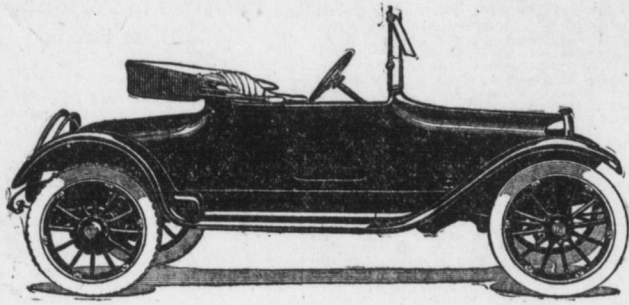


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It depends on what you look for in a Motorcar. If you're looking for long-lasting, continuous service—service that embraces not only easy, comfortable riding, but low gasoline consumption, low tire expense and small upkeep, then, let us demonstrate Dodge Brothers.

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Keystone Motor Car Co.

CHAS. BARNER, Manager

1019 to 1025 Market Street

PEERLESS MAKES REMARKABLE RUN

Record Trip in Yosemite Valley in Half the Time Usually Required

Against the advice of friends and contrary to the past performances of any motor car, C. L. Butler, of Berkeley, Calif., in a Peerless Eight, manufactured by the Peerless Motor Car Company, of Cleveland, Ohio, has made a record run in Yosemite Valley, which is the envy of all automobile men. In spite of dangerous turns, tricky roads and rigid driving laws, Butler with a companion made the round trip from Oakland, Cal., to Yosemite Valley and return, a trip which ordinarily takes two days each way, in 19 hours and 5 minutes.

Butler's record was the result of efforts on the part of the Oakland Chamber of Commerce to convince the Oakland citizens that the trip to Yosemite Valley could be made in two days, one day for going and one day for returning. With full confidence in the Peerless Eight, Butler announced that he was going to go both ways the same day. Several newspapermen and others who had been over the route advised him not to attempt the making of a record on his first trip. They said it would be impossible for him to accomplish anything extraordinary because he was not acquainted with the roads, the crooked turns and the dangerous hills.

Anxious to make a real record, however, Butler decided to make the attempt. Leaving Oakland at midnight, he had 154 miles of State highway before him. He made two stops, including two stops totalling 15 minutes and two misjudged roads which cost him about five minutes more, in the elapsed time of three hours and 50 minutes. The car ran consistently and comfortably at 54 miles an hour except over rough roads, grades and culverts. The end of this stretch brought Butler and his companion to Madera at which point they left the highway for the rough country.

The grades become steep and rough and the turns were sharp, but Butler sent the sturdy car through as rapidly as possible, saving the machine from the wicked and perilous chuck holes wherever possible.

Even with his careful driving, he said the Peerless Eight seemed to be on the axis much of the time. Between Madera and Raymond, he ran out of gasoline, but luckily he had a can of the fluid with him which kept him going until Raymond was reached. At that point, ten minutes were lost while Butler and his companion attempted to awaken the garage proprietor. Water, oil and gasoline were taken on and the car sped away toward Wawona, a resort just outside Yosemite National Park. They reached Wawona about 8 o'clock. Ten minutes were spent in registering and getting their record signed and they were on their way again with the first government checking station as their objective point. Another five minutes were lost there.

At this point the trip became most exciting because they had to base their driving schedule on the rules of the government checking stations, which permit cars to move in only one direction at a time on the road and from the floor of the valley. They had to reach the second checking station before 9:20 and 9:25. If they arrived before 9:20 they would have violated the rule. If they did not reach there until after 9:25 they would have to wait until the next checking in at 11 a. m.

Not knowing definitely where the next station was, they had considerable difficulty in arriving on schedule. To overcome this disadvantage, however, they drove the car up to within a short distance of the checking station where one of them went ahead as scout and, waiting behind a bend in the road from 9:10 to 9:20 Butler drove the car up to the line exactly on time. Big Oak Flat road were used up here while they had the ranger sign their record books. From Wawona to the floor of the Valley each car must take 30 minutes, although the distance is but three miles. Much to their own displeasure they had to follow the rule. At the foot of the grade, they checked out again and ran, under regulation at the rate of 15 miles an hour to Yosemite Village, arriving there at approximately ten o'clock. There they were checked by W. B. Lewis.

Crane Flats, the boundary of Yosemite park on the Big Oak Flat road, was reached in good time and after checking for the last time, they headed into the worst roads of their entire trip. From Crane Flats to Chinese Camp, 15 miles, the grades and turns are bad and the roadbed is even worse. Dust, ruts and chuck holes prohibit even moderate speed and approaching mule freight teams, heavy loads and a heavy load of four hours were spent between these points. When they reached their destination, however, they had made the trip into the Valley without mishap, without even using the low gear except for starting and without boiling the water in spite of the fact that the grades, footing and turns placed an enormous strain on the car itself.

They checked out of the Valley at 1:39 by the way, was the only concession given them by the Park Rangers. On the way up, the last car should have left at 10:25. In order to help matters they crowded the car up this, their steepest grade, so that they might catch up with the 14 minutes the Rangers had given them and not impede incoming travel at the top.

