

## AUTO A NECESSITY

Each Year Shows That the Machines Have Achieved an Advance in Popular Favor.

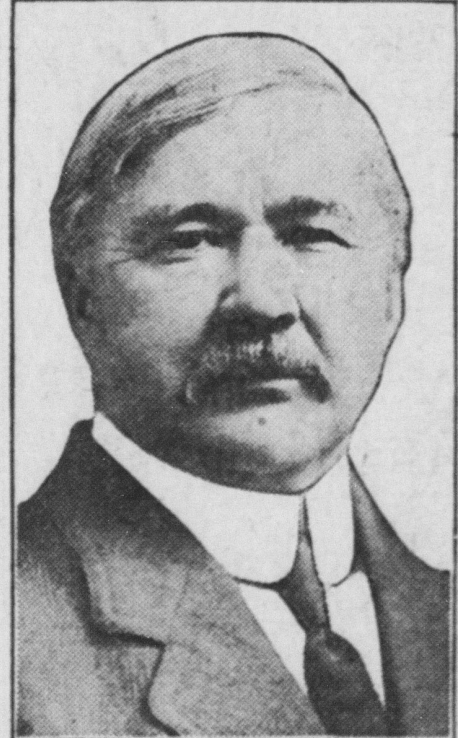
### CONTRIBUTE TO JOY OF LIFE

That They Will Ever Go Out of Style or Use is Beyond Consideration—Prominent Manufacturer Tells Reasons for Optimistic Outlook.

As early as 1898, when The Haynes Automobile Company was still in its infancy, we decided to build for the following year about fifty cars. About the same time I learned that another firm was expecting to build 100 machines for the same year, and we wondered if both companies would sell the entire output of 150 cars, relates Elwood Haynes.

It was not a question in my mind whether the American people could buy these machines, but whether or not they would buy them. To my surprise we sold all we could make, and the public still clamored for more. Notwithstanding the tremendous strides which have been made in the business, this experience has been repeated each year without exception ever since.

The automobile has so established itself in thousands of American homes



Elwood Haynes, Builder of America's First Car.

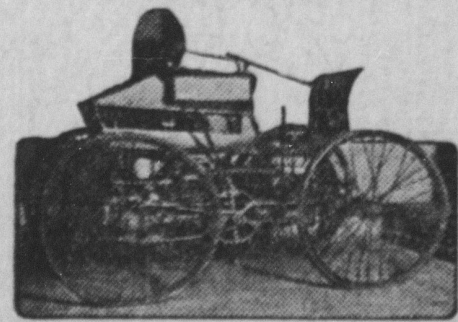
and so endeared itself to those who use it that it will not be given up excepting in certain cases where dire necessity demands it.

Not only does the owner of a machine take his own family out for pleasure driving, but frequently takes the children of his neighbors, so that it is now rather difficult to find a boy or girl in the more populous districts, who has never had a ride in an automobile.

The motor car will no more go out of style or out of use than the beautiful home, the piano, the Brussels carpet, or a hundred other things that contribute to the joy of life. It has become the basis for outdoor life for thousands of families, contributing not only to their enjoyment, but to their health, peace of mind, and general well-being, affording, as it does, a long wished for pleasure and utility, which it has only been possible to realize within the past ten or twelve years.

The automobile buying season is in full blast, and many purchasers will be car owners for the first time. H. E. Doty, manager of the Haynes Motor Car Co., gives the following timely advice to such owners, which should be very helpful indeed:

"One of the most important things for the automobilist to learn is not to 'tinker.' There is no mystery concealed under the hood of a car, there is nothing



This is the oldest automobile in existence, and is now on exhibition at the Smithsonian Institution, United States National Museum, Washington, D. C., duly labeled as follows:

"Gasoline Automobile, built by Elwood Haynes, in Kokomo, Ind., 1893-1894. Successful trial trip made at a speed of six or seven miles per hour, July 4th, 1894. Gift of Elwood Haynes, 1910. 265,135."

that should be kept secret from the car owner, but the temptation to 'tinker' usually becomes too great; a delicate adjusting screw is turned or a wire is disconnected and then—trouble begins.

"Talk to the repairman, study the instructions, learn all you can, and then when the emergency comes, you'll be prepared. But wait for the emergency. Do not tinker. Don't try to make adjustments when the car is already in adjustment. Don't begin tearing down until you have located the trouble. Don't try to improve the

timing of the valves or the ignition; the manufacturer knows best. Treat your car as you would an expensive watch. A lot of trouble may be avoided by having an expert examine the car about once every two months. There are many little wrongs that may quickly develop into big wrongs if not discovered and checked.

