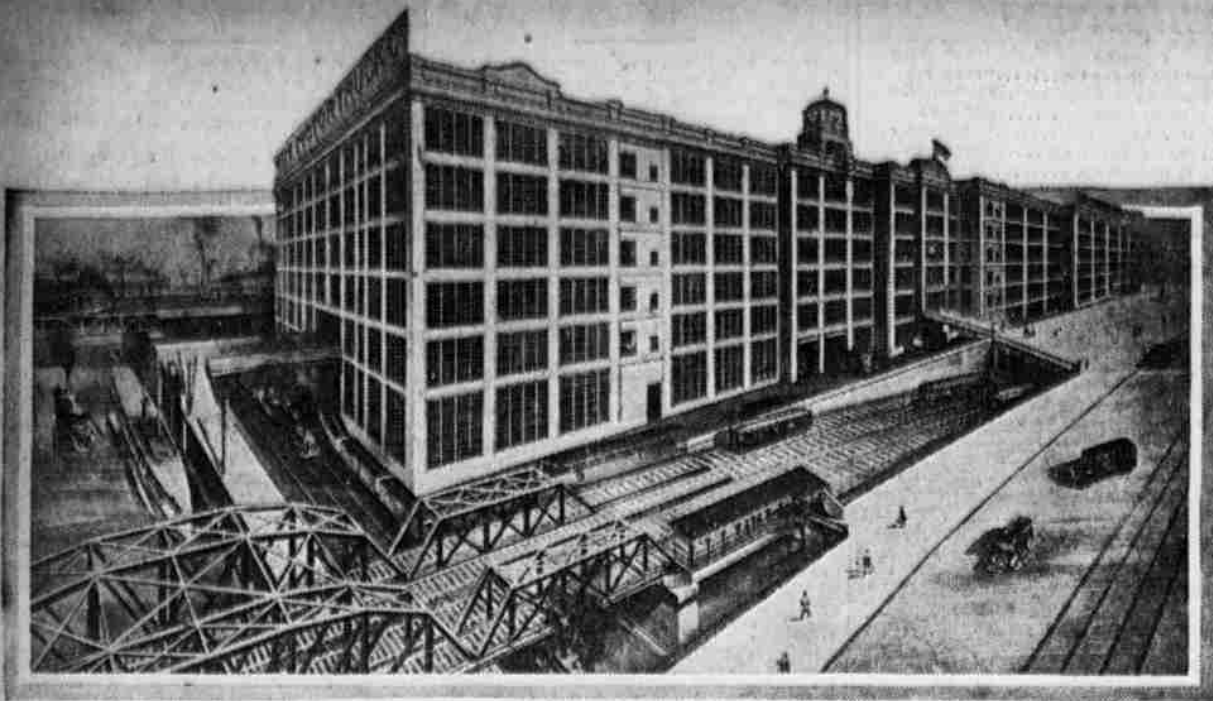


NEW BUILDING FOR VIM MOTOR TRUCKS



This huge structure is planned for 23d and Market streets.

MOTORING MCGUSTY HITS MANAYUNK HILL AT 50 PER; HIS MA-IN-LAW FAINTS

Speedometer Quits Registering as Wind of the "Warm Baby" Tosses a Farmer From His Wagon Seat and Barrel of Spinach Is Lost

By MOTORING MCGUSTY

I SUPPOSE I ought to put titles on these occasional little messages of mine on the art and science of motoring as I achieved it. That'd pin me down to separate and distinct episodes and keep me from slipping in odds and ends that seem to sort of drift off the pen. So I'll call this one:

"Down the Manayunk Hill," and take you down that hill immediat and without stops.

There was another railroad bridge between me and the regular Manayunk hill proper when I left off my last message. And, like with most railroad bridges, there's a step-up to it and a step-down from it. I guess we were making 50 when I hit the step-up, and, while the "Warm Baby's" rear springs are good, they're not any too good. Mother-in-law Piggott got most of the step-up, but she had hold of the rope-rail in front of her which kept her from leaving the tonneau and dropping down on a passing freight—a freight passing under the bridge.

Leastwise, that's the way she explained it afterward, short and sarcastic. Mebbe she laid it on a little thick. Mothers-in-law do that. Still mebbe she didn't. I was looking out front and not paying any attention. We'd no sooner crossed the bridge than I began to get a slant of a real hill. The Manayunk hill. It looked a mile long and cut away steep enough to cause a mountain goat to wear brakebands.

