

FORM NEW AUTO CORPORATION

Bethlehem and North American Motors Combines and Increase Stock.

Arthur T. Murray, president of the Bethlehem Motors corporation, Allentown, Pa., has announced the formation of a corporation under the laws of Delaware which will include the Bethlehem Motors corporation, Allentown, and the North American Motor company, Pottstown, Pa. In taking over the North American company, the Bethlehem Motors capital will be increased to 126,000 shares of stock, no par value, and the reorganization plans call for an additional \$1,000,000 in cash, which will take care of that progress which every indication points at the present time, the Bethlehem corporation will have during the succeeding years.

Mr. Murray says that the arrangement that is now being made for which the final plans will be completed as outlined, will place the corporation in position of being 100 percent sure at all times of the supply of motors. The corporation will be able to govern without question the process of the manufacturing of the motors used. The arrangement has been under discussion with the North American Motor company for some time coincidently with the growing necessity of the corporation having the facilities which the wonderful plant of the North American company provides.

Insistent demands have been made upon the Bethlehem corporation for expansion of its already enormous manufacturing facilities. The popularity of the Bethlehem product has been universal throughout the United States and the world and demands upon the facilities of the country have caused a steady expansion of the business in two and one-half years to a point where the corporation stands in the front ranks.

In all probability the Bethlehem stock will be listed on the New York stock exchange. This, Mr. Murray feels, will be a splendid step in the history of the organization as only those concerns which are amply financed are considered eligible to have their stock traded in and listed on the New York stock exchange.

Mr. Murray says that he personally feels that the present step is but the start of the building up of the organization to a point he has predicted it would reach for some time and that the future will bring forth wonderful results for the great distributing organization which has been created.

Officers of the Bethlehem Motors corporation as reorganized will be: Arthur T. Murray, president; D. G. Derry, S. C. Potter and H. B. Hall, vice-presidents; Martin E. Kern, treasurer; M. H. Beary, secretary, and George R. Bidwell, Allan A. Ryan, Charles W. Stierer and Charles S. Martin, directors.

LONG WHEELBASE NOT NECESSARY

Engineers Agree That it is Merely a Substitute for Good Springs.

"How long should a car's wheelbase be?"

This question is a good deal like the famous old Lincoln question, "How long should a man's legs be?" to which the preserver of the union replied, "Long enough to reach the ground."

Engineers pretty generally agree now that there is nothing gained by extravagant wheel base; that wheel base is merely a device which an engineer falls back on when the purchasing department refuses to buy him the right grade of springs; and that the real way to get easy riding is to engineer your chassis correctly.

"A notable case of easy riding without resorting to extravagant wheel base is found in the new Allen live-passenger car," says D. A. Bowden, of the Superior Motor Sales Co., distributors of Hudson, Essex and Allen cars. "This car seats five passengers with absolute comfort, and takes rough going as smoothly as the largest car built. Its secret lies partially in the way its weight is carried, but the largest percentage of its smoothness comes from the long free, low, 56-inch springs. Our policy is to sell the car absolutely on demonstration. Where the prospect knows how to drive he is asked to take the wheel himself. When he comes back, in the great majority of cases, he writes out his check. This plan is a good one, for we are quite certain most buyers of automobiles are tired of having salesmen make up their minds for them."

BACK AGAIN.

Tramp (to lady of the house): "I just came back from the front and—"

Lady (interrupting): "Indeed! And what success did you have there?"

Tramp: "None ma'am. That's why I came around to the back."—Boys' Life.

A new tire pump to be fitted to automobiles has but three moving parts, valves and springs being omitted.

Man-of-War Tossed About by Earthquake Off Coast of Mexico is Sequel to Half-Century Old Encounter of Warship at Foot of Andes

Dispatches stating that six dreadnaughts of the Pacific fleet were shaken by an earthquake off the coast of Mexico recall an amazing incident in the annals of the American navy in which a United States man-of-war was carried on the crest of a tidal wave three miles up the coast, two miles inland, and set down, entirely unharmed, upon the beach, within a hundred feet of the Andes," says a bulletin from the Washington headquarters of the National Geographic Society.

This thrilling incident is recounted in a communication to the society by one of the participants, Rear Admiral L. G. Billings, U. S. N., as follows:

By Rear Admiral L. G. Billings, U. S. N.

