

YOUR JEWISH FEAST MARKS HISTORIC EVENT

Annual Celebration of Holiday of Purim Being Held in Butte.

union with the rest of their kind throughout the world the members of the Hebrew nationality in Butte are celebrating the feast of Purim. The observance of the feast begins this evening and will continue until sundown tomorrow. The feast of Purim is primarily a joyous celebration, and is entirely secular in tone, consisting of merry-making and feasting, of making gifts to friends and relatives, and the giving of "shalachmonos," or gifts, to the poor is especially enjoined. The feast of Purim was established in commemoration of the deliverance of the people of Israel from the machinations of Haman, the prime minister of King Ahasuerus of Persia, who sought to destroy the entire population of Jews in that kingdom through jealousy of the race, who was a prominent and respected member of the Jewish community.

Purim has been called the Jewish carnival, and many of its features have been adopted under the influence of a Roman and other carnivals which have been celebrated about the world since the beginning of the Christian era. The custom was first introduced among the Italian Jews of the thirteenth century, and from there spread over all countries where Jews lived except perhaps in the Orient. The feast is regarded as a semi-holiday and there will be no observance at the synagogues. However, on Friday night Rabbi Wittenberg will conduct the feast at the B'nai B'rith temple.

SNOWBOUND ON THE HUMP BY OF WINTER MOTORING

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speeding vehicles attempt to follow the varying degrees of success and

more or less profanity. Once the wheels are planted in the rut, the sides of which are caked with thick layers of ice, it is impossible to steer the machine out of that path no matter what emergency arises. For stretches of 100 yards or more in the line encompassed by the "hump" machines are forced to travel single-file with no opportunity to pass each other. Impatient motorists, unfamiliar with the road, occasionally try to pass but find that automobiles make poor snow plows. The snow-covered "hump" is a treacherous place and what often appears to be a smooth snow-ornusted level stretch just beside the beaten path usually proves to be a snare and an illusion, a pit of uncertain depth from which only hours of labor extricates a heavy machine.

In winter month it is no uncommon sight to see a machine being dug out on the "hump." Christmas day four machines were stuck at one point in the road as a result of each one trying to pass the other after the road had given away and landed all four autos in a pit which covered them to the hubs in ice, mud and snow. Shovels, fence rails and every sort of first-aid to the despondent are brought into play, but an hour or more of labor usually culminates in summons to the wrecker to pull out the snowbound.

\$50,000 WORTH OF AUTOS HAVE BEEN SOLD AT SHOW

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cided. Some of the dealers object, claiming that the public is attending to inspect automobiles and not to

dance. A decision on the matter will be reached some time today.

Attendance is Large.
"The attendance is excellent," declared Manager Horst. "There is a steady stream of visitors both afternoon and evening. I haven't figured out the totals as yet, but I do know that thousands are attending. We hope to reach the \$5,000 mark before the show closes."
Additions are being made to the exhibit each day. A Franklin sedan, which arrived yesterday, was shown last night in the Franklin booth. The new Maxwells have arrived and a special white chassis is the feature of the Maxwell exhibit.

An Annual Affair.

It is now decided that Butte will have an automobile show every year. The question was brought up yesterday and every dealer in the city is heartily in favor of an annual event. The show will close next Saturday night. Manager Horst declared today that those who wish to attend better drop in during the next two days, as the last night will see a record crowd. "For one who wishes to examine the various automobiles I suggest that he come during the afternoon," said Mr. Horst. "At that time the dealers are all on hand and ready to explain everything. In the evenings the crowds are large and the dealers cannot attend to everyone."

EQUAL TO THE DEMAND.

"I never use any but pasteurized milk in the city," said the new boarder; "can you furnish it?"
"Yes, indeed!" was the confident reply; "our cows are kept in the pasture all summer."—Christian Herald.

See Our Demonstration at the Auto Show

MOCO MONKEY GRIP FABRIC PATCH

For Auto and Motorcycle Inner Tube and Casing Repairs

L. A. VAN HORNE

Sole Agent and Distributor Silver Bow, Gallatin and Park Counties, Montana.

