

### DAYTON AIRLESS TIRES

Are neither solid nor pneumatic, but are built with piels of live new rubber within and vulcanized to a casing similar to a pneumatic tire.

### NO PUNCTURES OF BLOW-OUTS

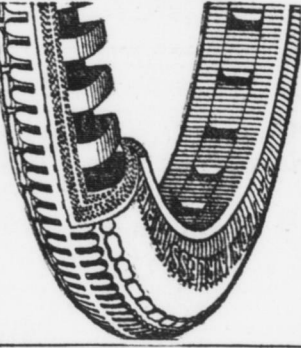
Women can't change tires, men hate to. All tire troubles are eliminated by the Dayton Airless construction.

### EASY RIDING AND ECONOMICAL

We guarantee in writing that these tires are as easy riding as a properly inflated pneumatic. They are the utmost in tire service.

We will gladly demonstrate them and show you the principle of construction. See us to-day.

**Harrisburg Equipment Company**  
50 S. CAMERON ST.  
Distributors for the Watson Suspension Wheel



5-Passenger Touring ..... \$665  
Roadster Type ..... \$540  
**Ensminger Motor Co.**  
Third and Cumberland Sts.  
Bell Phone 3515

## KING

"The Car of No Regrets"  
The King is the second oldest automobile in the United States; 1916 model ..... \$1150  
7-Passenger Touring .. \$1350  
Good Territory For Live Dealers  
**King Car Sales Co.**  
80 S. CAMERON ST.

## FRANKLIN

**Ensminger Motor Co.**  
Third & Cumberland Sts.  
DISTRIBUTORS

### AUTO STORAGE

First class, fireproof garage, open day and night. Rates reasonable.  
Auto Trans. Garage  
7-29 North Cameron St.

## OUR HOME STATE KEEPS STEP WITH GOOD ROAD MARCH

National Touring Week Shows Advance of Highway Development

America is enjoying a steady and emphatic progress in the building of good highways, in which our own State is a very material factor, according to the information brought forth by National Touring Week. In connection with this campaign in the interest of a national automobile touring those in charge found it in line with their work to make as first hand an investigation as possible of the mileage and condition of that mileage in the several States.

The report on roadway in our own State contributed to the promoters of National Touring Week by our State Highway Department is as follows: GOOD ROADS IN PENNSYLVANIA  
By W. R. D. Hall,  
Statistician State Highway Department  
The Pennsylvania State Highway Department has exclusive jurisdiction over 10,200 miles of roads forming the State Highway System. There are 97,850 miles of public roads in Pennsylvania or approximately two miles of road for each square mile of territory in the State. The State Highway Department of Pennsylvania was reorganized in 1911 by the passage of a law known as the Sproul Act, which provided for the reorganization of the existing Department, increasing its personnel and amplified its powers. This Act also designated 296 routes, forming the State Highway System, over which the State Highway Department, as noted before, was given exclusive control. The Sproul Act numbered each route and gave the list of important places through which it passed, as, for example: "Route Number 1, from Harrisburg to Sunbury. Commencing at a point on the boundary line of the City of Harrisburg, and running by way of Dauphin, Hagerstown and Millersburg to a point on the dividing line between Dauphin and Northumberland counties; thence, by way of Herndon, into Sunbury, Northumberland county." Each one of the 296 State Highway routes was thus designated and described in the Sproul Act.

It was recognized by the Legislature of 1911 that the formation of this vast highway system would necessitate large expenditures for the purposes of reconstruction and maintenance. The revenues of the State, from which all legislative appropriations are drawn, were known to be insufficient to finance the highway program in Pennsylvania. Therefore, it was proposed that an amendment to the constitution be passed which would permit a bond issue of fifty million dollars for highway purposes. It is necessary in Pennsylvania in order to amend the constitution, that two successive Legislatures pass a resolution calling for the amendment and specifying the purposes for which it is proposed. This resolution, having been passed by two successive Legislatures, then goes to the people for ratification at the polls. The 1915 Legislature, having passed the Sproul Act, approved a resolution calling for the constitution amendment. There seemed to be sentiment in favor of such action at that time. The State Highway Department entered upon a period of reorganization and reconstruction. The Sproul Act provided, among other things, that complete surveys be made of the State and of the counties of the State for the purpose of issuing road maps which should be entirely accurate. With this survey work and with such reconstruction as was feasible with the moneys at hand, the State Highway Department occupied itself during the next two years.