In 1868 I was attached to the U. S. S. "Wateree," then on duty in the South Pacific—one of a class of boats built at the close of our Civil war to ascend the narrow, tortuous rivers of the south; she was termed a "double ender," having a rudder at each end, and was quite flat-bottomed—a conformation which, while it did not add to her seaworthiness, enabled her to carry a large battery and crew, and eventually saved our lives, in the catastrophe which was soon to come upon us.

August, 1868, found us quietly at anchor off the pretty Peruvian town of Arica, whither we had towed the old United States store-ship "Fredonia" to escape the ravages of yellow fever, then desolating Callao and Lima.

There lurked the ever-present fear in the native mind of another earthquake, for Arica seemed a sort of "head center" for such seismic disturbances, having been twice before destroyed, with great loss of life.

While the anchorage at Arica was an open roadstead of almost unlimited extent it was partly unprotected from the prevailing winds by Alcaraz Island, small and apparently a lump of rock broken off from the Morro by some prior convolution. All the merchantmen were clustered rather closely under the lee of this island, near the Morro, maybe a quarter of a mile from the usual man-of-war anchorage, and about the same distance from the shore. The men-of-war anchored more abreast of the town and possibly abreast of the island, and possibly half a mile distant.

It was Aug. 8 that the awful calamity came upon us, like a storm from a cloudless sky, overwhelming us all in one common ruin.

Startled By Shock.

I was sitting in the cabin with our commanding officer, about 4 p. m. when we were startled by a violent trembling of the ship, similar to the effect produced by letting go the anchor. Knowing it could not be that, we ran on deck. Looking seaward, our attention was instantaneously arrested by a great cloud of dust rapidly approaching from the southeast, while a terrible rumbling grew in intensity, and before our astonished eyes the hills seemed to nod, and the ground swayed like the short, choppy waves of a troubled sea.

The cloud enveloped Arica. Instantly through its impenetrable veil arose cries for help, the crash of falling houses, and the thousand commanding noises of a great calamity, while the ship was shaken as if grasped by a giant hand; then the cloud passed on.

As the dust slowly settled we rubbed our eyes and looked again and again, believing they must be playing us a trick; for where but a few short moments before was a happy, prosperous city, busy with life and activity, we beheld but a mass of shattered ruins, hardly a house left standing; not one perfect, the streets blocked with debris through which struggled frantically the least wounded of the unhappy wrecks imprisoned in the ruins of their once happy homes; while groans, cries, and shrieks for help rent the air.

Prepared For Worst.

Our prudent commander, however, gave the necessary orders to prepare for the worst. Additional anchors were let go, hatches battened down, guns secured, life lines rove fore and aft, and for a few moments all was the orderly confusion of a well-disciplined man-of-war preparing for action. Many

hands made short work, and in a few moments we were prepared for any emergency.

But our troubles then commenced. We were startled by a terrible noise on shore, as of a tremendous roar of musketry, lasting several minutes. Again the trembling earth waved to and fro, and this time the sea receded until the shipping was left stranded, while as far to seaward as our vision could reach, we saw the rocky bottom of the sea, never before exposed to human gaze, with struggling fish and monsters of the deep left high and dry. The "Wateree" rested easily on her floor-like bottom; and when the returning sea, not like a wave, but rather an enormous tide, came sweeping back, rolling our unfortunate companions ships over and over, leaving some bottom up and others masses of wreckage, the "Wateree" rose easily over the tossing waters, unharmed.

From this moment the sea seemed to defy the laws of nature. Currents ran in contrary directions, and we were borne here and there with a speed we could not have equalled had we been steaming for our lives. At irregular intervals the earthquake shocks recurred, but none of them so violent or long-continued as to do so.

Broke Warship's Back.

The Peruvian man-of-war "America," said to be the fastest ship in the world at that time, had hastily gotten up steam and attempted to get to sea. She was well out when the receding water left her party afloat and broke her back, of course destroying her engines. With her funnels still vomiting black smoke and apparently under full command of her people, she backed down toward the helpless "Fredonia," which was then rapidly setting in toward the Morro, as if intending to help her.