"Don't patronize the cheap mechanic—his work is usually in keeping with his price. Keep your car out of the hands of the schoolboy who offers to work free of charge. The manufacturer is always ready to advise and help you. His reputation is in your hands and don't be too much inclined to blame the car when the first little trouble arises. Each machine has peculiarities of its own and no matter how experienced you may be in the operation of motor cars in general, it is essential that the manufacturer's instructions be carefully read and followed.

"The idea that there is no particular care necessary for the successful operation of a car, aside from filling the tanks and radiator is erroneous. There is no more carefully designed mechanism in existence, and as is usually the case with all complicated machines, careful inspection and attention to details will prolong its life and insure successful operation to an immeasurable degree.

"Treat your car well, lubricate it regularly. The result will be efficient service at minimum upkeep. And then, when the emergency comes, when something does go wrong, don't 'just tinker.' Be systematic. First find where the trouble is; second, determine what it is; third, what is the remedy; and last, how this remedy may be applied."

### NEED A REGULATING VALVE

Use of Water With Gasoline Means a Considerable Saving of Fuel to the Auto Owner.

With the exhaust gas heater some form of regulating valve should be used and a few cross partitions in the inlet pipe at the point where the heat is applied help heat the center of the column of the entering mixture. Gasoline will stand about eighty-five pounds compression without pre-ignition. Kerosene, however, will not stand over seventy pounds unless a small quantity of water is taken into the cylinder with each charge. The customary manner of doing this is to employ either a separate small carburetor for the water or a small valve attached to the regular carburetor. In a few engines the water is injected directly into the cylinder.

The proportion of water employed is about one and one-half pints of water to each gallon of kerosene. If the water is not used when the motor has the usual compression employed for gasoline the motor will pre-ignite and is very apt to burn out the connecting rod bearings. It is not generally known that water may be used to advantage with gasoline in about the same proportion with considerable saving of fuel.

### Preserve Car Body.

For the particular man, one of the most trying things is to have the body work of his car get shabby. The following mixture makes an excellent "restorer" for the body work: One pint of turpentine, one pint of wood alcohol, one quart of distilled or rain water, one quart of kerosene oil. Mix the alcohol and turpentine together, then mix the water and kerosene oil together. In order to defy the old adage about oil and water not mixing, it is necessary to place the kerosene and water in a gallon jar and shake briskly until they mix, then add the alcohol and turpentine, which have been previously mixed, and shake the whole until thoroughly mixed. The mixture is apt to separate after standing, but can always be brought together again by brisk shaking. The mixture should be applied to the body work with the soft side of a fannel cloth and polished with a dry one.

### New Auto Safety Device.

The municipal authorities of Paris have under consideration an ordinance making it obligatory for all motor cars to carry a device by means of which passengers in the interior of their car may stop it instantly without the assistance of the chauffeur. Such a measure would prevent accidents similar to that in which the two children of Isadora Duncan met their death. Another preventable accident of the same kind was caused in Paris a short time ago by a chauffeur fainting on his box. The proposed device which the technical committee of the prefecture of the Seine has before it for consideration is said to be easily applied to any automobile at a cost of about \$10.

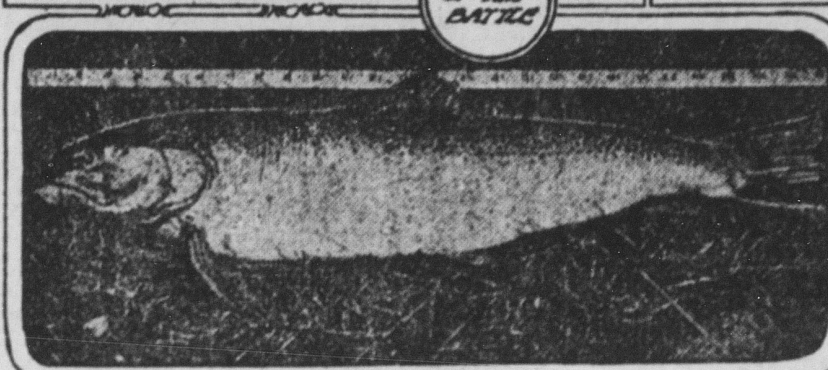
### Carelessness of Chauffeur.

