 3,400 in Bucharest alone.

China, with 60,000 miles of well-constructed courier roads and a population of 400,000,000, has a motor vehicle registration of only 8,150. Shanghai has 4,670 of these and Peking 1,127.

Approximately 7,000 of the 12,260 automobiles and trucks in the Japanese empire are in the city of Tokio. Poor roads have restricted the sale of motor vehicles in Japan.

Bombay has 10,288 and Calcutta 7,650 of the 54,983 in British India.

Half of the 8,000 motor cars in the Malay states are in Singapore. Practically all the motor vehicles in Arabia are used in the city of Aden.

Palestine, the cradle of Christianity, has 536 cars and trucks. It is now possible to motor from Jerusalem to Damascus.

In comparison with the other

countries of the world, the density of the motor population in the United States is startling. Final revised registration figures show one for every 10.2 persons. Iowa has one for every 5.28, South Dakota one for every 5.38, Nebraska one for every 5.46, Colorado one for every 5.78, and Kansas one for every 6.14.

New York still leads in total registrations with 512,602. The other leading states in order are: Ohio, 720,632; Pennsylvania 689,500; California 673,830; Illinois 670,434; Michigan 477,637; Texas 467,616 and Iowa 460,528. The only other state to exceed the 400,000 mark was Indiana, with 400,332.

There was an actual registration gain of 1,573,202 in the United States in 1921 over 1920, or 17.6

per cent. The largest percentage gain was in Florida. Five states gained more than 100,000 in registrations last year. They were New York, Pennsylvania, Ohio, California and Illinois.

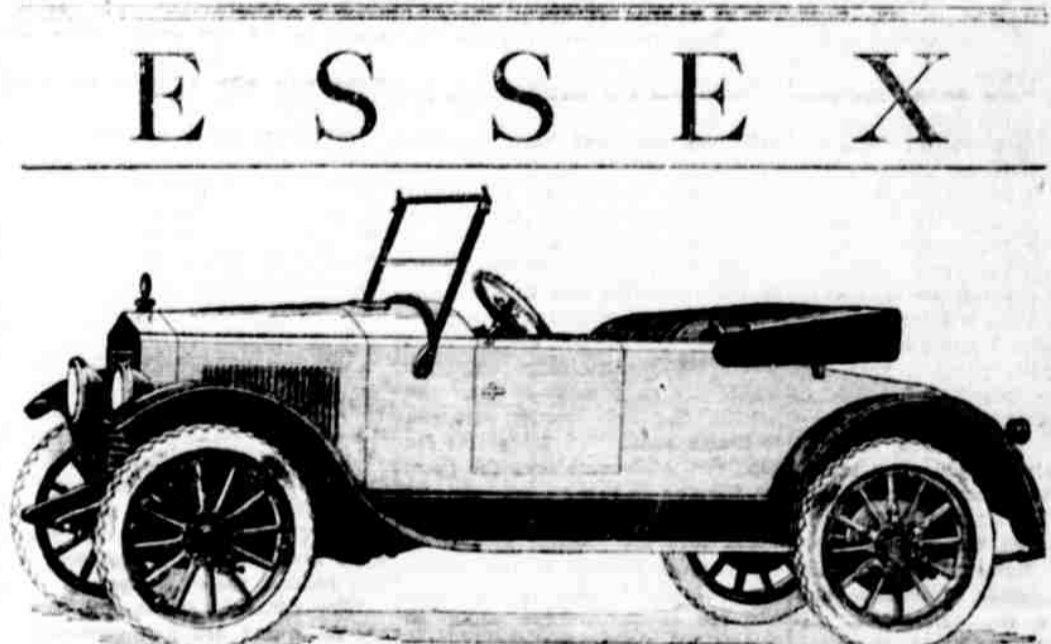
MOTOR VEHICLE ESSENTIAL TO COUNTRY'S PROSPERITY

The rapid strides made by the industry reflected in the steady increase of registrations each year, prove conclusively that the motor vehicle is a utility, and is essential to the prosperity of the country, says the Goodrich company. Its recreational value is a minor consideration today. Automatically it commands the building of better roads. Through its use, distant rural sections have been opened to prosperity, development. No other

factor has contributed more to the happiness and convenience of the people.

FRENCH VILLAGES ON LINE OF AUTOMOBILE GRAND PRIX

STRAUSBURG, France, March 18.—The Strasbourg circuit, where the automobile Grand Prix of France is to take place on July 15 next, is 13 kilometers 300 meters long, and skirts the villages of Entzheim, Innesheim, Duttelheim and Duppelheim, except for a stretch of 150 yards through Duttelheim. The circuit has three sharp turns, and according to drivers is much more difficult to negotiate than that at Le Mans, where the race won by American driver "Jimmy" Murphy was held in 1921.