Lieut. Commander Dyer, commanding the "Fredonia," saw the maneuver, and, thinking the "America" was coming to their aid, and that a nearer approach would only involve them both in destruction, ran on the poop and hailed the approaching ship, then but a few yards distant. "America," ahoy! You can do nothing for us; our bottom is crushed. Save yourselves. Good-bye! Then down to his station among his silent, unshaking crew he ran again. The next moment the "Fredonia" was crushed, and of that ill-fated company not one was saved, while a counter-current catching the Peruvian ship drove her rapidly in another direction.

About 8:30 p. m. the lookout hauled the deck and reported a breaker approaching. Looking seaward, we saw, first, a thin line of phosphorescent light, which loomed higher and higher until it seemed to touch the sky; its crest, crowned with the death light of phosphorescent glow, showing the sullen masses of water below. Heralded by the thundering roar of a thousand breakers combined, the dreaded tidal wave was upon us at last. Of all the horrors of this dreadful time, this seemed the worst.

Watched Monster Approach.

Chained to the spot, helpless to escape, with all the preparations made which human skill could suggest, we could but watch the monster wave approach without the sustaining help of action. That the ship could ride through the masses of water about to overwhelm us seemed impossible. We could only grip the life-line and wait the coming catastrophe.

"With a crash our gallant ship was overwhelmed and buried deep beneath a solid mass of sand and water. For a breathless eternity we were submerged; then, groaning in every timber, the staunch old 'Wateree' struggled again to the surface, with her gasping crew still clinging to the life-lines—some few seriously wounded, bruised, and battered; none killed; not one even missing. A miracle it seemed to us then, and as I look

now, I am still amazed at the way we were saved."

Prepared For Worst.

Our prudent commander, however, gave the necessary orders to prepare for the worst. Additional anchors were let go, hatches battened down, guns secured, life lines rove fore and aft, and for a few moments all was the orderly confusion of a well-disciplined man-of-war preparing for action. Many

Let Experts Repair Your Car

We are expert auto mechanics who know every make of car. Bring your machine out to the

Miami Garage

and see the difference in service and work. We also buy and sell used cars.

Vulcanizing and Battery Service.

Accessories and Storage.

Sinclair Oils and Gasoline.

Goodrich Tires.

Wilkinson and Emmons

1317-19 S. MIAMI ST.
Lincoln 7373

Conserve Your Waste Materials

—Help lower the Cost of Living—Paper Mills, Steel Mills, Roofing Mills all need your waste. We will call with our trucks and pay cash for the Following:

**Rags lb. 3c
Old Iron, cwt. 50c
Magazines lb. 1c
Old Tires lb. 3c**

HURWICH IRON CO.

BELL PHONE 1966

BRITAIN SHOULD VOICE HER SIDE ASSERTS PRESS

ish oppressor."

Spectator Outlines Case.

The Spectator, in an article headed "Ireland Unvisited," outlines the British case as Col. House would have found it had he only really visited Ireland and studied the situation, and inspected the situation in Ireland, instead of having been erroneously reported as intending to do so.

Details Held Back.

Thus concludes the statement of England's position as Col. House might have found it, and the wind-up is a flare-back at the coalition government toward which the Spectator has maintained the most friendly attitude.

