Willys-Knight Taxicabs Get Quick Recognition

Although it has been but a comparatively short time since Willys-Overland, Inc., of Toledo, began concentrating some of the efforts of the great institution toward building Willys-Knight taxicabs, on a rather extensive scale, this vehicle already ranks among the leaders in the livery and rental line of motor cars.

Practically instantaneous recognition of the merits of the product were achieved in New York City and Chicago—the two great metropolitan centers that to a large degree set the pace in the adoption of improved types of transportation vehicles. Other cities have followed suit as fast as the factory could keep up with the orders without endangering its passenger car and commercial vehicle output.

The quickly achieved popularity of the Willys-Knight taxicab is accredited to the Knight motor and to the refinements and improvements in its body construction. The Knight motor speaks for itself. From the standpoint of the taxicab owner, its everwearing advantages and operating economy are facts that cannot be disputed. In densely crowded traffic, with service compulsory under all climatic conditions and over all kinds of streets and roads, the taxicab motor must be subjected to the most cruel sort of tests. In competitive tests of this description, the Knight type of motor has not been surpassed. Its quiet running features also give it an added attraction from the viewpoint of the taxicab passengers.

In body construction, the Willys-Knight taxicab marks a new era in livery vehicles, as the company describes it.

With abundant room for five passengers—three on the rear seat and two on the folding auxiliary seats, there is no such thing as scarcity of leg room. The softly upholstered auxiliary seats are attached to the partition between the front seat and the rear compartment by means of sliding bars and channels. The construction is of the flush type and there are no uneven lines when the seats are not in use. A simple upward pull, however, brings either seat to the proper position for a passenger.

The body is upholstered in Spanish leather, being handbuffed on the cushions, backs and sides. It is machine-buffed on the panels, doors and ceiling. All cushions are of the resilient spring type—many small springs being encased in a canvas bag inside the cushion which gives an air cushion effect. Genuine curled hair is also used. Silk roller shades are found on the rear and rear-quarter windows. In the rear compartment, there is a thick soft carpet while aluminum bound linoleum is used in the driver's compartment.

The furnishing of the rear compartment, as a whole, is strictly in line with that of high priced private cars. There is a coveniently placed speaking tube; a black enameled cardcase; aluminum pins for holding literature in place; a grab-handle on each side and a ventilator, of the antirattle type, set above the partition window.

The standard body finish is of a rich, dark blue with wheels to match. Other colors are optional. The fittings are of nickel and polished aluminum while the fenders and trimmings are black enameled.

Mr. John Mehring, an expert automobile trimmer, is now associated with our carriage auto trim department. This assures you prompt and efficient service.

C. A. FAIR
Carriage and Auto Works
EAST END MULBERRY STREET BRIDGE

ARMLEDER Motor Trucks

Unbreakable Armleder Patented Springs, Forty-Eight wearing parts, twelve oil cups eliminated. Continental Motor, three point suspension Unit Power plant, Shobler carburetor, Multifal dry disc clutch, Brown Life Transmission, Spicer universal joints, Timken-Detroit worm drive, full floating, and many other quality features. Ask Armleder truck users, then see us. Made in two sizes—Two and Three and one-half tons.

HARRISBURG WELDING, BRAZING AND MACHINE COMPANY
94—96 SOUTH CAMERON STREET

Goodrich Tires of Test Fleet Have Big Mileage

Over 1,000,000 miles represents the combined distance traveled by tires on the test cars of the B. F. Goodrich Rubber Company fleet since leaving its base at Lima, Ohio, last December. This amazing mileage figure is equivalent to over 200 trips from New York to San Francisco and was amassed by the 16 Goodrich test cars on the highways and lanes of Kentucky, Tennessee and Alabama. The fleet, made up of cars of all sizes and makes, is operating out of Nashville for the winter months, thus avoiding the snow-clogged roads of the north. Under normal conditions the section of the south being explored by the Goodrich cars has but two or three snows a year which blanket the roads but a few days and then disappear. This year, however, the cars encountered repeated snows, forcing the fleet to suspend operations for three weeks, during which time the roads were caked with snow and ice to a depth of nearly two feet.

Despite adverse conditions the testers have driven their cars day and night for a total of 250,000 miles. The cars stationed at Nashville consumed 3,000 gallons of gasoline a week. By running two crews of drivers, day and night, each car is able to make 320 miles during the 24 hours. This mileage could be greatly increased were the drivers allowed to speed, but they are cautioned at all times to observe speed laws, and each car is equipped with a device that records the speed maintained by the cars at all hours. Drivers who disregard the speed regulations must pay the fines from their own pockets. After each shift the tires are carefully examined by the inspectors.