The 1912 Legislature, with the same ideas in view as had its predecessor, increased the mileage of State Highway routes by adding 178 more routes to the system, bringing the total mileage up to 10,200. This Legislature, likewise, again passed the resolution for the constitutional amendment. This constitutional amendment came before the people for ratification at the election of November, 1913. It was defeated. Under the Constitution of this State a defeated constitutional amendment cannot be resubmitted for popular approval until five years have elapsed. The Commonwealth of Pennsylvania, therefore, was left in the embarrassing position of having assumed the jurisdiction and exclusive care of 10,200 miles of its highway with revenues totally insufficient to finance such an undertaking. In consequence of this the State Highway Department has been living a hand-to-mouth existence since that time and has been compelled to devote most of its energies to the proper maintenance of the State Highway System.

**ENSMINGER MOTOR CO.**  
THIRD AND CUMBERLAND STS.  
Distributors.



That life is not all a proposition of guns and drums along the Mexican border, is shown by the accompanying photograph, recently taken at El Paso, Texas. The Buquet Motor Company, distributors of Maxwell cars in El Paso, were awake to the romance of the month of June. They painted some of the Maxwell touring cars pure white, a real bridal tone, and many happy couples getting married in the Texas town had the use of a car free for the wedding festivities. This photograph shows a gay wedding party. The bride and her attendants are wearing cunning sport jackets with stripes to match the slip cover on the Maxwell car.

Needless to say, the fleet of pure white Maxwells has been very popular in El Paso during the open season for matrimony. While a war game in progress across the Rio Grande, the Maxwell distributors are promoting a little game of hearts in Texas. Business is reported brisker than usual at the marriage license counter in El Paso.

The 1915 Legislature, realizing the conditions which confronted the Department, declined to sanction the addition of more mileage to the State Highway System, the sole exception being one important historical highway which it was generally recognized should belong to the State. Governor Martin G. Brumbaugh, who has been a consistent and able advocate of good roads and who has insisted that the State Highway Department be so conducted as to give the greatest efficiency to the people, supported the Legislature in thus limiting the increase of mileage in the State Highway System.

With the knowledge that any extensive era of construction was out of the question in view of the financial limitations of the Department, the 1915 Legislature made an appropriation of \$8,300,000 to the State Highway Department for all purposes during the biennial period of 1915-17. Of this lump sum appropriation \$1,500,000 was specifically designated as the State's share of the cash tax bonus due the townships under a previous enactment which abolished the time-honored practice of working out road taxes on the highways and specified that each township collect its taxes in cash, the State agreeing to a refund of fifty per cent. of the amount thus collected provided that it did not exceed twenty dollars a mile. As the State had been unable to fulfill its pledged repayment to the townships, this \$1,500,000 was specifically designated for that purpose and given to the State Highway Department exercised merely custodial care.

In the \$8,300,000 appropriation, \$500,000 was set aside as the State's share in State-aid construction and maintenance of highways, this being the system whereby the State bore fifty per cent. of the cost of the construction and maintenance of an improved road, the remaining fifty per cent. being borne by the applying parties, who were designated as the townships and the borough, any one of them or any two of them, or all three of them in conjunction.

Still another item in the \$8,300,000 appropriation was that of \$250,000 specifically appropriated for the purchase or condemnation of turnpike toll roads.

