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1915 Brand-New Roadsters, \$1500 Cars, at \$800 Fully Equipped

1915 Chevrolet Roadster, full factory equipment, practically new.	1915 Stutz Touring, in elegant shape, \$180.
1915 Little Six Haynes, fully equipped, good as new, make offer.	1915 Locomobile Touring, very good shape, \$400.
1914 35 Hupp Touring Car, full factory equipment, used little; owner must sell at once.	1915 Buick Touring, equipped with top, glass front, good shape, \$175.
1915 Buick Touring Car and Roadster; very nobby cars; owners must sell.	1915-14-13 Kirt Touring Cars, full factory equipment, \$200 to \$275.
1915 Small Six Cylinder Chalmers, full factory equipment, owner will sacrifice.	1914 Oakland Touring, electrically equipped, sacrifice, \$600.
1914 Kissel Kar, electric starter, \$400.	1914 Cadillac Touring, full factory equipment, many extras, \$840.
1915-14-13 Ford Touring Cars, fully equipped, \$200 to \$215.	1914 Cadillac Hudson 7-passenger Touring, at a snap.
1915 Hupp Roadster, equipped with top, glass front, elegant shape, bargain.	1915-12-11 Overland Touring Car, all equipped with top, glass front, some with starters, \$250 to \$350.
1915 Pierce-Arrow Limousine, great big bargain.	1915 Packard Touring, overhauled and repainted, an extraordinary opportunity.
1915-14-13 Maxwell Roadsters, equipped, \$200 to \$210.	1914 Packard Touring, fully equipped, some with starters, \$250 to \$350.
1914 Stoddard-Dayton Touring, \$175.	1914 Paige Touring, fully equipped, \$500.
1914 Overland Touring, run but little, bargain, \$475.	1914 Paige Roadster, overhauled and repainted, a snap, \$225.
1915 Locomobile Touring, overhauled and repainted, \$500.	
1914 35 Hupp, equipped with starter, \$375.	

AND HUNDREDS OF OTHER TOURING CARS, ROADSTERS AND DELIVERY WAGONS FROM \$150 UP.

Gorson's Automobile Exchange
238-40 N. Broad Street
Branch, 206 N. Broad Street
PHILADELPHIA

Agents Wanted
Open Sunday
10 to 2

Exposition Head Now Uses Cadillac Eight

With the recent delivery of a Cadillac Eight to President C. C. Moore, of the Panama-Pacific Exposition at San Francisco, this car becomes more than ever the exposition car. President Moore's car is a standard Cadillac limousine, bearing on the panel between the doors the official seal of the exposition.

Before President Moore's limousine went into use, the Cadillac occupied a position of prominence at the exposition. The California fair commission have one, and two Cadillac ambulances are in use inside the grounds. There is also an exhibit of the complete Cadillac line in the Transportation Building. This includes a cut-open chassis which has been pronounced the most beautifully finished and the most completely exposed specimen of its kind ever shipped to the coast.

This car plays a large part in the official life of the San Diego Exposition also. There it is the official car, President Davidson has a limousine and two touring cars are in the service of other officials. At San Diego, on state occasions, it is always the Cadillac Eight that carries distinguished visitors back and forth; and now that the Panama-Pacific Fair has a car of the same make, the same probably will be the case there.

Wealthy Motorists Will Tour American Roads

"Motor courses in Americanism," is Hugh Chalmers' way of defining the significance of the sudden vogue of transcontinental automobile trips which Europe's war has conferred upon this country.

The head of the Chalmers Motor Company holds that provincialism and sectionalism fade away before the magic of cross-country motoring.

"Cutting a cross section of the country by means of a leisurely caravaning trip by motor," asserts Mr. Chalmers, "will afford intimate glimpses of different regions of their country to Americans who have hitherto been veritable strangers in their own land."

"Europe's war, which has barred globe-trotting Americans from foreign haunts, is going to give our wanderers and lovers of the exotic a dose of genuine, old-fashioned Americanism that will do them a heap of good."

"As they go motoring in this country, they will discover that most of our roads lack the perfection of Europe's motor trails," he says. "We will discover that one reason for our mediocre roads is the fact that too many American dollars have been poured into the funnel of foreign travel in past years."

"The touring season of 1915 will teach America's wealthy sons many of America's needs. It will vitalize the need of better roads and better wayside inns for devotees of the steering wheel and the open road."

"The wholesome rigors that tourists will encounter on the road will do no harm. Those who drive from coast to coast on the Lincoln highway will find it a boulevard compared with many roads with which they are familiar."

"His desert stretches need not be approached with alarm. There are not more than three or four bad spots on the great American desert and even those are not much over a hundred yards in extent."

Mr. Chalmers declares that many Chalmers owners will spend their vacations in their own cars this summer. "Vacations thus spent, he asserts, will prove not only profitable but economical. "See America First," he says, "and see it from your car."