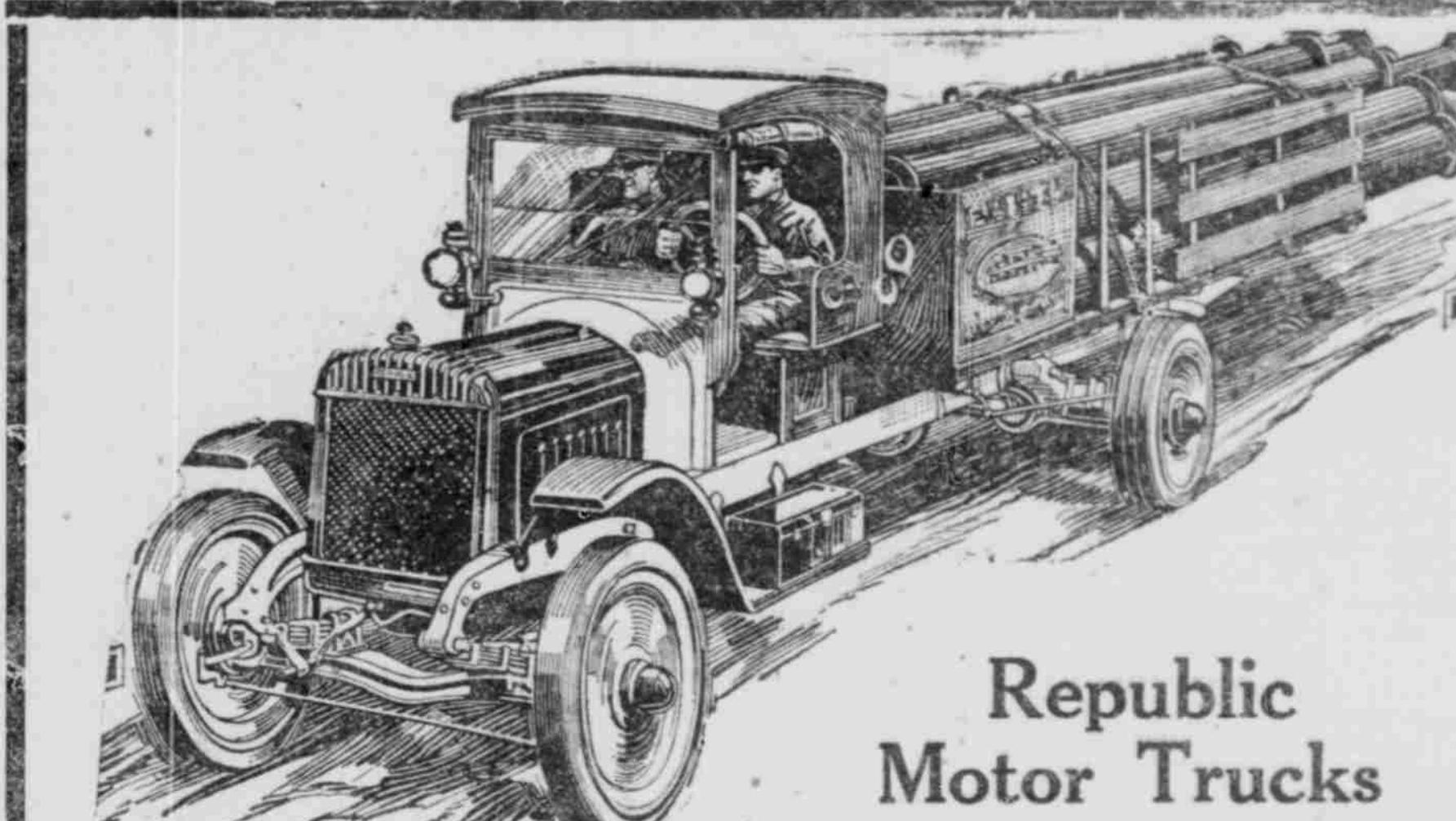
"Mr. House might have asked the officials to show him Mr. de Valera's dossier. He would probably have found the government shy about doing so, though, quaintly enough, not because their case is weak, but because it is so strong that they would have been able to give him any explanation of why Mr. de Valera has been allowed to walk in and out

in Ireland in an extent unparalleled of prison and to parade England anywhere else in Europe and the rebels themselves laid Dublin in ruins. All these things Col. House would have learned had he only really visited Ireland and studied the situation, and inspected the situation in Ireland, instead of having been erroneously reported as intending to do so.

Details Held Back.

The Spectator, in an article headed "Ireland Unvisited," outlines the British case as Col. House would have found it, and the wind-up is a flare-back at the coalition government toward which the Spectator has maintained the most friendly attitude.

In every discussion of the Irish question the supporters of the government make the government road hard on Ireland, particularly there is no unanimity of opinion, and direct or inferred attacks on the government course are inevitable.

