GERMANS FIGHT FIENDISH WAR

Ambassador Penfield Declares Kaiser's Armies Are "Nature Murderers"

New York, May 19. — Frederick Courtland Penfield, ambassador to Austria-Hungary, who left Vienna a month ago after the breaking of diplomatic relations between that country and the United States and reached New York Thursday, gave out a statement with regard to his personal observations in the zone of Northern France evacuated by the Germans.

The trip, which took him up to the very firing line, was made about two weeks ago. Mr. Penfield characterized the behavior of the German soldiers against the population as "barbarity and fiendishness," and their destruction of fruit and shade trees as "systematic murdering of nature." With regard to conditions in the dual monarchy, the ambassador is unable to speak at present, as he has not reached Washington, but he does not hold out any prospect of immediate collapse.

Chalmers Driven 603 Miles in City Traffic

Under conditions that were unfavorable, Paul Gee, Chalmers distributor at Grand Rapids, recently drove a Chalmers seven-passenger touring car 603 miles in and around Grand Rapids in twenty-four hours. The car was locked in against low and intermediate speeds, giving the driver access only to high and reverse gears.

Gee's run was remarkable. Three newspapermen, American Automobile Association representatives, checked all the details. An official stamp was placed on the seal binding the gears and the gasoline tank was filled and sealed. The start was made from the Chalmers service station in Grand Rapids. No set course was followed, the car plunging through the heavy traffic up the heavy grades of the city and through the heavy going of the outskirts. Paul Carlton, a Chalmers salesman, relieved Gee at the wheel and during the major part of the afternoon and evening four other persons were passengers.

At 8 p. m., the day of the race a stop was made for gasoline and checked. All through a heavy downpour of rain, so fierce at times that the driver could not see the road and was forced to stop, the contest continued. Gee and Carlton were wet to the skin, but they hung tenaciously to their work and again at 8 a. m. more gasoline was taken. About noon it was evident that a great Chalmers performance had been made, and at 1.50 p. m. as the car poked its nose in the garage, the speedometer showed to the newspapermen that the motor had traveled 603 miles. During that time the average consumption of gasoline was 13.2 gallons to the mile. This was low test gas.

From every standpoint the run was remarkable. The conditions all the way were far from ideal. In crisscrossing the city locked in high gear, all sorts of impediments to speed were met with. And the heavy going assisted materially in holding down the average. Without the rain and muddy streets and roads the mark of 603 miles would easily have been bettered.

This test, which is exclusive high gear driving, is most severe on the clutch and back axle parts of the car. It was a convincing test of Chalmers endurance.

Testers Will Make Ideal Aviators For War Purposes

When the United States is ready to wage spectacular warfare in the air the men who have served as automobile testers will be at the wheels of Uncle Sam's aeroplanes.

This is the opinion of George M. Dickson, president of the National Motor Car and Vehicle Company, of Indianapolis, under whose supervision many "testers" have developed into world famous automobile race drivers, including Johnny Aitken, the 1916 speedway champion. Dickson says that there are great possibilities in connection with the Indianapolis speedway which, at the declaration of war, was closed to automobile racing and offered to the government as a training camp for military aviators.

"Indianapolis is the logical place for the establishment of a school for the development of army flyers," said Dickson. "Not only is it centrally located, but the speedway is ideal for aviation purposes with a field already laid out and hangers built and in the automobile factories of the city there are at least two thousand men who have the courage and motor knowledge that qualifies them for flying.

"These two thousand men are testers or former testers. Although the day of the tester is passing and his work now is largely done by dynamometer, there are about one hundred on the job in Indianapolis at the present time. The others have left the stripped chassis. A few of them have become race drivers or mechanicians. The majority are classed as skilled automobile mechanics in motorcar plants.

"Here are two thousand men of proven courage and daring, who have driven cars at high speed through the mud and around the speedway at a dizzying clip. And steel nerve is not their only asset. They know a gasoline motor, how to make and repair one. They possess a wonderful conception of distance and speed, a knowledge that all aviators must have.

"If a military aviation school is established in Indianapolis I don't think that you will find many slackers among this adventuresome two thousand. I am told that there are about one hundred men in the national plant alone who are ready to enlist in the aviation corps, provided the government gives them an opportunity to learn to fly at the Indianapolis speedway. Many of them are waiting until an aviation school is established before answering the call to colors, preferring the more spectacular and hazardous air fighting to sea and trench battle and rightly believing that they are especially qualified to handle a warplane."