Trucks of Great Service in Milk Delivery

Ira Wilson, dairyman of Redford, Mich., says it would be impossible to do with horses what he does with motor trucks. Not only would it be impossible for the horses to cover the ground the motor trucks do, but the slow pace of the horses would render the entire proposition out of the question.

Mr. Wilson carries milk, not only from his own, but from surrounding dairy farms, on contract with the Detroit Creamery Company on a basis of two cents per hundred pounds per mile. His present equipment is two Reo two-ton trucks—and he has an order in for a third. Each of these trucks covers ninety miles every day and carries, instead of its rated two-ton load, three to three and one-half tons of milk.

Any practical dairyman will understand what he says. The load consists of sixty to sixty-three ten-gallon cans of milk. To the uninitiated, it will be necessary to explain that ten gallons of milk weigh eighty pounds and that the cans themselves weigh twenty-three to twenty-seven pounds each. It's a simple problem in multiplication to prove that the minimum load of these trucks is the maximum 6,615 pounds—and that is about three and one-quarter tons without counting the milk.

Of course, the truck does not so fully loaded both ways—but it does carry that load over forty miles of Michigan roads every day, four miles of which are virgin sand—and the entire route is ninety miles.

"The truck starts out in the morning from Redford, goes to Detroit; from there it goes to Cherry Hill, where it picks up the second load and back into Detroit; thence home to Redford, again ready to repeat the performance the next day."

"We have never missed a trip summer or winter," he says Mr. Wilson, "and these Reo trucks have been in service for two years."

Asked how other trucks would do the same work, he replied, "I suppose so—but I haven't found them yet."

Mr. Wilson is an ardent believer in Reo and says that the third truck, which he now has on order and hopes to get in the next few days, is to replace one of another make he disposed of after only 500 miles. "I think George, the prejudiced, said he," he says. "The other truck looked just as good to me. Still he has had such wonderful success with the Reo. The first time the other one missed the schedule, it lost out so thoroughly I felt it necessary to replace it with one in which the boys had full confidence."

Asked if he was making money on the contract, Mr. Wilson laughed and pointed to a huge pile of vitrified hollow tile heaped up in the barnyard. "You see I am going to build two more of the finest silos that can be had—and by the way, my new Reo Six touring car just arrived from the factory last night." It looks as if Mr. Wilson had made no mistake by changing from the old to the new.

"Until we introduced trucks for delivering milk, it was impossible to market half of the produce from this section," said Mr. Wilson. "There is only one train a day and to send it by horses was impossible—it would spoil before it got there. Reo trucks have more than doubled the earning capacity of the farmers hereabouts."

Be busy only one-half of the time, and rest the rest of the time!

Use

FELS-NAPHTHA

soap.

Don't keep up a hot fire. Don't use hot water. Don't boil the clothes. Just follow the easy directions.

Something new. Something good
Fels-Soap Powder.
Something sweet. Something needed.

MOTORCYCLE NOTES

Motorcyclists of San Francisco plan to charter a boat to take them to Sacramento to attend the national convention of the P. M. C. in July.

A bunch of "Frisco" riders recently made a fifty-six-mile spin to Alton Rock, where they enjoyed a swim in the sulphur pool.

"So long as the motorcycle world is glad to have me, I shall deem it a privilege to live in it," said E. G. Baker, when asked if he contemplated giving up the two-wheeler.

A play for the benefit of the Summer Mission fund will be given by the members of the Indianapolis Motorcycle Club, on May 30 and June 1.

The 100-mile motorcycle championship, of New South Wales, was won by W. Jack on an American-built motorcycle.

Burman Decides to Drive Own Car in Great Race

Confirmation of reports that Bob Burman had split with the Peugeot race in the next Indianapolis 500-mile race and decided to drive that contest independently has arrived with the consent of Burman at the wheel of a Burman special.

The car is thought to be the rebuilt Peugeot which Burman recently annexed the world's dirt track championship and won the Oklahoma City road race, but the exact nature of the information on this point.

Burman's entry is the thirty-third to be made or the Hoosier contest, two additional Sunbeams and a Cino-Purcell having checked in before it. This is the limit that will be allowed on the track during the race, and any further entries will make eliminations necessary.

The Sunbeams, incidentally, are the cars campaigned by William Ziegler with such hard luck last season. They have been turned over to the Fortuna Racing Team, Inc., of New York, and will be piloted by Harry Grant, dual winner of the Vanderbilt cup, and Carl Linberg.

The Cino-Purcell is one of the pair that has been going through time trials at the speedway recently. The other broke a crankshaft and is out of the running, its driver, C. C. Cox, being switched to the wheel of the Purcell machine. A third Cino, owned by H. F. McNay, of Cincinnati, is now being tested on the speedway, and may be nominated for the 500-mile before the entries close.

REGENT

GIGANTIC DUAL ATTRACTION
FRANCIS X. BUSHMAN
in the 3-act playlet
"THE BATTLE OF LOVE,"
ALICE JOYCE
the sweetest girl in the "Movies" in
"THE SCHOOL FOR SCANDAL,"
Sheridan's famous comedy.
MONDAY AND TUESDAY
MARIA DORR, the Ducesse, etc. in
"THE MORALS OF MARCUS."

