

TIRE EFFICIENCY MOUNTING HIGH

Manufacturers Are Past Hazard Stage; Still Improving

Continual development has brought the automobile to a point of the highest efficiency. Now the question has been asked, "Has the tire kept pace with the automobile?" "Externally, apparently, no," says F. C. Millhoff, general sales manager of the Miller Rubber Company. But as many revolutionary stages have been made in the pneumatic tire for its betterment, as in the development of the automobile. Just as self-starters were considered an improvement a few years ago, so was the elimination of the trouble causing premature blowouts in tires. Just as electric lighting systems were added for the convenience of the motorist, so the automobile tire was perfected in its nonskid feature. The watercooled engine is a development that has been worked out in the research departments for years.

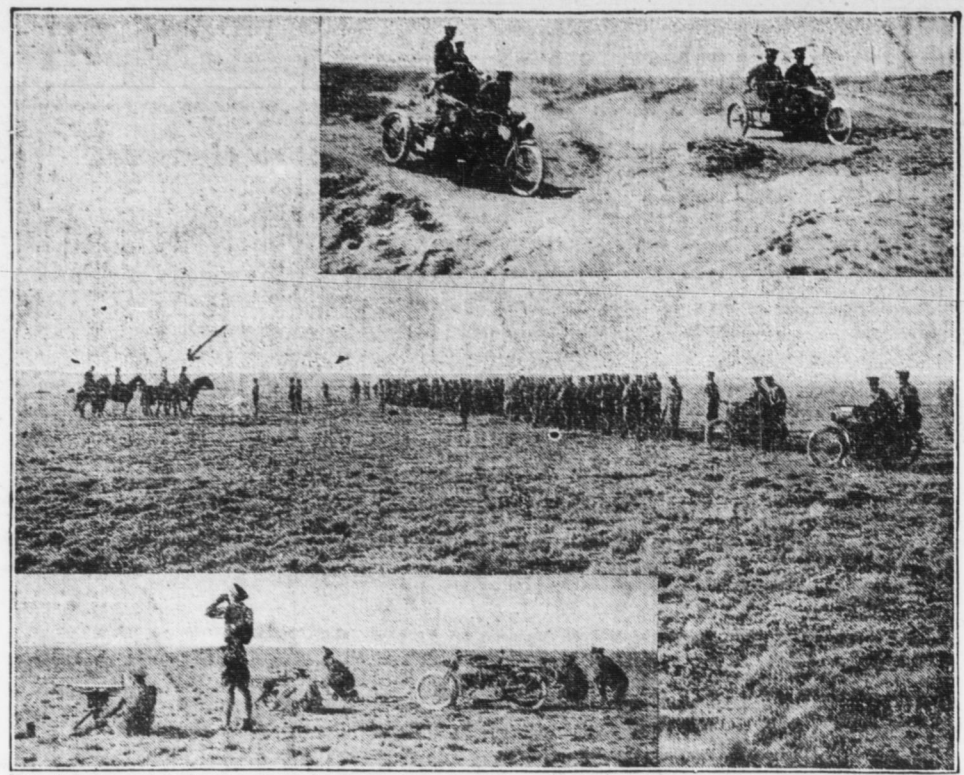
"The preserving of the natural wax and oil in the cotton fiber while vulcanizing, is an achievement equally as important in delivering service and keeping the automobile on an economical basis and as efficient as the watercooled engine," continues Millhoff. It is natural to assume that with the enormous demand for modern automobiles, it has been necessary to produce a tire equal to the added strain imposed upon it and wherever the improvements have taken place, it is on the inside of the tire. Years ago mechanical troubles and blowouts offered a fertile field for accessory manufacturers. They thrived on the bad results happening from an imperfectly made tire, and at the car owner's expense.

Careful observation and analytical search have eliminated these old-time troubles so that the breaking of fabric, cracking of rubber, etc., are no longer heard of and along with these changes, the shapes and sizes of tires have been brought to perfection. Now the body of the tire has been brought to a point where the last remaining objection has been removed and leaves us with a tire equal to the call of the multi-cylinder engine.

These changes in the automobile tire have not been made over night and these improvements have only been worked out by considerable time, devoted to the human equation, and by co-operation in instructive methods, so that the tire as a unit, vulcanized with the latest method of retaining the natural wax and oil in the fabric, delivers the mileage.