Fifty thousand dollars was specifically appropriated for the maintenance, repair and reconstruction of the Old National, or Cumberland Road, the only road ever built by the Federal Government. This road passes through three counties in the southwestern corner of Pennsylvania. With these specific appropriations deducted from the \$8,300,000 lump sum there remained \$6,000,000 or \$3,000,000 per year, which was appropriated for the maintenance, care and construction of State highways. As the mileage of the State Highway System is 10,200 and as the amount thus appropriated is \$3,000,000 a year, it can be seen readily that the amount available for each mile in the State Highway System is less than \$300 a year.

With these facts confronting the officials of the State Highway Department, it was decided that the subject of construction must be left indeterminate and that the work of the Department during the seasons of 1915 and 1916 must be concentrated upon the proper maintenance of the highways under its control.

Another factor entered into this consideration. The moneys derived from the registration and licensing of motor vehicles by the Automobile Division of the State Highway Department had heretofore been appropriated to the Department for use on the State Highways. Owing to the fact that the State's revenues were deemed insufficient to meet the large demands made upon them by institutions and charities, it was found that the Legislature would not be able to appropriate the full amount necessary for the State Highway Department exclusive of this automobile money. Therefore, the Appropriation Bill, calling for \$8,300,000, contained a proviso that the appropriation should include and not be in addition to the moneys derived from the registration and licensing of motor vehicles." Therefore, while the State Highway Department receives indirectly, as a part of the general fund, the motor vehicle license money, it does not receive it in addition to the appropriation made from the general funds.

Necessarily, the amount of constructive work done by the Department

macadam roads; the oiling of 1,084 miles of roads and the maintenance of 1,355 miles of stone and other improved roads.

The work outlined for the 1916 season is as follows:  
The oiling, with a heavy grade oil covered with stone chips, of seven hundred one and three hundred ninety one-hundredths miles of State highways and one hundred eighty eight and ninety-one one thousandths miles of State highways, and the second oiling with a dust-laying oil, of two hundred ninety-seven and one hundred thirty-eight one-hundredths miles of State Highways and forty-two and nine hundred thirty-three one-hundredths miles of State-aid highways, a total of one thousand one hundred fifty-nine and four hundred sixty-eight one-hundredths miles.

Of this work, on July 1, one hundred fourteen and twenty-seven one-hundredths miles of State Highways had been completed with the heavy oil and six and forty-three one-hundredths miles of State-aid Highways had been similarly completed. On the same date twenty-two and thirteen one-hundredths miles of State highways had been treated with dust-laying oil and six miles of State-aid highways had received the same treatment. A total of one hundred forty-eight and eighty-three one-hundredths miles done.

The apparent smallness of this grand total is explained by the fact that the present season, to July 1, had been extremely ill-suited to road maintenance purposes. There had been persistent and heavy rainfalls and, as dryness of the roadbed is an essential to successful oiling, it had been impossible to push the work as rapidly as was desired.

The following table gives the amount of resurfacing contemplated by the Maintenance Division of the State Highway Department during the present season, the first column contains these figures and the second column gives the total number of miles completed July 1. In the first column the decimals are of thousandths of a mile. In the second column the decimals are of hundredths of a mile:

Resurfacing  
State Highway Unbound Macadam, 105,412. 18.81; State Highway water-bound macadam, 207,732. 52.39; State-aid waterbound macadam, 25,695. 240; State highway flint, 6,312. 1.09; State highway gravel, 14,798. 93; State highway concrete construction, 5,255. 1.53; Total, 366,254. 77.45.

### Packard With Aviation Motor Breaks Record

The track record at the Indianapolis speedway was broken on August 2 by Phil Rader in the "Aeroplane Car," equipped with a Packard aviation motor.

