New Papal State Secretary Said to Favor Giving Alsace to France

New York, Aug. 11. - A cable mes-

Col. Roosevelt Denounces German Language Press Austrian Miners Won't Dig

New York, Aug. 11. — Theodore Roosevelt has denounced some Senators, Congressmen and newspaper editors as the "copperheads" of 1917. He urged the suppression of the German alnguage pepers until at least after the war.

Colonel Roosevelt called on every man, woman and child in America to exert every ounce of energy to help win the war.

Use McNeil's Pain Exterminator—Ad.

Use McNeil's Pain Exterminator—Ad.

TATTOO FAILS DRAFT MAN

The ELECT ATTORNEYS QUIT

to, Aug. 11. — When Leslie was arrested to-day for allure to register for the draft his chest and showed tattoo riving his name and the date birth as November 15, 1885, esting officers asserted that had the tattooing done last

Trouble Is Brewing Between Bulgaria and Her Teutonic Allies Washington, Aug. 11. — Trouble is threatened between Austria and Bulgaria and possibly between Germany and Bulgaria, according to authentic information which has been received in a diplomatic quarter here. Austria was said to be planning the betrayal of Bulgaria in the peace negotiations. Germany is irritated by the persistent refusal of Bulgaria to sever relations with the United States, thus completing the alignment of the Central Powers and their alles against America. Austria, foreseeing the necessity of restoring Serbia and fearing to lose Berbia, is declared to be so shaping her policies as to be in a position to offer to Serbia, instead of Bosnia and Herzegovina, ample compensation in Macedonia, which under the understanding of the terms of the alliance with Bulgaria would go to the latter in the event of a Teutonic victory or a draw. The information came in a round-

SATURDAY EVENING,

Claimers chased was continued by the continued of the con

his way to prove that the Chalmers with its 224-inch motor was speedy enough and sturdy enough to do what no other car had dared try for a year—break the existing twenty-four-hour stock chassis speedway record. Three times the car flashed past the judges' stand and then the starter waved it down, when it was seen that it would take several minutes to fix the tape that was to record the miles. The track was so slippery that Dawson warned the starter not to permit anyone to even cross the track while he was in motion because it would have been impossible for him to stop suddenly. Again the little car flashed around the course and Fred J. Wagner, the starter of all of America's important auto events, waved it on its way. The attempt at the record began at 5.25 p. m. Around the two-mile saucer sped the car and the tape clicked as it crossed the line. Down the slippery track and into the turns it flew, its motor murmuring as contentedly as a brook on its way to the had volunteered to assist at the pits and he never closed an eye during the whole twenty-four hours. When he was not helping with the supplies he was flashing the "general O K" sign to the driver or giving him the distance yet to go, "he time of his last lap and the distance he was ahead of the old record.

The drivers took an orangeade and sandwiches while the car was being fed. A big chicken dinner was served in the judges' stand at 7 o'clock the first night to thirty officials and workers, and sandwiches, liquid refeshment and cigars were on tap during the entire twenty-four hours.

Fred J. Wagner's electrical timing device is used. Professor Richard Leavell, of Iowa State University, operated it. H. A. Tarantous, technical editor of Motor, was the technical representative of the A. A. A. under whose sanction the test was conducted. W. F. Sturm, Chalmers contest manager, was in charge of cal representative of the A. A. A. under whose sanction the test was conducted. W. F. Sturm, Chalmers contest manager, was in charge of the test. Moving pictures were taken and these will be sent to the various dealers and distributors desiring them. They show everything from the garage life of the crew to the end of the test.

The average an hour for the total time was 79.0823 miles, the old record being 75.8. The stops took up 35 minutes 7 seconds. The actual running time was at an average of

miles between the first twelve hours and the last. The greatest variation in the hour distances was from 75

in the hour distances was from 75 to 83, or 8 miles; in the old record it was from 65 to 82, or 17 miles.

The following table for reference shows the Chalmers performance hour for hour with previous high

Chalmers performance per hour, excluding stops.....
Old record

Socialist Attitude Hit by

Charles Edward Russell

Washington, Aug. 11.— Aroused by the pacifist meeting yesterday in the capitol, Charles Edward Russell, Socialist member of the returned commission to Russia, denounced all persons proposing peace at this time or failing in unswerving support of the administration.