And recollect, I still had the clutch in and the engine was turning over. I was told after that if I'd slowed her down and got her into second that would have acted better'n the foot-brake. I'd just explained to the ass that told me this that the foot-brake was clear to the floor and not braking.

"Then why didn't you use the hand-brake," said the same "pinhead." "I'm coming to that," I told him, "and I don't want any of your cheap amateur advice till I've finished the story."



"Sucked him out through his covered wagon."

As I said somewhere back, and I had to explain it all over again to this chump, I'd dislocated the hand-brake by starting off under a full head of gas with it locked. I also said I didn't know this had happened till Mrs. Piggott got her one free hand—the other was still welded to the rope-rail—twisted in my collar and screamed at me: "Lou, the emergency!" "I sure did hate to let one hand off that wheel, with the bottom of the hill com-

ing up to meet me at about sixty. But I reached out and grabbed that alleged emergency and pulled her back to the last notch.

EPISODES.

Nothing happened—that is, nothing in the way of retained acceleration. Before we hit the bridge at the foot of the hill and that heaven-provided and cobble-paved upslope beyond there were one or two high little episodes. No. 1, for which I am thankful, prevented a real catastrophe, though it involved the loss of consciousness of Mrs. Piggott.

Her grip on my collar had cut off my wind, and as she lurched back and forth with the swaying of the "Warm Baby" she'd sure have torn me loose from the wheel and we'd have gone into the ditch. But she fainted just as soon as she saw the handbrake didn't work. Hence, I got air again and held on and steered.

Yes, I steered. And if I do say it myself, De Resta, De Palma nor none of that bunch could have iced that little S-turn just before the bridge and then cleared the bridge itself any neater. Not at the speed I was making. The speedometer had quit registering, so I can't give it to you exact. The huckster who was crossing the bridge in the opposite direction says it was 90. He figured it at 90 'cause just the wind of my going by removed him' from his driving seat and sucked him out through his covered wagon and over the tailboard. There was a barrel of spinach also that followed him out over the tailboard.

Hear in mind now, I never touched this wagon. Didn't even scrape the hubs. If that wasn't Class A steering for a beginner I never want to sell you another egg. And this brings me down the Manayunk hill with Mrs. Piggott still in a swoon, but otherwise intact.

(To be Continued.)

Auto Accessories

With the addition of a large amount of space it has been found possible this year to give a display to the sundries and accessories, a feature much welcomed by motorists. This portion of the show came in yesterday for big attention from the public. The large section filled up by the display of Gaul, Dorr & Shearer is particularly interesting because of the large offering of important adjuncts to the comfort of the motorist.

DORRIS TELLS STORY OF AUTO DEVELOPMENT

Began Working on "Horseless Carriage" When He Was Only a Boy

G. F. Dorris, in his story of the early history of the automobile business and his connection with it, says:

"John L. French and myself are natives of Nashville, Tenn., and we were boyhood friends and attended school together. As we grew older, our instincts naturally turned to mechanical problems. This mutual interest resulted in 1890 in our purchasing a second-hand Racine coal-oil-burning steam launch and we operated this launch for the season. "In 1895 Mr. French moved to St. Louis

to engage in the piano business with the Jesse French Piano and Organ Company, a concern controlled by his father. About the time Mr. French went to St. Louis I became interested in automobiles from reading accounts of the early German and French experiments as published by the Scientific American, and encouraged by the success of the road race held Thanksgiving Day, in 1895, at Chicago, I immediately decided to build an automobile. Accordingly, I started to work on this machine and had it in operation in the early spring of 1897. Needless to say, the machine attracted a great deal of attention. In the fall of 1897 my automobile had reached such a state of success that 50-mile trips were very successful. "In 1898 Mr. French placed his order with the Winton Motor Carriage Company for one of their single-cylinder cars. The delivery of the car was, however, delayed from month to month, so that it was not actually delivered until the middle of the summer of 1898, and this was the sixth Winton machine, and was successfully operated in St. Louis for a number of years following.

Mr. French, seeing a future for the "horseless carriage," as they were called in those days, decided to embark in the manufacture of cars, so arrangements were made for organizing a company. On Thanksgiving Day, 1898, I arrived in St. Louis, and the St. Louis Motor Carriage Company was organized with \$2000 capital stock. Mr. French was president of the company, and I was chosen vice president and engineer."

WESTCOTT NOT TO ENTER ANY AUTO COMBINATION

The Westcott motorcar, handled by the Baker-Price Company, 2301 Market Street, has an excellent exhibit of 1916 cars. Mr. Baker denied that the Westcott Motorcar Company is contemplating entering the proposed combination of motor car companies.