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More miles —
Less gasoline—
More comfort—
Less weight—
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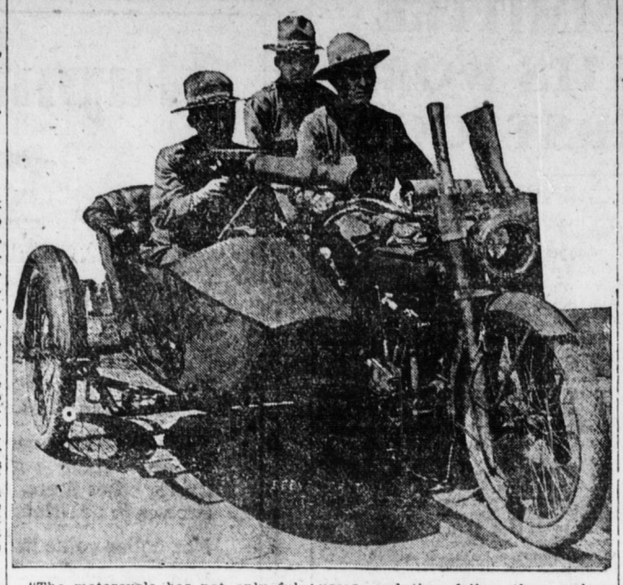
MOTORCYCLES IMPORTANT FACTORS IN WAR



"The motorcycle has not only fulfilled but exceeded all expectations," says Capt. Louis Keene, an English officer now in the United States on special detail, who brings with him the most comprehensive and valuable fund of information that has so far reached this country concerning motorcycles in European warfare.

Capt. Keene spent two years behind and in the trenches in France, and during most of the time was in charge of a motorcycle machinegun battery. That the motorcycle finds its greatest importance in modern military tactics as a machinegun unit is the contention of Capt. Keene.

"I do not for a moment wish to belittle the great service of the dispatch riders, for there are heroes among them by the score, but I cannot avoid the conclusion that in the final analysis it is the motorcycle machinegun unit that weighs heaviest in the sales for victory," he says. "We consider one machinegun equal in fighting strength to 100 men, and when it is possible to move such a weapon quickly from point to point by means of the motorcycle, you will understand that the combination is a wonderfully strong one."

A surprising bit of news revealed by Capt. Keene is the fact that more motorcyclists have been killed so far by the motor lorries of their own army than by enemy bullets. "Transport trains have orders to get through at top speed, regardless of other road-users,—and they follow these orders. If they run through a motorcycle squad and smash them right and left it is all in the day's work—and the motorcyclist knows it. If a huge motortruck would simply bump a cyclist off the road and let it go at that, the case would not be so bad, but they usually hurl the rider fifteen or twenty feet ahead on the road and then run over him.

"Under no conditions can a motor lorrie train stop without orders. Tons of high explosives, or equally precious foodstuff, must go through at any cost once they are started. So a very important part of the motorcyclist's work is to keep out of the way. In the early stages of the war I believe the motorcycle sections were allowed to ride pretty close to the front, but it was later found advisable to leave the motors behind when the lads went up for the fighting."

When asked, in the light of his actual experience, what the biggest lesson is that America has to learn concerning the motorcycle in military service, he replied that "motorcycle service in war is not a circus or a carnival, it's a business and a bloody business at that, and you have failed to grasp that idea. You could hardly be expected to understand it for you have not seen blood spilt as yet.

"Dispatch riding is now considered rather tame by our boys. They prefer the machinegun motorcycle service, as it is there that they get action."

Motorcar Pays For Itself in Hands of Busy Man

"An automobile owned by an alert and active man pays for itself quickly," says Jno. D. Mansfield, general sales manager for the Dort Motor Car Company. "Estimating conservatively, a half hour each day is saved the typical businessman through the use of his car. In the course of a working year of 312 days this means 156 hours, or about three weeks of his working time. It is not necessary to remind Mr. Busyperson that a lot can be done in three weeks.