The experts in the Goodrich factory are thus enabled to study them and keep pace with the increased demands made on tires.

The mission of the fleet now operating in the south embodies two other vital features. Railroad freight congestion and the need of every national resource being brought to its utmost efficiency has focused unusual attention on the roads and highways of the Nation. The Goodrich test car pilots observe road conditions and collect other data which is turned over to local authorities. Working in conjunction with postal office authorities the test cars inspected several of the new southern rural motor truck parcel post delivery routes, one of which was a series of runs covering a continuous stretch of highway 450 miles in length. On these trips the testers check the number of mail boxes along the highway; the number of road intersections are recorded; surface conditions of the turnpikes are observed—thus enabling the postal engineers to establish time schedules for the rural routes.

Each one of the test car drivers is a tire expert. Whenever the opportunity presents itself he explains to other motorists the immense saving to be realized by the proper care of tires. The test pilots, in their long grinds over all sorts of roads, have observed the uncalled for waste resulting from careless driving. They realize tires are abused chiefly through ignorance on the part of the motorists. They are attempting to educate the motorist and point out to him that proper inflation, aligning front wheels, avoiding ruts and car tracks and even brake adjustment will cut his tire bills surprisingly. It is estimated that the motoring public in this country needlessly used up over $100,000,000 worth of tires last year.

Use McNeil's Pain Exterminator—Ad.

Cadillac Coat of Arms Dates Back to Crusades

Experts of heraldry, delving into the dim records of the past, have brought to light much interesting information regarding the coat of arms of Antoine de la Mothe Cadillac, which is used as the radiator emblem on Cadillac cars. This authentic information shows that the coat of arms had its origin in the time of the Crusades.

The shield is divided into four quarters. The first and fourth quarters (upper left and lower right) are gold, divided by a black "fess," or lateral band. Each quarter contains three "merlettes" (small birds) two above and one below the fess. These quarters are the arms of the de la Mothe family.

The "merlettes," legless and without beaks, are a heraldic adaptation of the martin; appearing in threes they have a holy significance, being considered sacred to the Trinity. They were granted to knights by the ancient School of Heralds, together with the "fess," for valiant conduct in the Crusades. The birds, shown in black against a gold background in the Cadillac arms, denote wisdom, riches and cleverness of mind; ideal qualities for the adventurous and zealous Christian knight. Of the merlette, Guillaume, an ancient historian, says: "This bird is given for a difference to younger brothers to put them in mind that in order to raise themselves they are to look to the wings of virtue and merit, and not to the legs, but having but little land to set their feet on."

The second and third quarters (upper right and lower left) are the arms of another ancient French family of the landed gentry allied to the de la Mothe family by marriage. These were probably adopted in the de la Mothe coat of arms when by some fortunate intermarriage another "siegneurie" (parcel of land) was added to their possessions. In these quarters the colors denote that the marriage added to the fame of the family of the de la Mothe something besides broad acres—"marked prowess and boldness in action" for the red; "purity, charity, virtue and plenty" for the silver. The repetition of the cross bar or "fess" indicates more knightly prowess in the far fields of the Crusades.

The coronne or coronet ensigning the arms of Cadillac is that borne by the six ancient counts of France and is emblematic of descent from the old counts of Toulouse, who were affiliated with the royal stock of France. The seven pearls in the coronne indicate the nobleman's descent from the royal counts of France.

Trucks Have Duel to Prove Their Strength

Prize fights have been big drawing cards for persons with a drop of sporting blood in their veins. That form of fighting has been barred by the legislators in most states.

The age of truck fighting now dawns. The first scrap between trucks of different makes is reported from Emporia, Kansas. Other than being the home town of Wm. A. White, the famous publisher, the city will be known as the stage of the first truck duel.

The combat occurred in the freight yards of the Santa Fe railroad. It was an accident that the trucks engaged in this battle royal. During the scuffle the railroaders gathered round and cheered for their particular favorite.

The tucks belonged to the McCord-Kistler Company and the Bailey Transfer Company. The two vehicles became blocked back to back.

The driver of each decided that the easiest way to clean the atmosphere and relieve the crush was to pull the other out of the way. So they "hooked on" and started their engines.

One truck was a heavy make while the second competitor was a Maxwell truck.

A majority of the bystanders were wagering on the big truck. The Maxwell driver laid his money all on his steel steed.

