## SATURDAY EVENING,

## **County Must Maintain** Bridge, Holds Court

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Much interest has been aroused throughout the state in the decision bridge, but as the county has been just handed down by the State Su-preme Court, to which tribunal the pairing it on account of the protest case was taken by the Highway De-partment, reversing the judgment of the traveling public when the state failed to act, the officials of the the late Judge Harry Alvan Hall, in Highway Department maintained the Clinton county court, in the mat- that, as the county had thus assum ter of the Chatham's Run bridge on ed responsibility for the structure, it







the farms of members of his church. Besides fulfilling all his pastorates duties and preaching at funerals and performing wedding ceremonies, Rev. Mr. Bryan finds plenty of time to make a full hand in the hay fields for about three or four days out of the week—or at least that has been his recent record. He likes farm work and gardening and has done enough of this strenuous labor to har-den his muscles so he can pitch hay with the best of his parishioners.

Will trade a high class talking machine with a fine selection of rec

ords for an upright or a player piano. Troup Bros., 317 Chestnut St —Adv.

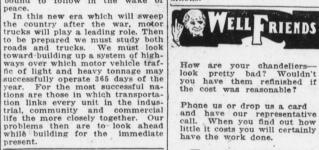
**CHASSLER** 

HARRISBURG AUGUST 3, 1918. whose duty it was to replace the DO NOT POISON structure and keep it in repair. AMERICAN-MADE TRANSPORTATION TIRE PRESSURE U. S. Tire Co. Trying Out Naval Machinist on As it was a state road, the county **Pneumatic Tires on Trucks Furlough Meets Brother** YOUR BATTERIES TRUCKS ARE SOLD **OF THE FUTURE IS NOT INCREASED** A vigorous test of automobile Allentown - Home on a short furlough, Harry Paff, son of George Paff, of Rittersville, and a first-class machinist in the U. S. navy, truck efficiency in long hauls is be-ing made by the United States Tire TO FOREIGN SOIL By S. M. Williams, General Local Willard Representative IN HOT WEATHER Company which is using its test fleet **Gives Interesting Talk** Sales Manageer, Garford of trucks for transporting from its told how he, while on shore leave <text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text> in France, accidentally met his Hurlburt Trucks Being Shipon Batteries Detroit factory to its Indianapolis Old Story of a High Pressure Motor Truck Company brother, George Paff, Jr., who had just disembarked and was on his plant large quantities of machinery, ped Abroad; Increasing removal of which to Indianapolis has been made necessary by fac-Caused by Warm Weather "Batteries, like human beings, are way to a training camp. The broth-ers had not seen each other in sev-eral years. Is Not True tory economies. The two fatcories are 310 miles "These hot summer days are the apart from the fleet of three trucks and a sale ady made several trips in each direction. All of the trucks ach direction. All of the trucks ach direction. All of the trucks are equipped with large pneumatic tires and the records which have been kept demonstrating that the been kept demonstrating that the tires and the records which have been kept demonstrating that the tires and the records which have been kept demonstrating that the tires and the records which have been kept demonstrating that the tires and the records which have been kept demonstrating that the tires and the records which have been kept demonstrating that the tires and the records which have been kept demonstrating that the tires are or the sould with solid tires are not exaggerated. On one of the recent trips from days the air pressure may increase to the point of causing a blowout. There really is nothing to this be-lief for the heat does not come from the temperature of the air on the outside, as is commonly sup-posed, but from the natural flexing of the tire, the same amount of head is created regardless of the outside temperature. Most tire users be-lieve that to overcome this effect the pressure on warm days. But this increases the bending of the tires carcass and the motorist actu-ally aggravates the tire contion that he seeks to relieve when he de-creases the pressure in his tires. It is true that on a very hot day the air pressure in hiss tires. It is true that on a very hot day the air pressure in hiss tires. It is true that on a very hot day the air pressure in hiss tires. It is true that on a very hot day the air pressure in hiss tires. It is true that on a very hot day the air pressure in hiss tires. It is true that on a very hot day the air pressure in hiss tires. It is true that on a very hot day the air pressure in hiss tires. It is true that on a very hot day the air pressure in hiss tires. It is true that on a very hot day the air pressure in hiss tires. It is true that on a very hot day the air pressure in hiss tires ones that cost motorists a lot of apart from the fleet of three trucks money" is the declaration of G. G. has already made several trips in apart from the fleet of three trucks Comfort is so pronounced in the New Hupmobile that it has been given a new name, "The Comfort Car.' Every thing about it posed, but from the natural flexing of the tire as it rolls over the road or street. As this heat is due to the bending of the tire, the same amount of heat is created regardless of the outside temperature. Most tire users be-lleve that to overcome this effect the pressure must be decreasd, and the common practice is to run tires at a less pressure on warm days. But this increases the bending of the tire carcass and the motorist actu-ally aggravates the tire condition that he seeks to relieve when he de-creases the pressure in his tires. It is true that on a very hot day the air pressure in his tires. It is true that on a very hot day injury to the tire. Tires are not as fragile as some persons suppose and are able to stand three and four times the ordinary pressures used. There is more danger in decreasing the pressure than in permitting it to increase for after the tires have rested a while the air pressure up to the required point. There is no condition in which tires are subjected to more air pres-suré variations, than in racing on our speedways. Yet even on the hottest days the terrific hundred mile grinds of the race tracks, with the serves to blow out. And do not cause fires to blow out. And there is certainly no condition in or-dinary driving that even approxitypifies Comfort. A ride in this New Hupmobile tells the story. **HUPMOBILE** The Comfort Car

do not cause fires to blow out. And there is certainly no condition in or-dinary driving that even approxi-mates those of the speedway. There is no question but that motorists will profit by keeping tire air pres-sure, no matter what the heat con-ditions."

A Page From Yesterday

The following interesting articles are clipping from the "Chevrolet Re-view," published by the Chevrolet Motor Car Co. of New York. In March, 1897, in the New York Journal, a writer described his first motor-car ride as follows: "In search of a new sensation, I went yesterday and rode in a horse-less carriage.



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