"Figure out what your own time is worth and you realize the importance of a half hour saved, but go a little further. Consider the thing from the standpoint of public welfare. With three million automobiles running in this country, an aggregate of one million, five hundred thousand hours time is thus saved each day.

"Based upon six day's work of nine hours per day, what does it amount to when you reduce this gross saving of time to actual money value? If the ownership of these three million automobiles represented only an average income of four dollars a day, six days a week, it amounts in currency to about $220,000 a day. Bringing the argument back to a personal basis, put yourself in the average class and only concede that you save 22 cents worth of time each day through the use of your car. The money that represents would buy nearly 275 gallons of gasoline at 25 cents, or enough to run your Dort more than 5,000 miles.

Light Car and Huge Truck Useful in War

United States' entrance into the European War has given a new phase to the discussion among army officers of the part played by American-made motor cars in the struggle being waged in Northern France.

It is a well-known fact that the huge armies on both fronts are almost entirely dependent upon motor trucks for their supplies of food and ammunition. A large number of these trucks were manufactured in the United States and it is highly probable that the American overseas forces will be accompanied by the most completely equipped truck division which has ever left American ports.

According to the most recent available information, the government has approximately 2,600 heavy duty trucks ready for service. A majority of these were used on the Mexican border last fall to supply the troops of General Pershing's expedition with food, ammunition and water.

This precious freight had to be carried by truck trains from Columbus, N. M., to Namiquipa, 284 miles south of the border. And in order that the officers in command of the various fleets of trucks might accompany them, approximately 300 Dodge Brothers cars carried them back and forth over what is known as "the worst road in the world."

It was at the latter point that General Pershing received his supplies by truck trains, each of which was accompanied by a Dodge Brothers car. South of Columbus, the cars had to cross alkali flats, which were cut into axle deep ruts and fight their way up table lands and slopes covered with mesquite bush, boulders, grease wood and sage brush. Between Columbus, which has an elevation of 4,062 feet, and Casa Grande, whose elevation is 7,164 feet, there are numerous mountain ranges which had to be crossed.

Soon the roads became so badly cut that the drivers of the cars were forced to take to the brush and smash their way through as best they could.

How the Dodge Brothers motor car withstood the test and enabled the army to keep on the jump is indicated in a typical experience of Edward Ruoff, of Grand Rapids, Michigan.

Mr. Ruoff drove a Dodge Brothers car for Generals Kirk and Covill. In three days less than eight months the car covered 17,521 miles—more than the average car travels in two years' service. During the entire period the gasoline consumption averaged between 16 and 17 miles per gallon, while the repairs amounted to $1.35. There are scores of instances even more unusual than this and as a whole the record of the Dodge Brothers motor car on the Mexican border is a noteworthy tribute to the builders.

Many Touring Parties to Western Coast

If inquiries received by Don Lee, Cadillac dealer at San Francisco, are an indication, the coming summer will be a big season for motor touring to the Pacific Coast.

Mr. Lee reports that he is in daily receipt of letters asking information about the roads of California. Judging by the inquiries the early travelers will take the Old Trails Highway, but those who start in June will favor the Lincoln Highway.

Each year the number who travel to the coast by one route and return by another is increasing. In this way the motorist usually makes the run between San Francisco and Los Angeles, with a chance to visit the Yosemite on the way south and see the Lake Tahoe country on the trip over the Sierras.

"So many Cadillac owners made the trip last year," says Mr. Lee, "that the arrival of a car from New York or Chicago was no longer a matter of notice. Last season it got to be almost a daily occurrence in our garages about the State. One afternoon in Los Angeles, four trans-continental Cadillacs came into the garage within two hours. This year should see more easterners in California than ever before."

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Green and Cumberland Sts.

Duplex Truck a Success in Road Building

Duplex 4-Wheel Drive Motor Trucks are playing an important role in the construction of roads in various sections of the United States, according to reports which are being received by H. M. Lee, president of the Duplex Truck Company of Lansing, Michigan.

County road commissioners in several States have declared in letters to Mr. Lee that the cost of operation of Duplex trucks has been so low, in comparison to teams of horses and mules, that the saving effected has been sufficient to cover the cost of the trucks.

W. J. Sutcliffe, Duplex distributor in Waterloo, Ia., asserts that a Duplex truck gave a remarkable demonstration recently and out-performed a big tractor which was being used in road building work.