J. G. Vincent, vice-president of engineering, sent the following telegram to Alvan Macaulay, president of the Packard Motor Car Company, relative to the trial of the speed car:  
"Rader driving Packard Twin Six Special equipped with 298 cubic inch aviation motor broke Indianapolis track record to-day by driving a lap in one minute, thirty seconds, flat, or an average of 100 miles per hour. He carried a mechanic and 40 gallons of gasoline. Best previous record was made with 350 cubic inch motor, no mechanic was carried and very little gasoline. This is just another proof that the Twin Six principle is right for both high and low speed. Could make faster time by putting in lower gear ratio for this track, but am satisfied and will make no further trials at present."

# BIG BICYCLE TIRE SALE

- See Large Window Display  
All tires purchased here cemented on free of charge.
- |                                 |        |
|---------------------------------|--------|
| \$3.00 Gripper Tread .....      | \$1.95 |
| \$2.00 Non-skid .....           | \$1.75 |
| \$3.50 Firestone Non-skid ..... | \$2.95 |
| \$3.50 Triple Tread .....       | \$2.95 |
| \$2.25 Roadster .....           | \$1.85 |
| \$2.50 Success .....            | \$2.20 |

All the above are First Grade Tires—No Seconds—and are all guaranteed.

## HEAGY BROS.

1200 N. Third Street  
Open Evenings

**CLASS RATES UNREASONABLE**  
Washington, Aug. 12.—Class rates and commodity rates between Shreveport, La., and points in Southern Texas, were to-day pronounced by the Interstate Commerce Commission unreasonable and prejudicial to Shreveport and ordered readjusted. The decision is the culmination of the celebrated Shreveport rate case.

**NOT TO INTERFERE HERE**  
The Western Union Telegraph Company will abandon the distribution of mail order packages, and other deliveries after September 1. An order from New York City to this effect reached Harrisburg yesterday. It will not interfere with local business.

### SATISFACTION IS OUR WATCHWORD

Does the O. K. of thousands of satisfied customers mean anything to you? Honest dealers and full value have made us the largest used car dealers in America.

1916 STUTZ Touring car; run 8000 miles; two extra tires.	1916 CHANDLER Touring car; 7 passenger; All up-to-date fixtures.	1916 COPLE Touring car; 8-cylinder; divided seat in front; great value.
1916 OLDSMOBILE 8-cylinder; only slightly used; bargain.	1916 FAIG Touring car; run only 2500 miles; very reasonable.	1916 BUICK Roadster; D-44; cracker-jack condition; can be bought right.
1916 MERCER Touring car; excellent condition.	1916 See Touring car; owner will sell at a sacrifice.	1916 Chevrolet Roadster; Amberg special; perfect from radiator to rear axle.
1916 HUDSON Roadster; 1 running order.	1916 Studebaker Touring car; new; spot's price.	1916 MITCHELL Touring car; use only as depository; big bargain.
1916 Buick Touring car; D-45; cracker-jack condition.	1916 PULLMAN Touring car; roomy; 8 passengers; economical to run; bargain.	1916 STUDEBAKER Roadster; 3 passengers; excellent condition.

**REBUILT TRUCKS AND DELIVERY WAGONS**  
**GORSON'S AUTOMOBILE EXCHANGE**  
235-240 N. BROAD ST., PHILADELPHIA.  
SEND FOR FREE BARGAIN BULLETINS. AGENTS WANTED.

By this motormark is motorworth reckoned

Search the highways and the byways for a lagging Chalmers car. The late lamented Diogenes would have an easy occupation by comparison. Chalmers don't lag. Chalmers simply can't lag with that 3400 r. p. m. motor transforming big animated horsepower into liquid-smooth power and speed.

The keen joy of going—easy going—without mortal knowledge of the source of unbroken, unhalting power, and push, and poise. That's Chalmers.

As a suggestion, spend five minutes with your hands on the wheel of a 3400 r. p. m. Chalmers and learn what "mastery of the road" really means.

1859 is our 'phone number — will you call us, or shall we call you?

**Keystone Motor Car Co.**  
C. H. BARNER, Manager  
1019 to 1027 Market St.

### Bringing Up Father

### By McManus