

County Must Maintain Bridge, Holds Court

Much interest has been aroused throughout the state in the decision just handed down by the State Supreme Court, to which tribunal the case was taken by the Highway Department, reversing the judgment of the late Judge Harry Alvan Hall, in the Clinton county court, in the matter of the Chatham's Run bridge on the state highway between this city and Avis, and has directed a mandamus against the commissioners of Clinton county to reconstruct the bridge and maintain it.

whose duty it was to replace the structure and keep it in repair. As it was a state road, the county commissioners maintained it was the duty of the state to keep up the bridge, but as the county has been looking after the structure and repairing it on account of the protest of the traveling public when the state failed to act, the officials of the Highway Department maintained that, as the county had thus assumed responsibility for the structure, it was the commissioners' duty to keep it up. In order to secure a decision to settle the controversy the case was presented to the Clinton county court by mutual consent, when Judge Hall rendered a decree in favor of the county, which judgment is now reversed by the Supreme Court on appeal.

Willard STORAGE BATTERY SERVICE STATION. Copyright, registered, 1918.

Don't Trust a Quack Doctor

You wouldn't put your health in the hands of a natural born untrained doctor. You wouldn't want your teeth filled by a correspondence school dentist! And you don't want your battery cared for by an untrained man—even if he says he knows all about batteries. Doctoring batteries is a profession with us—we are trained battery experts, and we recognize and treat all of the common battery ills. Your battery ought to be tested—and you ought also to learn about Threaded Rubber Insulation—the most important battery improvement in years. Don't forget to ask for the booklet "A Mark with a Meaning for You."

Front Market Motor Supply Company 109 Market Street



Peerless TWO-POWER-RANGE EIGHT TRAVEL PERFECTED—that is the verdict of those who tour or commute in a Peerless, the car that starts quicker; controls easier; rides smoother; holds its condition longer; costs less to operate—and sells for more after years of delightful use. Keystone Motor Car Co. 57-105 S. Cameron St. Both Phones C. H. BARNER, Mgr.

DO NOT POISON YOUR BATTERIES

Local Willard Representative Gives Interesting Talk on Batteries

"Batteries, like human beings, are susceptible to poison," says Mr. Beck, local Willard representative with the Front Market Motor Supply Company. "When it comes to giving medicine to a battery, the only safe rule is to let an expert write the prescription and administer the dose—otherwise, the car owner is likely to find out that his battery has been killed instead of cured. There is one thing in particular that is just about as bad as any poison you could give your batteries. That is acid. Of course there is acid in the battery solution, and a good many car owners will reason: 'If acid is what makes my batteries strong, then the proper thing to do when I think it shows a weakness is to add a little more acid. Then it ought to work better.' That's altogether wrong. You might as well say that because a few drops of some powerful drug are good for heart trouble, a whole bottle would give the patient a better heart than anybody in the country. Not even the most medicinal friend would be foolish enough to believe that. But there is a lot of people who believe in drugging a battery in just this way, so they put in about a half-pint of acid, when the battery only needs pure water. The only way to be safe about adding acid is to fight shy of it. If you think your batteries need acid, go to the service station and get advice from an expert who can tell you just what to do. Remember that he has the same relation to the health of your battery as a doctor has to your own health, with this exception—that the battery man doesn't charge anything for the diagnosis."

Pastor Pitches Hay With His Parishioners

Cottonwood Falls, Kan.—The Rev. J. E. Bryan, pastor of the Cottonwood Falls Methodist church, is showing his patriotism and is helping solve the labor shortage by putting in quite a large share of his time working on the farms of members of his church. Besides fulfilling all his pastoral 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 harden his muscles so he can pitch hay with the best of his parishioners.

Will trade a high class talking machine with fine selection of records for an upright or a player piano. Troup Bros., 217 Chestnut St.—Adv.



Shock Absorbers

A new service station equipped to give efficient service to the extent of installing new parts for the popular



Shock Absorbers

has been opened at 1808-10 Logan street. FORD car owners should use the Hassler—due to the many angles of economic value it possesses—it absorbs the roughness of bad roads; it absorbs with absolute resiliency all that jar—it gives ease and comfort to those riding—and is a big saver on the wear of your FORD. Ten days' trial free of charge.