National Speedster Is Used by Billie Burke

Billy Burke, in "Peggy," is a film of more than usual interest to "autoist" movie patrons, due to the spectacular appearance of National Speedster constructed specially for Miss Burke. The manner in which Billy Burke drives her big, powerful National roadster is very fascinating. During one scene, where she drives the big white car head-on, there always arises from the movie audience the murmur: "Why, it's a National!" The distinguished shaped radiator immediately identifies the car. Billy Burke drives her roadster at better than a mile-a-minute clip and looks like a miniature princess in the big, powerful National, and even more doll-like when she dons palma-like jumpers to make repairs, which are developed to be only the lack of gasoline.



United States army adopts motorcycles in Mexican expedition as result of what Brig. Gen. John J. Pershing (indicated by arrow) observed of their value in warfare when he reviewed the cadets at Roswell, New Mexico. Inset, upper right, shows Machine Gun Corps No. 1 crossing arroyos and washed out roads at high speed. Machine guns, inset lower left, can be fired from the motorcycles or can be mounted separately and go into action within a minute.

HUPP HAD BIG WINTER DEMAND

February Wonderful Month in Motorcar Industry; Freight Tieup Caused Trouble

February was another wonderful month in the motorcar industry and the demand for automobiles continued unabated. The prediction of last December that there would be a large shortage of cars at the opening of the usual Spring rush was verified as practically all the big companies were unable to supply the February demand and all have orders for immediate shipment on their books. Production reached the maximum for the winter months in most of the factories, although the parts and material market is still a serious factor. The greatest obstacle for February in the Detroit situation was the shortage of freight cars which was even worse than during the month of January. It was impossible to secure adequate number of regulation automobile box cars and practically every producing company had to resort to the use of flat cars, and even coal cars became popular for automobile shipments.

"All early predictions which we made for a big winter demand for medium price motorcars have been fulfilled," said Sales Manager J. E. Fields of the Hupp Motor Car Corporation. "December was a big month; January was considerably larger and even with our increased production we could not keep up with the demand of our distributors and dealers. There was no let up in February and altogether we produced more cars than in any other month during February in our history and more than in any other month during the winter. We had to carry several hundred February orders into March, which with the March orders on file make us nearly two hundred cars behind in our orders for immediate shipment of the Series 'N' Hupmobile. "To illustrate what a remarkable

Utilizing Motorcycle in Animal Rescue Work

The claims of dogs to consideration when injured in the streets in any manner have been recognized by the Toronto Humane Society in the providing of an Indian motorcycle and sidecar to rush them to the relief station. The society has a number of distinguished persons in its membership, including as chief patrons their royal highness the Duke and Duchess of Connaught. The motorcycle has been found especially valuable in the operations of the society, as it goes out regardless of weather, time or roads, according to the calls for duty. Secretary Craven states that it has enabled the Toronto society to do much more work in less time than formerly.

Motorcycle Machine Guns Practical For Bad Roads

The latest improved engine of quick destruction to which war-fied inventive genius has given birth is the death-dealing, rapid-fire machine gun with the speedy motorcycle as its mount. It may be that Villa's cars will soon have to atone themselves to the "putt-putt" of gasoline exhausts in place of the proverbial "clip-clop" of horses' hoofs when seeking to wiggle out of the contemplated firm and none encircling forces. For down at the New Mexico Military Institute, Sergeant B. F. Leonard, of the regular army, has perfected these new war-furries, and, owing to nearness to the Mexican border and consequent familiarity with the sort of country that the United States is traversing, it is expected that the motorcycle machine gun squad of the institute will be among the earliest of the citizen organizations to participate in the Villalaz chili con carne.

The B. F. Goodrich Company, of Akron, Ohio, which has supplied the solid tire equipment for most of the war trucks now in Mexican service, is also the builder of many of the motorcycle tires used upon these war-cycles. Driving conditions along the border and in Mexico are as hard as those to be encountered anywhere. Goodrich tires have proved able to keep the troopers provided with dependable transportation facilities, no matter how far in the rear the "tire hospitals" may be.