Absolute Lubrication Now for All Gas Engines—Automobile, Marine, Tractor, Stationary—Thru—

One Gallon of EFFICIENCY GAS-OIL Will Treat



640 Gallons of Raw Gasoline for 7-10c a Gallon

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THE problem is solved and perfect lubrication of your cylinders is assured—

"By Way of Gasoline"

When carbon—the obstacle to lubrication—DOES NOT SETTLE on the walls of cylinders and combustion chamber, but follows the exhaust gases out of the engine, you have NO FRICTION, and the power formerly consumed in overcoming friction around the piston and other parts is now transmitted to the crankshaft. AND extra power at the crankshaft (especially in a motor free from carbon) means MORE MILES PER GALLON OF FUEL.

How It Operates:

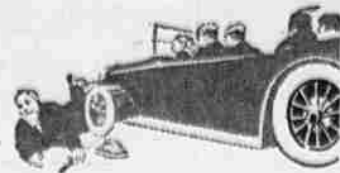
CARBON WILL NOT DEPOSIT ON OILED SURFACES OF METAL, and this is the principle on which EFFICIENCY GAS-OIL is based.

Each charge of gasoline entering the combustion chamber carries with it a small amount of EFFICIENCY GAS-OIL, and when the gases fill the cylinder, EFFICIENCY GAS-OIL sprays itself all over the interior of the combustion chamber and upper part of the cylinder walls. All parts of the valves, cylinders, pistons, rings, etc., become so thoroughly coated with the lubricant as to insure ABSOLUTE LUBRICATION.

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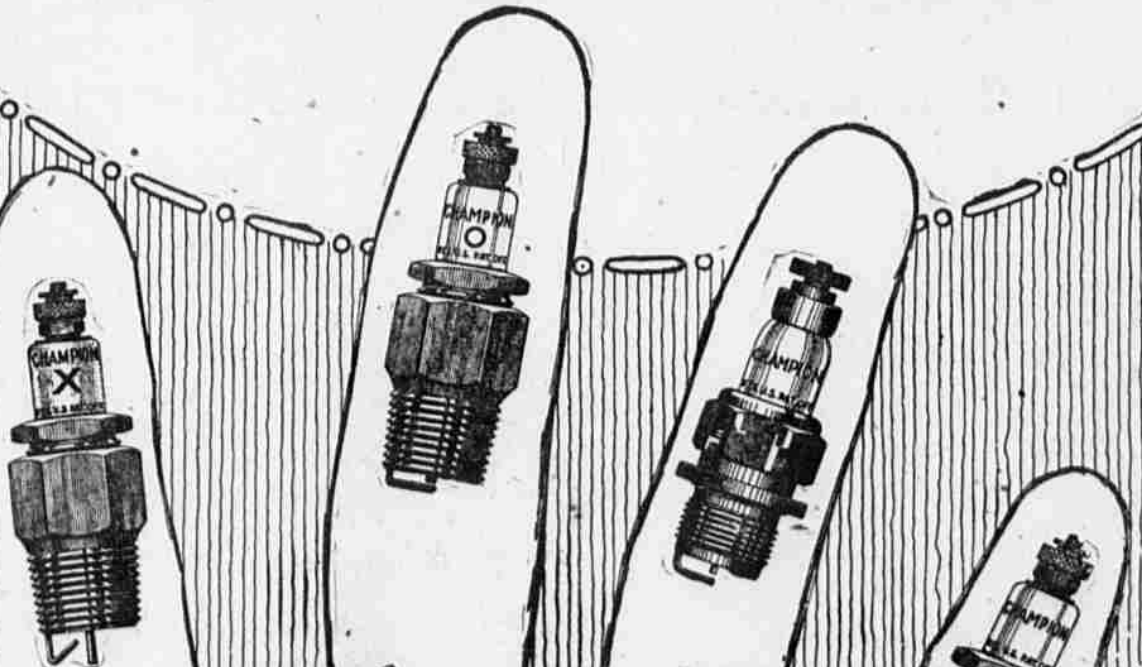
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There are several tremendously good reasons why you should have your car equipped with Houk Wire Wheels:

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If you have a fine car which you would like to bring up-to-date, nothing adds so much to its appearance or relieves it of marks of wear like replacing the loose-spoked and doubtful wooden wheels with indestructible Houks. They come in baked enamel—any color—ready for your car.

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