Mr. Sutcliffe's letter follows:

"We surprised the natives a little yesterday when we went out and hitched onto a road leveler that was here giving the county commissioners a demonstration. They were surprised when they unhitched their 40-60 tractor that was going along at a snail's pace, and we substituted the Duplex. In a mile traveled we gained a quarter of a mile on the tractor, trailing along behind the Duplex.

"The supervisors tried to stall the Duplex by getting onto the end of the leveler's blades and shoving them down into the ground. This leveler has two blades of twenty-four feet each. While we were obliged to go into low gear on several occasions when they rammed the blades down into the sod they were unable to stall the Duplex and to-day all of the spectators who witnessed the stunt are busy helping us advertise the Duplex."

Thomas H. Blizzard, one of the Ingham county, Michigan, road commissioners, says that two Duplex trucks have been used by the commissioners in the hardest kind of service. Mr. Blizzard says:

"We can cheerfully recommend the Duplex as being a success in the road construction work. Furthermore, can say that it more than paid for itself the first season in saving over the same work done with teams besides doing the work faster and when we wanted it.

"The second truck, purchased the first of July, has been equally satisfactory and is in first-class condition.

"We have proven that the trucks can be operated anywhere that teams can be used and take the place of from seven to ten teoms on a haul of five or more miles round trip.

"The best evidence I can give you of our satisfaction with the Duplex truck is that we expect to install the third truck this spring, and do nearly all our work with this fleet of trucks."

PAPER MOVIE FILMS AND MOTOR-DRIVEN CAMERAS

Paper films are among the latest inventions in the motion-picture industry, according to the Popular Mechanics Magazine. They are really not films at all, but are composed of tiny photographs taken with a motion-picture camera and printed on a tough photographic paper the width of the regular celluloid film, with the usual perforations along the edges. These paper substitutes are especially adapted for use in the home or school, both because they are non-explosive and because their cost is so much less than that of transparent films. A special projector is employed in displaying them. The same inventor has also brought out a motion picture camera for amateurs, which can be used without a tripod.

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1916 WHITE 4-passenger; like new; splendid equipment; a snap.
1916 MERCER 4-passenger Sportsmen model, wire wheels, 2 extra.
1917 CHANDLER Touring shows no wear whatever; extra tires.
1917 BUICK six-cylinder Touring, D-45 tip-top condition; slip covers.
1917 SUPER-SIX HUDSON Roadster; A-1 condition; a bargain.
1917 STUDEBAKER Touring; four-cylinder; 7-passenger; splendid mechanical condition.
1917 OVERLAND 6-cylinder Touring; A-1 condition; fully equipped; low price.
1917 DODGE Touring; run only 800 miles; 1 extra tire; bargain.
1916 OLDSMOBILE 8-cylinder Touring $775
1916 LOZIER Touring; starter and lights $575
1917 CHALMERS Light Six Touring; equal to new; tip-top condition.
1917 PAIGE 6-cylinder Touring; mechanically perfect; wire wheels; slip covers.
1916 HUPMOBILE Touring; excellent condition; new tires $625
1916 CHANDLER, 6-cylinder Touring; perfect shape.
1916 GRANT 6-cylinder Touring; equipped $425
1916 SAXON SIX Touring; A-1 shape.
1917 STEARNS-KNIGHT 8-cylinder Touring; beautiful shape; new tires; bargain.
1916 OAKLAND SIX Touring; tip-top condition.
1916 REO 4-cylinder Touring; like new $550
1917 PULLMAN Touring; run only 1500 miles; lots of extras.
1916 CADILLAC 8-cylinder Touring; 7-passengers.
1916 VELIE SIX Touring; fine shape $550
1916 OVERLAND Touring; 83 model $375
1916 STUTZ Touring; 4-passenger; A-1 condition; slip covers, bargain.
1916 BRISCOE 4-cylinder Touring; splendid light car $375
MAXWELL Touring; 30-H. P.; equipped $225
1916 CHEVROLET Touring; baby grand.
1916 JEFFERY Four Touring; equal to new; full factory equipped; bargain.
1916 Maxwell Touring cars and roadsters, as low as $300
1916 OVERLAND Roadster; equipped $350
1916 SCRIPPS-BOOTH Roadster; run only 2200 miles $500
1916 STEARNS-KNIGHT 4-cylinder Touring; fully equipped $625
1916 DODGE Roadster; equal to new.
HUP 20 Roadster; A-1 condition.. $175