The word was given and the drivers "stepped" on the starters. The machines seesawed, one giving a bit, then the other machine taking a strong hold. The Maxwell engine after the first few hesitations moved steadily forward, dragging the heavier truck with it. The crowds cheered, the losing driver shouted for time, and the Maxwell driver unhooked and moxed defiantly down the railroad yard driveway.

Vouches For Tire Economy of Apperson Motor Cars

That the makers of the Apperson car are right in their contention that the Apperson for its power is the lightest on its wheels of any car built, is well borne out by a report recently received from the J. W. Leigh Motors Company, St. Louis, distributors of the well-known Kokomo line of motorcars.

"From time to time," writes Mr. Leigh, "we see your statements of tire mileage for Apperson cars running to 6,000 and 8,000 miles. We believe this to be a reflection on the car since we have many cases of tire mileage running from 9,000 to 12,000 and 14,000 miles and one as high as 16,000. We have in our shop at the present time an Apperson eight-cylinder roadster still wearing three of its original tires, that have gone 13,734 miles."

Emergency Proved That Velie Runs on Kerosene

J. A. O'Leary, of Iowa City, Iowa, dependend upon the garage man to keep the fuel tank of his Velie Six ful of gasoline. When twelve miles from nowhere the Velie lost its "pep," stopped quietly and refused to go further.

Investigation proved that there was nothing wrong with the car, but that the tank was empty—the garage man had failed in his duty.

A jaunt of half a mile to the nearest farmhouse found them out of gasoline, but possessors of a goodly stock of kerosene. Mr. O'Leary borrowed two gallons of the illuminating oil and poured it into the tank of the Velie. The motor started promptly and he proceeded on his way to town.

The car ran finely and completed the trip on pure kerosene without a particle of trouble.

Elizabethtown German Refuses to Pay Taxes

Elizabethtown, Pa., Feb. 23. — Tax Collector S. B. Kieferl, appeared before borough council and read a number of exonerations which, on motion, were exempted. Among them was the name of Joseph Bundel, living in Washington street, who refused to pay his taxes because he is a German.

SHOWER FOR MISS STRATFORD

Newville, Pa., Feb. 23.—A miscellaneous shower was given at the home of Mr. and Mrs. W. C. Woodburn, in Parsonage street, on Saturday evening in honor of their daughter, Mrs. Edgar Stratford, by a number of friends and relatives. Refreshments were served.

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Affidavit Confirms Chalmers Record

By Mayor G. H. Gordon, Clarksburg, W. Va.

State of West Virginia,

County of Harrison, to wit:

This day personally came before me the undersigned notary public of the said County of Harrison, G. H. Gordon, Mayor of the City of Clarksburg, West Virginia, and being first duly sworn, upon his oath said:

That on the 6th of January, 1918, he accompanied a driver in a Chalmers 6-30 five-passenger stock touring car, 1918 model, which was being driven with top and windshield upon a gasoline economy test; that he saw a measured gallon of galine poured into a gallon can which was straped on the car; that this test was made from the City of Clarksburg out over the West Milford tarvia road to the end of the tarvia, where the car was turned and thence over the same road back to the limits of said city, turned again and driven back over the same road as far as it would travel on the gallon of gasoline; that in making the turn at the end of the travia road the car was stopped, turned around, going through all gears; that there are four steep hills on this road and it was covered with snow, which, on acount of the constant drizzling rain which was falling before and during the test, had made the road very slippery and especially so on the hills; that all the hills were easily negotiated in high gear by the car on this test, and on the return trip from the end of the tarvia road the car was slowed down to about three miles per hour at about twenty-five feet from the bottom of the hill after the car had started to climb what is known as the "four-mile" hill and then accelerated and it went over the top of the hill in high gear at thirteen miles per hour; that the "four-mile" hill is a very steep and difficult hill to climb, having two sharp, steep curves close together, and at this time covered with snow and slush; in fact, this hill is so steep that most cars under favorable conditions go into second gear at the first curve, unless the climb up the hill is started at an excessive rate of speed.

Affiant further says that no adjustments of any character were made on the carburetor during this test; that affiant watched the speedometer on the car and knows that eighteen and six-tenths (18.6) miles were actually covered on the gallon of gasoline on this test.

(Signed) H. G. GORDON,
Mayor.

Taken, sworn to and subscribed before me on this, the 8th day of January, 1918.

(Signed)
HOMER STRONSNIDER,
Notary Public.