Mack's Garage A. G. McMILLAN, Prop. 1808-10 Logan St. Dial Phone 5061

AMERICAN-MADE TRUCKS ARE SOLD TO FOREIGN SOIL

Hurlburt Trucks Being Shipped Abroad; Increasing Every Year

America must have foreign trade which must be developed by the American manufacturer. William B. Hurlburt, president of the Hurlburt Motor Truck Company, held this opinion when in 1912 he decided to cease his activities in the passenger car industry, in which he had long been prominent in Detroit and in New York city, and start manufacturing a line of motor trucks that would gain recognition around the world. Mr. Hurlburt made several trips to Europe to study truck manufacture and design in that country, and this information gained abroad, combined with knowledge already gained in America, enabled the construction of a truck which immediately brought business from practically every country of the world, and big business in New York city, amounting to so many years to look upon motor cars and motor trucks of European manufacture as superior to American-made trucks. Hurlburt has already developed foreign business for the truck of his make, and in spite of the great world's war is continuing to ship much of the product to countries other than America. Hurlburt feels that America should rank in the first group of the great nations of the world, and that America will hardly rate with England, say, France and other powers unless she develops foreign trade as has been done by his company. Whether other American makers will take the same position as has Mr. Hurlburt is not a matter of moment, but many will do so for they believe that the future position of America as a nation depends on the entry on a large scale of America into the foreign trade field. America must build and is building the ships which will make it a power in the world's trade after the close of the war, and America a large share of the raw materials of the world. Giving to other countries the manufactured products of America will insure the securing of raw materials and will place America in the position of supplying to other countries goods to an equivalent of the amount taken from them. The automobile industry, in the opinion of Mr. Hurlburt, will require much material from other countries, and he feels that every American who is in the line of business of America, will be forced to take cognizance of the foreign demands and cater to them by supplying American trucks and other automotive outfitting in return for the privilege of securing their much-needed raw material.

A Page From Yesterday

The following interesting articles are clipping from 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 horseless carriage. "I dreamed once that I walked down Fifth Avenue in my pajamas. In the full tide of the afternoon promenade and almost died with shame before I awoke. Yesterday, I had some of the same feelings as I sat there and felt myself pushed forward into the very face of grinning, staring, and sometimes jeering New York motorists. I turned the wicked glances of the bicyclists on the Boulevard and when I got back to Fifth Avenue, I was almost as much at home and felt almost as devilish as the other fellows whose faces were glued to the club windows."

Shock Absorbers

Another writer about this same time gave his impressions of the motor car in the following sage prophecy: "I do not think the motor car will be anything more than a fad." In 1895, a gasoline buggy was constructed which could be made "to back up, go ahead and change speeds by the use of one lever," which was quite an important announcement at that time. The first automobile race of record held in Chicago was over a course of 54 miles. Thirteen hours was allowed to cover the distance. There were ninety-one entries, but on the day of the race only six put in their appearance. Charles E. Duryea took part in the race, and afterwards, in describing the event, stated: "All the wagons had to have 'man power' help at times to keep them going. The sight of four motor vehicles propelled by man power saddened the enthusiasts, but tickled the cynics. There were many snowballs thrown at us."

Mangin, French War Leader, Hard Fighter

Paris, Aug. 3.—General Gouraud has as his companion by his side on the battle front General Mangin, one of the many hard-bitten, heavy-hitting fighters formed by the colonial expeditions of France. There has hardly been an important French colonial war since the Sudan campaign in 1899, in which General Mangin did not take part. Speaking of him after General Mangin's successful march on Marakesh in 1912, General Lyautey said that "he had made the Gallic cock utter the finest crow ever heard." Since then he has made it crow victory again on every battlefield in France. He was appointed brigadier general in 1913, and on the outbreak of war he commanded the Eighth brigade in the region of Dinant. On the eve of the battle of the Marne he commanded a division and during the battle itself, when his troops were overtaken by a furious counter-attack, the general arrived on horseback in the first line and by his personal example rekindled confidence and saved what otherwise might have been a perilous situation. Wherever there was specially hard fighting to be done General Mangin was there. The albatross of Neuville-St. Vaast were the prelude to his arrival at Verdun at the end of March, 1916. It was he who recaptured Douaumont and it was he who retook Vaux. In the April offensive of 1917, which failed in its objectives, General Mangin's part was criticized. His action was inquired into. The result of that inquiry was to bring him back again to the forefront of the battle. His command lies north of the Ourcq; south of that river the troops are led by a comparatively new commander, General Desouttes.