If an automobile is leased for a pleasure ride, and the chauffeur merely obeys the instruction of the lessee as to the route to be taken, the owner of the car is responsible for any damage which might be caused by the chauffeur's negligence. This is the decision of the Supreme Court of Wisconsin, in the case of Gerretson vs. a garage company, in which the lessee of the car sued the garage owner for damages, because he was injured in an accident caused by the carelessness of the chauffeur. The court held that in such a case the driver is the servant of the garage owner, and not of the lessee of the car.

### France Talking to "Cycles."

France has one automobile for every 500 people, one cycle for every 13 and one motorcycle for every 1,232. Between 1910 and 1911 there was an enormous increase of 300,000 cycles.

## TROUT FISHING IN CARBON COUNTY



A TWENTY-SEVEN INCH BROWN TROUT CAUGHT AT WHITE HAVEN

## CANDIDATES FILE 2800 PETITIONS

From 10,000 to 150,000 Signatures on Nominating Papers.

### OVER EIGHTY ARE REJECTED

Railroad Men Discuss Grievances At Capital — Sunday School Associations Discuss Study Courses.

(Harrisburg Correspondence.)

Harrisburg. — Approximately 2,800 nominating petitions for the May primary have been filed at the Capitol by candidates for State-wide, Congressional and Legislative nominations, the number being 500 larger than that in 1912.

Almost 1,000 petitions were filed in the last twenty-four hours of the period which expired Tuesday, at midnight, and it will take several days to properly examine and record the names. Many of those filed in the final rush were for men who are candidates on two or more tickets, filing for three-party nominations being common in Philadelphia, Allegheny, Luzerne and several other counties.

Eighty papers were found deficient because they lacked the requisite number of signatures or affidavits and were rejected, half a dozen being filed in proper form late Tuesday night. Fifteen papers, which reached the Capitol after midnight, were refused.

Scores of supplemental petitions were filed, especially for candidates for State-wide nominations. Friday, at four P. M., will be the time when the right to withdraw will end. After that the preparation of certificates of papers filed for County Commissioners for printing of the ballots will begin.

Some of the candidates filed petitions containing from 10,000 to 150,000 or more names, although not more than 1,000 were required for any office.

### Discuss Study Courses.

The International Sunday School Association and the Sunday School Council of Evangelical Denominations held a conference in the Witherspoon Building, Philadelphia, to settle the question of what kind of lessons will be made part of the study courses in the Sunday schools of the United States and Canada. Virtually all the Protestant denominations were represented in the Council. A difference of opinion has existed for some time as to whether the uniform system or the graded system is the better. The deliberations of this joint meeting may result in a recommendation being sent to the International Sunday School Association annual meeting to be held in Chicago next June.

### Railroad Men Discuss Grievances.

Grievances of the Brotherhood of Federated Railway Employees against the Pennsylvania Railroad, which led to threats of a strike, were discussed for five hours at the Department of Labor and Industry by Federal and State officials and a committee of twenty railroad men. The brotherhood is objecting to alleged methods of the company in the formation of the new mutual association and a long list of grievances was laid before James A. Smythe and John A. Moffitt, of the United States Department of Labor; John Price Jackson, State Commissioner of Labor, and James A. Stees, chief clerk of the department.

### Held As Friend's Slayer.

Seranton.—In a fit of anger caused by his being thrown in a friendly wrestling match, Michael Gornitsky, of Old Forge, is charged, plunged a can opener into Peter Uhren's chest, severing an artery. Uhren died in a few minutes and Gornitsky was taken to jail on a murder charge.

## THE NEWS TOLD IN PARAGRAPHS

Latest Happenings Gleaned From All Over the State.

### LIVE NOTES AND COMMENTS.

A Coal Pulverizer, Which Cost \$230,000, Was Satisfactorily Tested At Pottsville — Lehigh Canal Boating Season Opened.

William Hoff, Jr., has been appointed Chief Burgess of Tremont Borough.

The Berks County Firemen's Association decided to hold its annual parade at Boyertown, June 27.

Arthur W. Wyndham, an engineer, spoke on "The Panama Canal," before the cadets at the Pennsylvania Military College, Chester.

Mrs. Foster H. Starkey has been elected president of the New Century Club at West Chester, and Miss Marian Thatcher recording secretary.