Room 6, Lizzie Block, Butte, Mont. Phone 1117

\$1150 F. o. b. Racine
For Mitchell Junior—120-inch wheelbase

Mitchell SIXES

\$1460 F. o. b. Racine
For 7-Pass. Mitchell—127-inch wheelbase

Latest Mitchells Embody

31 Extra Features
100% Over-Strength

24% Added Luxury
8 Latest-Style Bodies

See the Results at the Show

Never before, in a single year, has the Mitchell made so many advances. Never before have like standards of strength, like finish and luxury, been shown in any car at these prices.

More Extra Values
The Mitchell for years has been unique for extra values due to factory savings.
These are results of efficiency methods employed by John W. Bate.
In the latest models we add:
Five more extra features—making 31 features which nearly all cars omit.
24 per cent added luxury, due to savings made in our new body plant.
100 per cent over-strength, announced for the first time. Mr. Bate has been working three years to thus double our margins of safety.

built of toughened steel. All parts which get a major strain are built of Chrome-Vanadium, and made oversize. Axles, gears, steering and driving parts are all tested or double strength.
In two years not a single Mitchell rear spring has broken. So even this part—the usual car's weakness—seems to be all-enduring.
Two Bate-built Mitchells that we know of have been run over 200,000 miles apiece. That's 40 years of ordinary service.
Many New Luxuries
Our new body plant, building all Mitchell bodies, now brings us another big factory saving. With this we have added 24 per cent to the cost of finish, upholstery and trimming. We are using an extra-grade leather

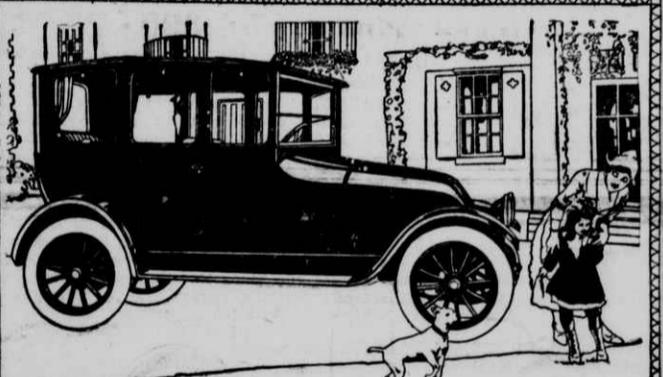
and costly cushion springs to give you better upholstery.
We have built enormous ovens, so our finish coats can be fixed by heat. This gives to Mitchells a deep, enduring luster. Their newness doesn't fade. All this without added cost to you.

\$4,000,000 Features
The 31 extra features, on this year's output, will cost us about \$4,000,000. That is, features which other cars omit. Things like a power tire pump, etc. No other car, we believe, embodies more than four of them.
These are all paid for by factory savings, due to John W. Bate. In this model plant, plus our new body plant, we build 98 per cent of this car. The entire factory was built and equipped under John W. Bate, the efficiency engineer. It has cut our factory costs in two. Here we build fine cars for vastly less than anyone else can build them. And the savings show in a thousand extra values.

The greatest sight at the Show, in our opinion, is the extras in Mitchell cars. They may mean more to you, as a car buyer, than anything else that's there.
They will lead you, we think, to want a Bate-built car. For, without this efficiency, such things are impossible at anywhere near our price.

MITCHELL MOTORS COMPANY, Inc.
Racine, Wis., U. S. A.

H. CHESTER EVANS
BUTTE—Agent for Silver Bow and Madison Counties—PHONE 5614-W.
Russell & Harrington—Anaconda, Agents for Deer Lodge and Beaverhead Counties.



Our Idea of Motor Car Comfort—Will You Be Satisfied with Less?

WHILE comfort is largely a matter of personal opinion, our idea of comfort is based on the experiences of motorists who have driven many different makes of cars.

Their remarks are interesting, especially to the man or woman looking for comfort in their next fine motor car. People are finding out that the maximum in comfort and relaxation is not obtained in driving or riding in rigid, heavy cars.

It is only resilient light weight that can reduce road shocks and ease the effort of controlling a car.