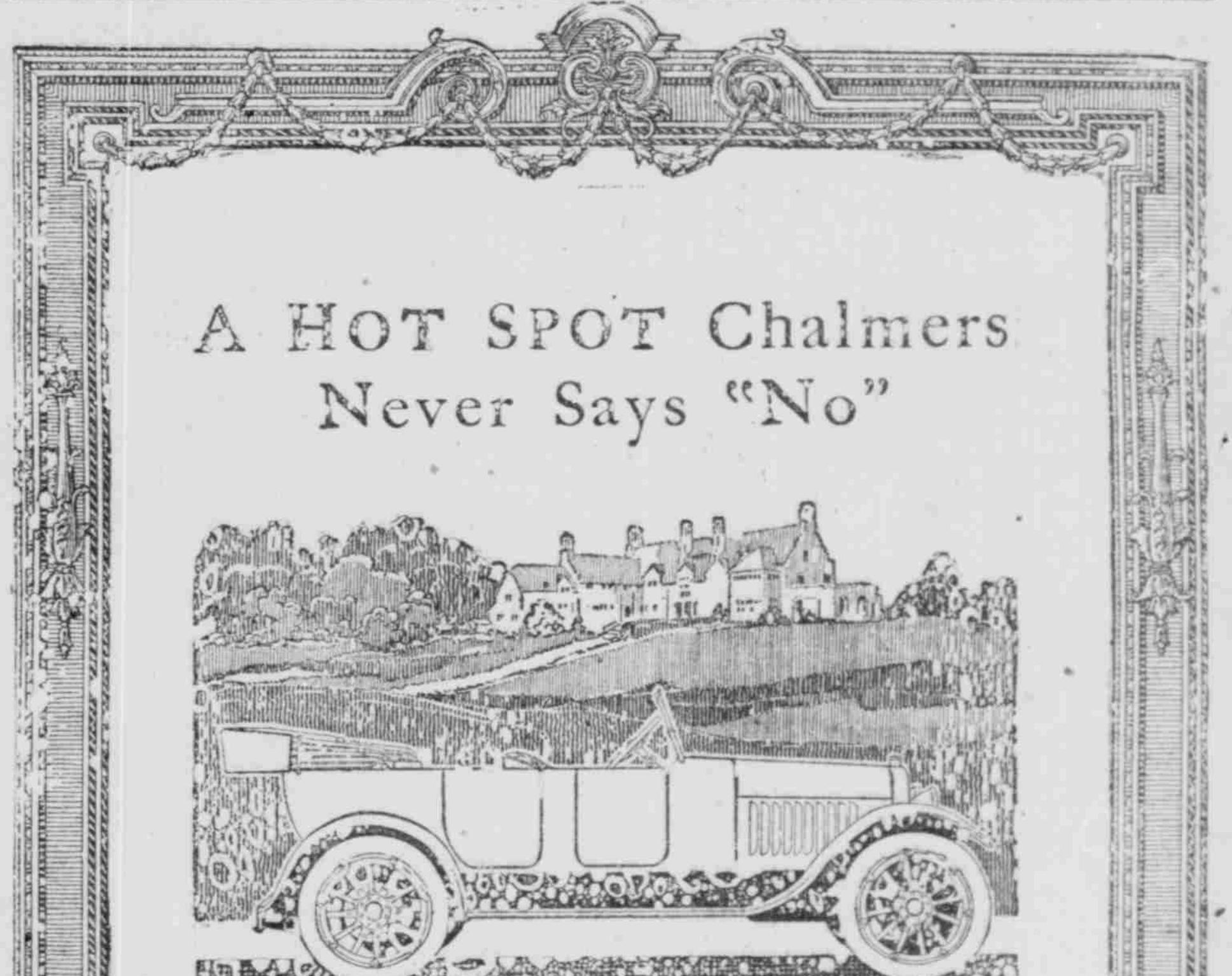


Republic Motor Trucks

No better proof of the service, mileage and hauling ability of Republic Trucks can be found than the fact that more than twice as many Republics are sold as any other truck in the world. Call us for a demonstration.

South Bend Spring Wagon and Carriage Co.

SALES—SERVICE—PARTS



YOU never hear a groan or a whimper of complaint from this present day Chalmers.

It does what you ask of it. It takes a command like a willing servant and responds like a thoroughbred.

And it wears well; not only in its "inner works," but in a way that you never grow tired of.

(So many persons want a new car every other year!)

The more it runs, the gentler, the easier it seems to get over ground.

You will find the underlying cause in Hot Spot and Rams-horn, two devices which have advanced Chalmers two years ahead of other cars in engineering.

They "crack up" and condition the raw gas in a way that produces terrific power with pussy-like gentleness. You obtain a brand new sense of driving ease, and when you want to "let loose" in a quagmire road or on a tortuous hill your Chalmers never says "No." You'll find it to be, as so many others have discovered in recent months, one of the few great cars of the world.

\$1685 f. o. b. Detroit



Quality First

Hagedorn & Webster
MAIN 1781
SOUTH BEND, IND.