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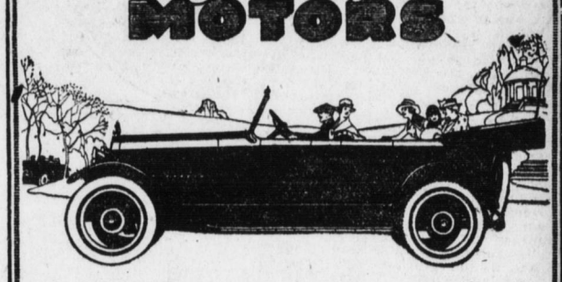

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The Jeffery Six Motor, 53 horsepower, insures all the power and speed you can use. It accelerates on high gear from two to sixty miles per hour without effort.

The straight lines of the Hammock-slung body have found wide favor. Both tonneau and driving compartment are comfortably large, accommodating seven passengers.

You'll find this car exceptionally strong value at $1465.

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Each year many Cadillac owners, for the sake of having the newest car, ask us to sell the cars they are now running. We take in these Cadillacs and go over them carefully, make replacements where essential, repaint them and brighten up the trimmings so they are practically new again.

A Cadillac, no matter what its age is still a Cadillac. It has in it Cadillac design, materials and workmanship—the things which make a motor car worth while.

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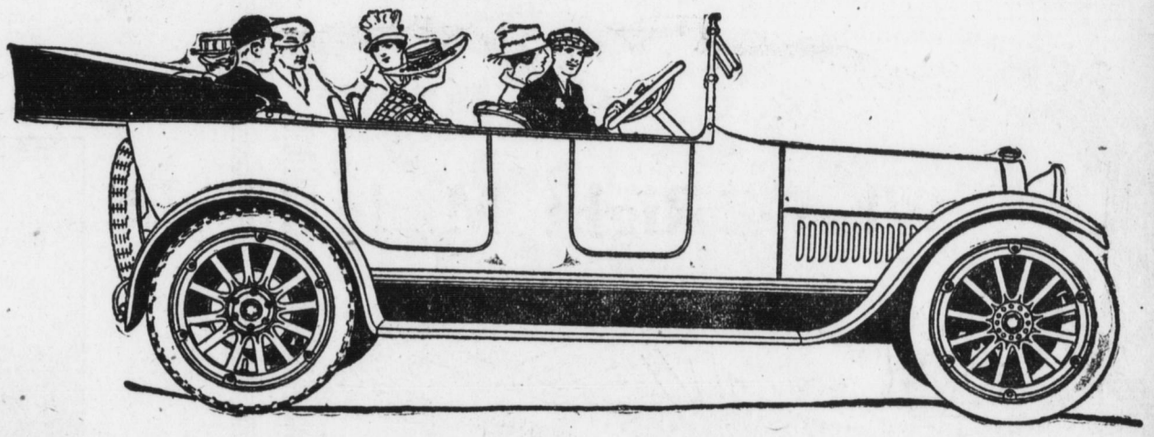
Studebaker



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You get a car which has been perfected by four years' experience with the same basic design. Each year improvements and refinements have made it a still better car.

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The Studebaker SIX is made of carefully selected materials developed, perfected and tested in the great Studebaker laboratories.

The workmanship in Studebaker cars is experienced, painstaking and carefully supervised. The inspections are rigid and exacting in the extreme.

What is true of the Studebaker SIX is also true of the Studebaker FOUR. Both cars are of the same basic design. Many of their parts are interchangeable—that is why it is possible for Studebaker to offer so good a car at so low a price.

The quality of Studebaker cars is evident in their finish and equipment.

Studebaker bodies are obviously substantial in construction. The crowned fenders are of heavy gauge steel.

The paint and varnish work is excellent. The upholstery is not only genuine leather, but high grade genuine leather. The cushions are soft and comfortable. The auxiliary seats are folding armchairs. The front seats are adjustable, and the right hand one reversible.

But the real proof of quality is durability. Studebaker cars stand up and give long, continuous service under the hardest usage.

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