Economy

—18.6 miles on one gallon of gasoline.

This fine record was made over roads that were covered with slush and snow—and in face of a drizzling rain.

Acceleration and Hill Climbing

—the second and third articles of agreement specified certain difficult grades in the vicinity and known as the "four-mile" hill. This was covered with snow and is characterized by two particularly dangerous curves.

In a sworn statement the mayor certifies that the Chalmers made all the hills in high gear; and that the car was slowed down to about three miles per hour, twenty-five feet from the bottom of the hill and then by masterful acceleration went over the top of the hard grade at thirteen miles per hour.

Car Fully Equipped

A feature of this event was that the car was not only privately owned but that it was in no way different from the ordinary car in an owner's garage. During the test the top and windshield were up, spare tire on rear and full kit of tools were carried.

Name of Rival Car

Rather than incite controversy the monogram has purposely eliminated the actual name of the rival car at Clarksburg.

The name will be furnished to inquiries of good faith.

British Officers Visit Peerless Truck Factory

From the shell-swept fields of France, Brigadier General Wilfred A. White has come to call the loyal sons of Britain to the colors. He commands the British and Canadian Recruiting Mission which has been the means of sending thousands of volunteers from the United States.

In a recent visit to Cleveland, General White, with a party of fourteen British officers, made an inspection tour through the Peerless plant as the guests of L. H. Kittredge, president of the company, who spent many months in Europe during the early days of the war. The General was particularly anxious to be shown the various stages in the construction of these mighty mechanical transports as he had seen thousands of Peerless Trucks in action on the battle front.

The trip through the factory was completed by a flying ride on a truck over a special track where all of the Peerless war trucks are given final testing. The party then witnessed the loading of the day's output of twenty trucks which were run onto the waiting flat cars in train fashion and quickly blocked and spiked in place.

In the party were Major P. C. Canon, Chief Inspection Officer of the British Mechanical Transport in the United States, Lieut. B. W. Ainsworth and Lieut. C. F. Cleaver of the British Mechanical Transport Service, and Lieut. L. D. Gibbs, Officer in charge of British and Canadian recruiting in Ohio.

LECTURE ON "BOLSHEVIKISM"

Gettysburg, Pa., Feb. 23. — Conditions incident to the war will furnish the theme of the annual Stuckenberg lecture before the students of the college and seminary on March 26, the founding of the lecture providing that the students shall have annually a lecture on some phase of sociology from the standpoint of Christian ethics. The lecture this year will be delivered by the Rev. Gilbert Wilson, Ph. D., LL. D., of Chicago, who will have as his subject "Bolshevikism—Patent and Latent."

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Duplex Company Moves Machinery Overland

The Duplex Truck Company has just completed a thorough demonstration of the practicability of its 4-wheel drive trucks for overland delivery of freight.

When the new Duplex factory buildings in Lansing were ready for occupancy, all machinery and materials were moved from the Charlotte plant overland by motor trucks—a distance of nineteen miles.

Practically 1,000 tons of machinery, steel and other materials were transported by Duplex trucks—the average load being 4½ tons, and the trips totaling 224.

To have moved the machinery and materials by railroad, forty freight cars would have been required, and the freight charges would have totaled $1,060, or $26.50 per car of twenty-five tons capacity. It would also have been necessary to handle the machinery and materials four times. The motor trucks, however, were loaded inside the Charlotte plant and unloaded inside the Lansing factory, the machinery being left where it was to be placed and the materials where they were to be stored. The saving in transferring at both ends by the use of trucks, was considerable.

The total cost of transporting the 1,000 tons by motor truck was $560.

Each truck made four trips per day and hauled a total of eighteen tons daily. The operating costs of each truck including driver's wage and depreciation was $10 per day.

"We saved $500 in transportation charges alone," said President H. M. Lee, "by utilizing our motor trucks instead of freight cars. Then too, the fact that it was necessary to handle the heavy machinery and materials but twice, instead of four times, as would have been the case had we used freight cars, resulted in a big saving—how much we have not estimated, but it undoubtedly would total several hundred dollars. We completed our moving in shorter time than it could have been accomplished by the railroad. In fact, I don't believe that we would have been able to secure the forty freight cars, that would have been required for several weeks and perhaps months. Two trucks could have moved the 1,000 tons in twenty-eight days, but we used three and four trucks on some days and thus got our machinery into our new plant, and in place for operation, only a few hours after it left our Charlotte factory.