A flat-bed side car is attached to these military motorcycles, upon which the guns, which fire 3,700 shots in 10 minutes, are mounted. The machines can travel at a high rate of speed. Thirty miles an hour over bad roads is a regular menu for them. The guns can be fired while the car is in motion. They can be trained in any direction, so whether advancing or retiring, their effectiveness is equally great. Or they can be dismounted in an instant and used as any other machine gun. Thirty per cent. grades and marshy grounds have not been able to retard the advances of these fleet machines. Four of them are said to be as effective in standing off the enemy as a whole regiment of infantry.

Army officers are much interested in their possibilities and it will cause no surprise if they are made part and parcel of Uncle Sam's army in the very near future.

RICE-ALBRIGHT WEDDING
Marysville, Pa., April 22.—A pretty wedding was solemnized at the home of George Albright in Front street, when his sister, Miss Effie Ruth Albright, was married to Russel Samuels by the Rev. S. L. Flickinger, pastor of the Shepherdstown, W. Va., Reformed church. The bride is a daughter of William A. Albright, of Grier's Point, and the groom is an employe of the Pennsylvania Railroad Company here.

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400,000 Stolen From N. Y. Mails Is Found

Baltimore, April 22.—A man giving the name of Edward J. Quigley, having in his possession all the securities stolen on a ferryboat at New York on February 26, was arrested here last evening. The arrest was a piece of good luck by the postal authorities. Quigley was seized on suspicion of being wanted in St. Louis for raising money orders. An alleged confederate named George F. Windall was arrested with him, but is held on a technical charge. Quigley fought against arrest and tried to get a loaded pistol from his pocket, but was overpowered by the inspectors, and it and a quantity of what is believed to be cocaine taken from him. His alleged confederate submitted to arrest, but denied that they knew each other, although the inspectors saw them together.

Motorcycle Notes

A machine gun company has been organized at Columbia, Mo., with the idea of having the entire company mounted on motorcycles. Among the Harley-Davidson riders who have enlisted are many professional and businessmen, including bankers, architects, members of the city engineer's office and several professors in the University of Missouri.

More motorcycles are used by the police forces of Chicago, Chicago, than by any other corporation in the world. A recent purchase of forty-five Harley-Davidsons brings the total to 117 machines used by one company in its Cook county service department.

In the economy contest conducted by the Tucson Motorcycle Club, T. A. Augg on a Harley-Davidson won by covering 23 1/2 miles on one quart of gasoline. To show that 92 miles per gallon is not extraordinary for a twin cylinder motor he rode from Nogales, Sonora, Mexico, to Tucson, via Patagonia, a distance of 92 miles on less than one gallon of gasoline.

An engineer in charge of a steam roller used in the maintenance of the roads of Sussex county, New Jersey, it was necessary for Claude H. Bray to transport it to the city. He had means of transportation in going to and from work and as a result he purchased a Harley-Davidson motorcycle, making it possible for him to be home in Anderson, N. J., every night. After work trips with his sidecar.

PASTOR ACCEPTS CALL
Enola, Pa., April 22.—The Rev. Thomas H. Matterness of Landisburg has moved his family to Enola where he has accepted a call as pastor of St. Matthew's Reformed Church.

VOICE CULTURE AND THE ART OF SINGING
F. Wm. Froehlich 1011 Green St. Will accept a limited number of pupils in viola playing.

OLDEST MACHINE IS IN EXISTENCE

"Old Reliable" With 200,000 Miles to Its Credit in Chalmers Factory

Announcement of the new Chalmers Six-30, revives memories of the famous Chalmers 20's of other days for the veterans of the automobile industry. Still in active service at the Detroit factory with over 200,000 miles of strenuous service to its credit, "Old Reliable," the first Chalmers "20" touring car ever built, shows seemingly no signs of wearing out. During the recent Chalmers sales convention, this historic car chugged proudly ahead of the half-million dollar procession, made up of the latest Chalmers models. With F. Ed. Spooner at the wheel, the old car set a pace that kept the rear guard humping in an effort to keep up with the parade.