COLONIAL

SEE THE WHIRLWIND DANCING
in
"A Royal Cabaret"
with
3 Other New Acts
and a
CHARLES CHAPLIN PICTURE
Mats., 5 and 10c; Evens., 10 and 15c.

AMUSEMENTS

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ONE NIGHT ONLY
WEDNESDAY, MAY 12
SEAT SALE MONDAY
Charles Frohman Presents
THE GREAT THREE-STAR COMBINATION

Julia Sanderson Donald Brian Joseph Cawthorn

in the highest achievement of musical comedy
The Girl From Utah

PRICES—Lower floor, \$2.00. Balcony, \$1.50, \$1.00, 75c.
Gallery, 75c and 50c.

PALACE THEATER

TODAY, SATURDAY, MAY 8TH

THE OAKLAND HANDICAP, in two parts, with William Clifford and Marie Malcamp; HIS CAPTIVE, in two parts, with Frank Lloyd and Gretchen Lederer; LOVE, FIREWORKS AND THE JANITOR, one reel (Joker); THE RUSTLE OF A SKIRT, with Mary Fuller, in one reel, and don't forget a 30-piece band will furnish music for this great bill.

MONDAY, MAY 10TH

J. WARREN KERRIGAN, in a two-part feature; also FRANCIS FORD AND GRACE CUNARD, in two reels. Just think of this wonderful bill at the admission price, 5c; this will be farewell week at the Palace—we are closing May 15th, but before closing we intend to give you the very best in pictures that money will buy.

WARREN A. KLINE, Mgr.

See the Last Episode of the Great Serial Story

RUNAWAY JUNE

at the
Victoria Theater
"The Home of the \$25,000 Pipeorgan"
on Monday
SEE "THE EXPLOITS OF ELAINE"—TODAY

Runaway June

The last episode in motion pictures at the
Royal Theater, Third Above Cumberland
and at
National Theater, Sixth and Dauphin
MONDAY EVENING — The great serial of Love, Hate, Revenge, Money and Mystery, by George Randolph Chester, featuring NORMA PHILLIPS, former Mutual Girl. ADMISSION, 5c TO ALL.

Here To-day People

With a smart little hunch for you to get in line with the big crowd. For they have me in my latest to-day, down at the


Photoplay

You know my other films—they make you forget Old Man Trouble, but

By the Sea

is by far the best of the bunch. The cost is a dime; youngsters half.

Charles Chaplin



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We will repair without charge any MILLER TIRE, and the tube therein, cut through or blown out; or any MILLER TUBE punctured or blown out in any tire, during Run on May 10, 11 and 12th, 1915.

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\$1395

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Saxon Cars Make 31 Miles to the Gallon

Final results of the New York-Albany and Boston-Springfield thirty-day runs by Saxon roadsters show remarkable economy records, both cars averaging better than thirty-one miles to the gallon of gasoline and seventy-five miles to the pint of oil.

An interesting feature of the Boston-Springfield run was the whirlwind finish. Carrying a letter from the Mayor of Boston to the Mayor of Springfield on the final trip, G. F. Lombard drove the Saxon on the last 200 miles without once stopping the motor. After receiving congratulations of the mayor of Springfield, and with the motor still running, he added 200 miles more of non-stop running. In other words, the car actually covered 6300 miles, the final 500 miles being a non-stop run.

Tabulated figures of the New York-Albany trip showed that in thirty days the expense for operation of the car was \$27.64 for the entire trip. The speedometer showed that because of detours made necessary by road repairing the Saxon covered more than its scheduled distance, the mileage being 462 miles at a cost of one cent a mile. The best day's economy average was thirty-three miles per gallon of gasoline and 100 miles to the pint of oil.

The car that ran between Boston and Albany covered 290 miles a day with a total in thirty days of 6000 miles. So far as automobile statistics show this is a record number of miles for an automobile to travel in thirty days.

The New York-Albany car ran 150 miles a day for thirty days, or a total of 4,500 miles. A considerable part of each day's travel necessitated climbing many hills, which made the test to which this car was put as severe as that of the Saxon in the New England territory.

The Boston-Springfield car made a round trip each day between these two cities. The New York-Albany car made a one-way trip each day, going to Albany along one side of the Hudson river and returning along the opposite bank.

Both Saxons early in the long grind encountered what was considered the worst blizzard of the winter in the East. They maintained their schedule in spite of the handicap of plowing their way through snow all along the route.

BUICKS

Very near all sold. We have only a few touring cars and a few roadsters left. We have a

Model C 54 Six Cylinder 55 Horse Power Roadster

with a wheel base of 130 inches, which we know is

Absolutely in a Class by Itself

There is positively nothing on the market to compare with either the looks or the performance of this car. Can be seen at the City Auto Garage.

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