"The practicability of the motor truck for short hauls was clearly demonstrated, as well as the fact that motor truck transportation costs are about one-half as much as the tariff charged by railroads."

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REDUCED PRICES

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Is the cold weather affecting your battery? Those starts on cold mornings and the steady drain of lights during night running weaken the best batteries made.

When your battery is sluggish and you don't do enough day driving to recharge it, bring it to us.

Our excellent charging equipment and skilled attention will materially improve it.

REPAIRING OF ALL MAKES
REASONABLE CHARGES

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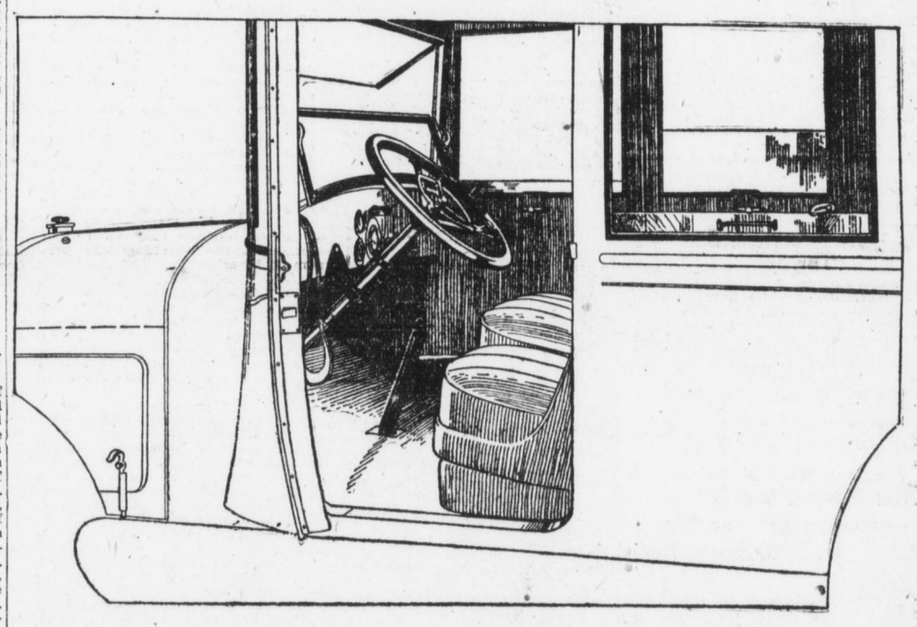

The Thrift Car

Men and women can not hibernate in winter—they must keep going—*this* winter more than ever!

This all-weather sedan protects health and energizes activity.

Ample room for five adults—staggered doors—adjustable windows!

Because it thriftily provides *all* the essentials of complete satisfaction, its sales steadily increase.

Appearance, Performance, Comfort, Service and Price

Light Four Model 90 Small Sedan
f. o. b. Toledo—Tax Free Price subject to change without notice

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OPEN EVENINGS
Newport Branch—Opp. Railroad Station.
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DODGE BROTHERS CLOSED CAR

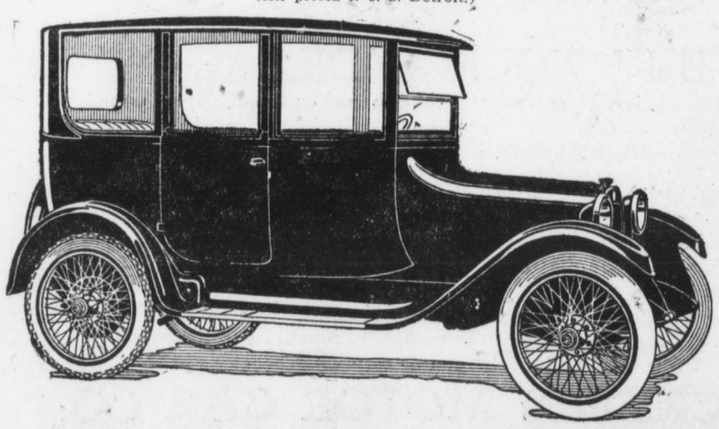
Always public-spirited, American women are more active, now, than ever in the history of the nation.

The convertible sedan is proving a boon and a blessing in speedng war work in all sorts of weather.

It Will Pay You to Visit Us and Examine This Car

The gasoline consumption is unusually low.
The tire mileage is unusually high.

Sedan or Coupe, $1350; Winter Touring Car or Roadster, $1050; Touring Car, Roadster or Commercial Car, $885.
(All prices f. o. b. Detroit.)



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