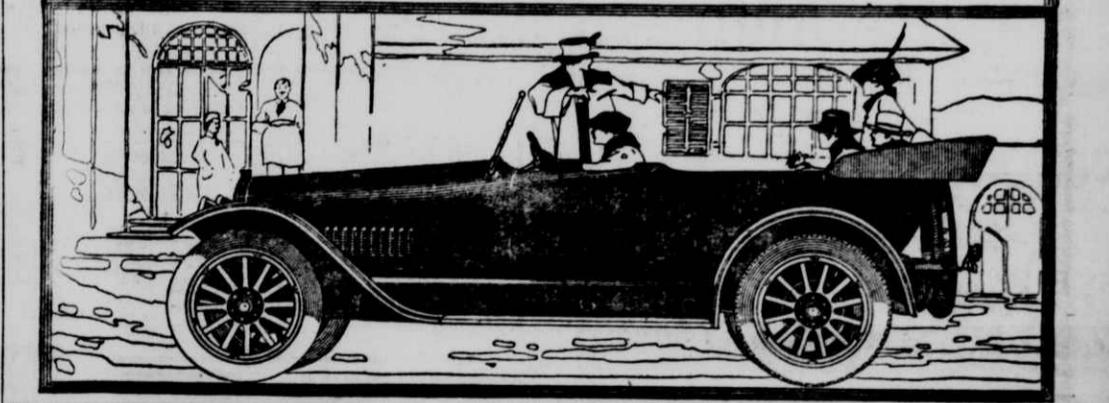
After experience with the heavy cars and the Franklin, one can readily understand why the preference is for the Franklin, especially in these days when almost every man, woman and young girl wants to drive their own car personally.

Scientific-light-weight construction has made the Franklin, in every sense, the practical car—you can drive it wherever there is a road without suffering the strain and pounding a heavy car undergoes—and the expense is about half.

As to whether your preference for comfort lies in the heavy cars or in the Franklin is, of course, for you to decide. Our suggestion, however, is to make sure before you buy.

Anticipation is never as satisfactory as realization—when it comes to comfort in a motor car.

Silver Bow Automobile Company
H. W. PIERCE, Manager
53 East Broadway Phone 688
SECTION "N" AT THE SHOW



MONTANA WOOL SOARS TO HIGHEST PRICE ON RECORD

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above 40 cents a pound; Louis Hall, Helena, 60,000 fleeces, 40 cents; Stanley Smith, White Sulphur Springs, 70,000 fleeces, 40 cents; Lee Simonson, Billings, 40,000 fleeces, at better than 40 cents.

In contrast with the Montana prices, it is claimed, according to information in Mr. Gray's possession, that from \$23,000 to 1,500,000 bales of wool averaging 320 pounds to the bale, are being held in Australia. The British government has set a price of 31 cents on the wool and will not permit any to be exported at any price, except to the allies.

"American wool buyers," Mr. Gray said, "returned to the United States without a pound of wool. They could buy all they wanted, but were unable to get it out of the country. Doubtless this will still further boost the Montana wool prices. The American buyers had been in Australia since September and found their time wasted when they returned home on the first of the year."

Montana's wool clip for 1916 was 21,000,000 pounds. The decrease of 3,000,000 pounds in 1917, is due to the number of lambs shipped to the markets last year.

FIRE AT THE LEONARD IS NOW UNDER CONTROL

At the office of the Anaconda com-

Packard

TWIN-SIX

Visit the Packard Booth and You Will Soon Be Convinced That Nothing Else Will Answer the Purpose. Prettier, More Powerful, Easier Riding Than Anything You Have Seen

Jones Storage and Transfer Co.

1 West Broadway Phone 978

pany today it was said that the fire in the Leonard was practically under control. The fire was first noted 10 days ago. It is a continuation of a blaze started in the Minnie Healy 10 years ago, breaking through where the Leonard, West Colusa and Tramway stops come together. Since its discovery a large force has been employed in bulkheading the area to which the fire is confined. The ore output of the Leonard has been reduced because of the fire, but there is plenty of rock to keep the smelter going at capacity.