Turned out early in 1909, Old Reliable has probably traveled over more sections of the American continent than falls to the lot of the average globe-trotter. Acting as pathfinder for the Flag to Flag endurance run from Denver to Mexico City, the first Chalmers "20" touring car was first bound for Rio Grande, Evis before that time it had piled up a mileage of over 20,000 miles, having traveled 200 miles per day, for 100 days in an endurance run out of Detroit.

With Billy Knipper at the wheel, Old Reliable started on its 3,200 mile trip to the capital of Mexico through the deserts and uncharted wildernesses. Weighing in at the custom house at Juarez, the Old Reliable tipped the beam at 2,400 pounds with an added passenger and baggage weight of 2,600 pounds. At that time but one other car had made the 800 mile trip from Denver to the Mexican border. Once into Mexico, the tourists' troubles began without delay. Driver Knipper shifted gears on the old "20" so often that he wore out the shifting lever which broke off close to the running board. Knipper tore up the running board and tied a tire iron to the stub of the shifting lever which he therefore controlled with his foot. Running out of water in the great Tierra Blanca desert, a stripped gear put the car out of commission with only a scant supply of water available. Two of the party started for aid and returned after two days rescuing their half-dead companions. The trip was completed without mishap, but has gone down in automobile history as one of the most grueling tests ever given a car.

"Old Reliable" later took part in the Washington-to-Boston Munsey tour, the tour from New York to Atlanta when Ty Cobb acted as pilot and in numerous other endurance runs. The fact that it is still rendering excellent service at the Chalmers factory is a tribute to the quality of material and workmanship which has characterized Chalmers cars from the beginning.

President Without Any Opposition in Montana

By Associated Press
Helena, Mont., April 22.—Scattering returns to-day from twenty of the forty-one counties in Montana show that President Wilson virtually had no opposition for the Democratic nomination in yesterday's presidential preference election.

United States Senator A. B. Cum-

GORSON'S GOOD CARS

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1916 OLDSMOBILE; run 2000 miles; extra equipment.	1915 HUDSON "6-40"; mechanically perfect; great value.
1916 SUXON "six"; slightly used; big reduction.	1915 OVERLAND roadster; excellent shape; extra equipment.
1916 FORD; can be bought right.	1915 MERCEDES touring car; four new tires and bumper; at a snap.
1916 BUICK "D-45"; touring car; practically new; at a great discount.	STUTZ roadster; thoroughly overhauled; \$650.
1916 SEARNS-KNIGHT touring car; slightly used as a demonstrator.	AMERICAN touring car; electric touring; demountable rims; \$600.
1916 CHALMERS touring car; light six; perfect condition.	REO touring car; mechanically perfect; \$325.
1916 CHANDLER touring car; 7 passenger; great value.	HUDSON touring car; excellent value.
1916 BUICK "D-55"; shows no wear.	1914 BUICK touring car; only slightly used; great value.
1916 MAXWELL touring car; run 3000 miles; big reduction.	PACKARD "15" touring; silt covers; extra rim; \$600.
1916 OVERLAND touring car; A1 from start to finish.	MARION roadster; light model car; at \$275.
1916 PULASKI touring car; up-keep very little; \$450.	CHALMERS touring; thoroughly overhauled and repainted; \$300.
1916 SCOTTS-BOWEN roadster; owner will sell at a sacrifice.	1914 HUDSON touring car; all electric equipment; \$500.
1916 BUICK roadster "C-36"; run 2500 miles; like new.	
1916 MOON touring car; all up-to-date equipment; a snap.	
1916 OVERLAND touring car; electric lights and starter; \$475.	
1916 BUICK touring "C-42"; shows no wear whatever.	
1916 SEARNS-KNIGHTS touring car; wire wheels, extra tire.	

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MARRIED AT IDAVILLE
Special to the Telegraph
Idaville, Pa., April 22.—Miss Mary Martz and Benjamin F. Miller, of Harrisburg, were married at the Lutheran parsonage here by the Rev. Mr. Beckler. After a visit among relatives in this community they will go to Steel town, where the bridegroom is employed by the Pennsylvania Steel Company.

DIVORCE GRANTED
Special to the Telegraph
Uniontown, Pa., April 22.—A decree of divorce was granted April 18 to Mrs. Helen C. Mater from Charles D. Mater. Mrs. Mater, who formerly resided in this place, is now living in Penn street Harrisburg.

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