Caught under falling coal at Suffolk Colliery, Mahanoy City, Joseph Stank, twenty-five years old, was crushed to death.

Word has been received in Erie that the nomination of John T. Brew for postmaster has been sent to the Senate.

The boating season on the Lehigh Canal opened when Captain Reinart, of Coalport, took the first loaded boat down the canal.

The baccalaureate sermon to the graduating class of the Wellsville High School was preached in the Methodist Episcopal Church, by Rev. J. W. Long.

At the home of Rev. and Mrs. J. W. Mattern, in Allentown, their daughter, Miss Christine Belleman Mattern, was married to Paul Fritz Krause, of Pottsville, by the bride's father.

Miss Mary Scott, of Catsaqua, received a gold medal for not having missed a session of the Sunday School of the First Presbyterian Church in ten years.

Leroy Frantz, of New Rochelle, N. Y., and Miss Henrietta Giossbrenner, daughter of Mr. and Mrs. Adam Giossbrenner, of York, were married in St. John's Church.

In St. Lawrence's Catholic Church, at Catsaqua, Miss Lillian L. Cunningham, of Catsaqua, and Paul P. Fink, director of the boys' choir of the South Bethlehem Church of the Holy Infancy, were married.

Commandery No. 4, P. O. S. A., of Philadelphia, visited West Chester and initiated a class of nine new members. Camp No. 817, was presented with a large altar Bible from Senator Boies Penrose.

The Berks Court ordered a special election for Lower Heidelberg Township, to be held May 19, when the voters will decide whether to divide the township and call the new division South Heidelberg.

Mrs. Susan Musser in her will left \$1,000 to the Reformed Church, of Lancaster, and \$300 to the Reformed Mennonite Church at Longenecker's, the interest of which is to keep the burying ground in good repair.

After nine months of construction, a coal pulverizer, which cost \$230,000, was satisfactorily tested at the open hearth furnaces of the Eastern Steel Company's \$9,000,000 plant at Pottsville. The coal is ground up and fed to the furnaces without waste.

## 4 MINERS THROWN 250 FEET TO DEATH

Workmen Dropped Down Pine Hill Shaft.

### MERCHANTS UPHOLD JUDGE

Accused Postmaster Of Mahanoy City Resigns—Alleged Wife Beater Throated By 'Squire—Jumps Into Molten Metal.

### Miners Thrown To Death.

Pottsville.—Four men were killed at the Pine Hill shaft, of the Pine Hill Company, near Minersville, when as they were hoisted from the mine, the cage struck an obstruction and, as its sides were all open, the four men were thrown off. They fell with a scream of horror 250 feet to the bottom of the shaft, their legs and arms entwined about each other. State mine inspectors are investigating the tragedy. Circumstances indicate that the coat or dinner pail of one of the four victims became caught in the guide of the shaft or shoe of the cage and caused the fatal jolt.

### Mahanoy City Postmaster Resigns.

Mahanoy City.—Postmaster David Graham, against whom charges were filed by Judge C. N. Brumm, alleging that Graham was the author of an anonymous letter sent during the impeachment proceedings against Brumm to injure the Judge, resigned his office. His term would not have expired until June. The bondsmen of Graham were directed to select a postmaster to fill out Graham's term, and they have named William F. Dochney, ex-chief burgess, as their choice. Congressman Robert E. Lee recently sent a letter to President Wilson charging that after postoffice inspectors had investigated charges against Graham and had recommended his removal, Fourth Assistant Postmaster General Blakeslee stepped in and prevented action. Congressman Lee threatened to start a Congressional investigation if no action were taken. Graham in a statement denied the charges and said he did not care to serve any longer under the circumstances.

### Mine Cave Closes School.

Plymouth.—The Vine Street School was closed when a cave-in at the Gaylor Mine of the Kingston Coal Company, seriously damaged the building. When the children assembled in the eight rooms for study plaster began to fall from the walls. The cause was not known, but when the building began to tilt the children were quickly ordered to their homes.

### Strike Throws 500 Idle.

Shamokin.—Hickory Swamp Colliery, operated by the Susquehanna Coal Company, was tied up when non-union men refused to join the United Mine Workers. Five hundred men were rendered idle. The strikers say the mine will be held up indefinitely until the operation is thoroughly unionized.