Tell this Essex Story to Dad

In 4 trips across America Essex 4 times broke the transcontinental record. Essex set official 50-hour record, traveling 3037 miles at better than a mile a minute. For cars of its motor size it holds all official stock records for speed and endurance from 1 to 50 hours. It set the world's 24-hour road mark of 1061 miles, and the official 24-hour dirt track record of 1261 miles. Essex also set the New-York Chicago record—24 hours, 43 minutes, and the San Bernardino hill climb record.

Of course dad and the family are not seeking championship speed and hill-climbing as the foremost qualities of the next car they buy.

But they are interested in the reason for these results. Because it bears importantly on every wanted quality in a car. It explains why the Essex—\$1095 for the touring and \$1345 for the Coach—gives performance and reliability like the costly cars. Essex set its famous marks, and won acknowledgement as the greatest moderate-priced light car built, only by duplicating or excelling the design and workmanship of the finest high-priced cars.

Just See How Foreign Experts Praise It

Writing in "The Auto Car" of London, Eng., S. F. Edge, the most eminent English motor authority, says: "The Essex has absolutely the brightest, liveliest little motor I ever found in an American car."

E. N. D. writes in "The Auto" of London: "It is a colossal revelation of the value Americans can offer at its price."

"The Car" of London says: "Its transcontinental record is not merely a record—it's a miracle."

There is an interesting little book, which tells the thrilling story of the Essex transcontinental records, made by four Essex touring cars carrying the first U. S. Transcontinental Motor Mails between San Francisco and New York. It also traces some early and primitive methods of sending mail or messages at high speed. Write to Essex Motors, Detroit, Michigan, and this booklet will be sent you free of charge.



ACME MOTOR CO. 400 South Sixth St. Phone 264

Graham Trucks Have Dodge Power Plant

Entering the truck field four years ago with dozens of other trucks already competing for supremacy, Graham Brothers, with plants at Detroit and Evansville, Ind., have quickly won their way to the front rank. A distinctive feature of Graham Brothers truck is its Dodge Brothers power plant. The truck is marketed exclusively by Dodge Brothers dealer organization.

Light and powerful and sturdily constructed, Graham Brothers trucks carry 1 ton and 1 1/2 ton loads at a safe speed of 20 to 30 miles an hour. Real versatility has been shown by the makers in providing body types that cover the whole field of business needs, and each type is shipped from Detroit or Evansville, Ind., complete with cab and body.

Commenting on the approval Graham Brothers' truck has won among owners everywhere, H. S. Wakefield, local Dodge Brothers' dealer says: "It is certain that Dodge Brothers' never would have permitted their name to be associated with this truck if they had not first satisfied them-

selves that it was thoroughly reliable and that it offered the owner advantages which could not be obtained in other equipment already on the market.

"Comparative figures reveal some interesting facts about the field of 1 ton and 1 1/2 ton trucks. Compared with the average of 50 other leading 1 1/2 ton trucks, Graham Brothers 1 1/2 ton truck not only weighs 1500 pounds less, but is \$200 below the average price of the other 50. The horsepower rating of its Dodge Brothers motor is 24.5, which is 2 to 3 1/2 more h. p. than the average of 50 other 1 1/2 ton trucks or 50 1 ton trucks. Graham Brothers 1 ton truck is 650 pounds below the average weight of 50 other 1-ton trucks and sells for \$400 less. And the cost of repair parts for Graham Brothers trucks, both 1-ton and 1 1/2 ton size, runs just about 50 per cent lower than for other trucks of the same capacity.

Graham Brothers' truck is cord fire equipped, with rear 34 x 5 1/2 on the 1 ton type, and rear 36 x 6 on the 1 1/2 ton truck. The types meet in demand at present are stake bodies, canopy bodies, express bodies, and



W. C. Dalton has recently purchased a Big Six Studebaker.

W. D. Harlan is now riding in his recently purchased Special Six Studebaker.

W. E. Dennis is one of the new users of a Big Six Studebaker bought from the Dunham Auto company.

The Acme Motor company has just closed the sale of a Red Speed Wagon to the California-Oregon Power company.

Charles I. Roberts is one of the recent buyers of a Special Six Studebaker from the Dunham Auto company.

H. S. Wakefield, local Dodge dealer is daily expecting the arrival of a carload of Dodge cars, including a 1 1/2 ton Graham Bros. truck, with Dodge Bros. power plant, which is now in this territory but said to equal its namesake, the Dodge car, in popularity in the east where it is in general use.

Oxceto Welding Works CARL SCHUBERT, Jr. Welding Work Large or Small Thick or Thin Inside or Outside Rain or Shine Day or Night any Old Time We weld and join together anything and everything except welding rings and divorced couples. When your frame is broken, see Schubert. Auto parts and frames a specialty. We stand back of every job. You take no chances. 230 Main St. Phone 204-J