Mr. Russell was particularly severe in his criticism of Socialists and members of Congress aiding the peace propaganda. Incidentally, he declared, as a result of peace activities in the United States Socialists have absolutely ruined their party.

Chalmers
Performance
... 83.83
... 80.163
... 79.242

knowledge that it had smash, twelve-hour record by thirty-four miles.

One could almost hear the car immediately stamp its figurative feet and putter fiercely when a stop became necessary. It did not seem to mish to waste a minute. As the hours crept by the American Automobile Association officials and the men vitally interested in the performance were alternately smiling and choking as the sturdy car moved swiftly on. And if ever love was suitable to accommodate the type of tirc applied, i. e., when using the car and attended to its other wants. Big Jack Lecain, used to tooling 110-miles-an-hour race care around the speedway, voiced his admiration time and time again. He had volunteered to assist at the pits and he never closed an eye during do the was not helping with the supplies he was not helping with the supplies who he was not helping with the supplies are suitable to accommant to use flaps.

Tire Flaps and Their Importance in the province of this type.

Editor's Note: The next article will contain sound advice to automobile of this type.

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Users of quick detachable rims having reversible rings should be reversed to these irregularities.

Tire manufacturers waive the tubes above the flaps.

Users of quick detachable rims having reversible rings should be reversed to these irregularities.

Tire manu

Quartermasters Corps Stationed at Arsenal Doing Administrative Work

airs of the State National Guard. They are in charge of Colonel Harry Trexler, of Allentown, who is quartermaster of the Pennsylvania division, and Lieutenant Colonel L. A. Anshutz, of Pittsburgh, assistant quartermaster. The remainder of the commissioned staff are Capt. N

The personnel of the unit is as follows: Sergeants First Class, Wm. S. Firnk, Clinton W. Sheafer, Paul F. Answalt; Sergeants, John N. Fletcher, Edward P. Landis, Arthur J. Shelly, Joseph S. Young; Privates First Class, Leroy B. Donough, Edgar W. Forney, Paul N. Helfrich, Francis E. Moore, Stanley L. Rinkenbach, Frederick L. Simeoe, Charles J. Zigner.



Ensminger Motor Co.
THIRD and CUMBERLAND STS.
Bell Phone 3515



1917 Chandler Touring, excellent condition 1914 Pullman 7-passenger Touring,

Packard Motor Car Co. of Phila. Front and Market Sts. Harrisburg, Pa. Phone Harrisburg 2694.

THE SAFEST USED CAR MARKET IN THE WORLD

The New CADILLAC

Crispen Motor CarCo. 311--315 S. Cameron St.

(Type 57)

is now on display in our showroom. We invite you to examine it-or arrange by phone for a demonstration.

sea.

One hour passed. Eighty-three miles was recorded, against 77 for the first hour of the former record. Round and round came the car. Soon the moon, evidently ashamed of the part the elements had played in the program, smiled wanly. Time wore on, a hundred miles was passed in 1 hour 12 minutes and 10.17 seconds, at 83 miles an hour, a higher average than for the hour. The pit at

September 15th Studebaker Prices Increase!

The FOUR cylinder car, now selling at \$985 will be increased to \$1050

The SIX cylinder car, now selling at \$1250 will be increased to \$1385

The present low prices will be continued until September 15th in spite of the fact that every other car in the Studebaker class has recently been raised

Driscoll Auto Co.

Touring Car . . 985-- 1050

Every-Weather Car 1185- 1250 All prices f. o. b. Detroit

147 S. Cameron St.

THE CAR OF NO REGRETS

Long Fuel Economy Record Held By The



OVER the regular touring highways between Pittsburg and Milwaukec, under actual driving conditions, a registered stock eight cylinder KING touring car achieved a fuel economy record that has not been broken. The car travelled 616.4 miles, carrying a 1250 pound passenger load. The test was not a prepared plan to obtain maximum gasoline efficiency, it was to get actual touring results. No attempt has yet been made under A. A. A. supervision to lower this record held by a KING.

THE REX GARAGE AND SUPPLY CO. 1917 N. THIRD ST.

King Motor Car Company, Detroit, Michigan

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