Soon after leaving the Chinese Camp, they struck a graded, although unpaved, highway. This road was good for more than 30 miles. From Oakland to Oakland most of the roads were paved and they made just as fast time as they dared, in the face of the police. Except for a 15-minute stop at Chinese Camp, they came through from Crane Flats to Oakland without delay, arriving at the Oakland hotel at 7:14 p. m. In spite of the fact that Butler had made a most admirable record, the whole trip cost him nothing except tire wear, gasoline, oil and the regular toll in the Valley. No repairs had been made on the car; no replacement was necessary and, as Butler said, "It was more of a wearing test than the average car would get in its entire life."



For Eight Months No Unsold Peerless

- Devoted exclusively to the production of motor cars of super-quality,
- Custodian of many of the industry's most creditable traditions,
- Cherishing a good name of priceless worth,
- This organization presented the latest and greatest Peerless for public approval at the first of this year.
- It has upheld and advanced motor car quality traditions.
- It has pyramided Peerless prestige.
- It has outsold Peerless production steadily for a longer period than any previous model.
- It will be continued as improved and refined.
- It has impelled us to double our output and we are increasing at a rate that will again double

- the production of this model before the end of another half year.
- Such is the power of super-quality almost unheralded—for we have never yet had an unsold Peerless Eight to proclaim.
- Balanced greatness is responsible for the supremacy of the Peerless Eighty Horsepower Eight among cars of distinctive merit.
- Specifically the motor, Peerless designed and Peerless built, performs with graceful agility and smoothness consuming fuel at so low a rate as to make it the envy of many a six—even many a four—and it has two distinct power ranges.
- Superlative smoothness, get-away and flexibility are conceded without argument by all who drive this latest and greatest development of motor efficiency.

- The car throughout is a super-quality product exemplifying experience, skill, taste and unswerving adherence to the highest ideals.
- In appearance it denotes ultra refinement which marks it even among cars of the most distinguished design.
- It is a gentleman's car ready conclusively to answer either his social or his sporting demands.
- All the skill and energy of the entire Peerless organization is now devoted exclusively to the production of this one completely developed chassis.
- Body types are furnished in variety—both opened and closed in standard or special color.
- Increased production enables us for the first time to announce prompt deliveries.
- See us at once.

Three passenger Clover Leaf Roadster . . . \$1890
 Six passenger Touring Sedan . . . \$2750
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Seven passenger Touring Car \$1890
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Keystone Motor Car Company

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 Bell Phone 1859—Cumberland 397-Y
 C. H. BARNER, Manager

The Peerless Motor Car Company, Cleveland, Ohio

PEERLESS EIGHT

Canadian Officials Select Twenty More Chalmers Cars

Following up the original order for 41 cars placed with the Chalmers Motor Company of Canada, Limited, at Walkerville, Canada, the department of Militia and Defense of Canada has registered a repeat order for 20 more 3400 r. p. m. Chalmers for the use of army officials. This brings the total to 61 Chalmers cars now owned by the Canadian government.

jected to a gruelling test. The 3400 r. p. m. Chalmers was chosen at the end of these experiments because it qualified best as to all-around performance, fuel economy and excellence of workmanship.

The first order for 41 cars was distributed among the different concentration camps from Halifax to Victoria, individual cars being placed at Halifax, Victoria, St. John, Quebec, Montreal, Valcartier, Ottawa, Toronto, London, Seward, Winnipeg, Niagara-on-the-Lake, Camp Borden, Regina, Calgary, Vancouver, etc.

Haynes Co. Finds Old Gear Driven Model

A dark horse came into the race in the Haynes Automobile Company's old car contest, and the Haynes Company has two old surries of 1897 to decide the advent of any motorcar in the newcomer among the old cars belongs to James E. Howard, of a Jeffersonville, Ind., shipbuilding firm. Mr. Howard came to the Haynes factory in 1897 and purchased the car from Elwood Haynes.

direct from the transmission to the axle, while the Bound Brook machine is chain driven. It is also distinguished by the use of wooden plugs for covering the oil holes. In the later machines the lubricants were supplied by grease cups, but in this survivor of the rain-vision, venting type of windshield; the magnetic speedometer; the revolving oil indicator; the gasoline gauge; the electric horn; the combination tail light and license bracket; the hinged robe and the foot rest; the tire carriers in the rear; the extra demountable rim; the full set of tools. Oh, I could call your attention to the unusual features for an hour and then not mention them all.

Saxon Company to Share Prosperity With Employees

Each office employe, who has been with the Saxon Motor Car Corporation for a period of longer than ninety days, will receive a bonus of 5 per cent. of the salary received during the year or for the term of employment if less than one year, but more than ninety days.

Resta Wins Big Chicago Classic Against Field

What was promised as a speed duel between Dario Resta and Ralph De Palma turned into a merry march to victory for Resta when the calm pilot of the Silvertown equipped Peugeot Saturday ran away with the Grand Prix at the Chicago Speedway, capturing the final 50 mile heat of the classic in 29 minutes, 52.45 seconds at a pace of 100 miles an hour.

Complete Equipment of 75-B Overland a Feature

"Has John Willys accomplished, in the manufacture of his New Series Model 75-B Overland, his one biggest aim in the manufacturing business?" is the substance of a question heard here at the new Overland plant in Toledo, Ohio, where a thousand Overlands are being turned out every day.

Amateurs Make Notable Drive in Cadillac Eight

A little group of motorists in Marion, Ohio, was recently discussing the possibilities of a non-professional drive from Marion to New York city. Lewis H. Guthery made the statement that he believed amateur drivers could make the trip in 24 hours.

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