### Merchants Uphold Judge.

Pottsville.—The Pottsville Retail Merchants' Association adopted a resolution calling upon Attorney General Bell to abide by Judge Kundel's decision in the city charter question, and not to permit the revenues of the city to be further held up at the behest of the saloonkeepers who are striving to overthrow the city form of government.

### Jumps Into Molten Metal.

Bethlehem.—Michael Mankos, a Bethlehem steel company foundry employe, was virtually consumed by jumping into a core over into which molten metal was being poured. He was handling a ladle and, frightened and bewildered when a compound used in making a mold ignited, he leaped into the core oven.

### To Re-Assess Properties.

Reading.—A re-assessment of all taxable property in Reading was ordered by City Council, sitting as the Board of Revision and Appeals. The city assessors were ordered to begin immediately so that the new tax rate can be fixed at the beginning of the new fiscal year.

## TO BRING DEAD FROM VERA CRUZ

Heroes' Relations Not to Be Kept Waiting Long.

### WOUNDED WELL CARED FOR

Bodies of Sailors and Marines Who Fell to Be Forwarded to Homes or Buried in National Cemeteries.

Washington, D. C.—The Navy Department is arranging to bring to the United States the bodies of sailors or marines killed at Vera Cruz, and either forward them to relatives or make final interment in a national cemetery as the families desire. All expenses of transportation of the dead will be borne by the United States.

The Surgeon General Braisted, of the Navy made public the following plans as to caring for naval sick and wounded and bringing home the dead:

"The medical department is actively at work preparing for the care of the sick and injured, not alone of our own, but of the enemy as well, as demanded by the Geneva convention.

"The naval organization for the ships and landing parties is complete in all regards, and steps for the care of the sick and wounded and for sanitation and the preservation of health ashore are being taken in conjunction with the public health service and Red Cross organization.

"It is the intention to bring the remains of all naval dead to the United States at the earliest opportunity, dependent upon the circumstances and location attending the fatalities, and to either forward them to the next of kin or to make final interment in a national cemetery, as may be desired by the families of the deceased. All expenses of transportation of the dead will be defrayed by the United States."

Letters expressing the profound sorrow of President Wilson and Secretary Daniels at the death of the sailors and marines at Vera Cruz were dispatched by the Secretary of the Navy to the parents of the men.

Mr. Daniels wrote to each: "The dispatches from Vera Cruz conveying the distressing news that your son was in the first line to give his life for his country saddens all America as the tragedy brings gloom into your home.

"My feeling and the feeling of the President to you in this sad hour was expressed by President Lincoln when, on November 21, 1864, he wrote to Mrs. Bixby, of Boston, whose five sons gave their lives fighting under the American flag.

"I feel how weak and fruitless must be any words of mine which should attempt to beguile you from a loss so overwhelming. But I cannot refrain from tendering to you the consolation that may be found in the thanks of the republic they died to save. I pray that our Heavenly Father may assuage the anguish of your bereavement and leave you only the cherished memory of the loved and lost and the solemn pride that must be yours to have laid so costly a sacrifice upon the altar of freedom."

### BURNS ACCUSES JANITOR.

Detective Declares Frank Innocent of Phagan Murder.

Atlanta, Ga.—That Leo M. Frank, under sentence of death for the murder of Mary Phagan, 14-year-old factory employe, is "not a pervert and is innocent of the murder for which he has been convicted," is the substance of a report made public by Detective Wm. J. Burns, who has been investigating the case for several weeks. The detective was employed by friends of Frank after the latter's conviction.

The report asserts that Mary Phagan was killed by a "pervert of homicidal tendencies of the most pronounced type," and charges a negro formerly employed as a sweeper at the National Pencil Factory, with the crime.

### GENERAL HUERTA'S DEFIANCE.

Says He Will Have 400,000 Men in the Field in 20 Days.

Mexico City.—General Huerta gave out the following statement to the press:

"Mexico is defending not only her national sovereignty, but that of all Latin-America as well. This is not a war between the American and Mexican people, but between Mexico and the government of the United States, which is controlled by men who have forced this situation upon us in spite of our efforts to the contrary. We shall have 400,000 men in the field in twenty days.

(Signed) "HUERTA."

### CABINET WILL STICK.

Secretary Tumulty Denies Any Member Will Resign.

Washington, D. C.—The White House requested the publication of this statement: "Secretary Tumulty denied emphatically as wholly unfounded reports that any member of the Cabinet contemplates resigning. He said that this subject had not been considered by the President or by any member of the Cabinet and had never been discussed."