TRANSPORTATION OF THE FUTURE

By S. M. Williams, General Sales Manager, Garford Motor Truck Company

Motor Trucks have come to stay. In this time of National need they have been allowed the greatest opportunity ever given any product to demonstrate their ability as the staunchest and most dependable freight haulers. As in all times of necessity, a leader shows his ability or a mechanical contrivance proves of untold worth, this time it is the motor truck. From the western front to the western hemisphere the "Miracle of Mechanical Transport" is leaving its imprint firmly fixed in the public mind. Imagine the condition of the front, where every activity is intensified a hundred fold where seconds may mean the lives of hundreds, without the motor truck. Our minds naturally focus on that great struggle in France, our sons are there fighting. But we cannot forget for an instant, the staggering task which confronts us here. It is almost like the "House that Jack built." The iron-ore to make the steel to make the cap for the shell may come from the State of Pennsylvania; the copper that goes into the brass shell may be mined in Wisconsin; the timber that goes into the hull of the ship that takes the shell across may come from Oregon or South Carolina; the food to feed the men who fight is made into flour from wheat grown in Illinois. The iron, the steel, the brass, the powder, the timber, must all be assembled and re-assembled, brought together, manufactured and finally shipped to our boys. Is there then any logical reason why we should only consider the western front of such vital import when the battle line stretches clear across the Atlantic Ocean and into the state of California? Is it not then quite as important to speed up here? We cannot work by the hour in a minute to minute race. We cannot measure distances in miles when inches count. We cannot measure dollars against results. When we realize the handicap under which the United States has labored for the last two years on account of our failure to develop transportation from a broad standpoint including the highways, waterways and railroads, we realize that the logical procedure for all industry is to consider now the matter of after the war transportation and to build up a system for distribution of products over all forms of carriers that may capably cope with the unheard of conditions we are facing these days and provide for even greater prosperity which is bound to follow in the wake of peace. In this new era which will sweep the country after the war, motor trucks will play a leading role. Then to be prepared we must study both roads and trucks. We must look toward building up a system of highways over which motor vehicle traffic of light and heavy tonnage may successfully operate 245 days of the year. For the most successful nations are those in which transportation links every unit in the industrial, commercial and recreational life the more closely together. Our problems then are to look ahead while building for the immediate present.

How are your chandeliers—look pretty bad? Wouldn't you have them refinished if the cost was reasonable? Phone us or drop us a card and have our representative call. When you find out how little it costs you will certainly have the work done. We replate, polish and repair art metal fixtures of every description. Automobile work a specialty. Nuss Mfg. Co. 11th & Mulberry Sts.

WELL FRIENDS! How are your chandeliers—look pretty bad? Wouldn't you have them refinished if the cost was reasonable? Phone us or drop us a card and have our representative call. When you find out how little it costs you will certainly have the work done. We replate, polish and repair art metal fixtures of every description. Automobile work a specialty. Nuss Mfg. Co. 11th & Mulberry Sts.

DO NOT BUY A CAR UNTIL YOU HAVE VISITED THE ENSMINGER MOTOR CO. 5-Passenger Touring Car \$925 3-Passenger Clover-Leaf Roadster \$925 Enslinger Motor Co. THIRD and CUMBERLAND STS. Bell Phone 3515

Here's Your Opportunity Save Money On Tires. We sell factory seconds and second hand tires at greatly reduced prices. 30x3 1/2 \$4.50 30x3 3/4 \$5.75 32x3 3/4 \$6.75 30x4 \$8.05 32x4 \$9.25 Other sizes with comparative prices. See our list before buying elsewhere. AVTO TOP REPAIR Our facilities for equipping your car with seat covers or a new top are complete. Get our prices at once. Hamilton Tyre Co. 250 HAMILTON STREET

WHY WASTE TIME AND MONEY in buying and waiting for automobile parts from the factory? We carry a complete stock of second-hand parts of all kinds for any make of car. Carburetors Magneto's Batteries Gears Crankshafts Axles, etc. All Sizes Used Tires Give Us a Trial Used Cars Bought and Sold Chelsea Auto Wrecking A. SCHIFFMAN, Prop. 22-24-26 N. Cameron St. Both Phones

TIRE PRESSURE IS NOT INCREASED IN HOT WEATHER

Old Story of a High Pressure Caused by Warm Weather Is Not True

"These hot summer days are the ones that cost motorists a lot of money" is the declaration of G. G. Golling, manager of the Keystone Sales Company, one of the local agents for the Goodyear Tire and Rubber Company, of Akron, Ohio. "Most motorists have a wrong impression about the increase of air pressure in tires in warm weather," says Mr. Brunner. "In fact the belief is quite common that on hot days the air pressure may increase to the point of causing a blowout. There really is nothing to this belief for the heat does not come from the temperature of the air on the outside, as is commonly supposed, 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 believe that to overcome this effect the pressure must be decreased, and the common practice is to run tires at a less pressure on warm days. But this increases the bending of the tire, and the motorist actually aggravates the tire condition that he seeks to relieve when he decreases the pressure in his tires. It is true that on a very hot day the air pressure will increase slightly but never sufficiently to cause any 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 will drop, and there is always the danger that the motorist will omit to put in enough air to bring the pressure up to the required point. There is no condition in which tires are subjected to more air pressure variations, than in racing on our speedways. Yet even on the hottest days the terrific hundred mile grinds of the race tracks, with tire revolving 20 times a second, do not cause tires to blow out. And there is certainly no condition in ordinary driving that even approximates those of the speedway. There is no question but that motorists will profit by keeping tire air pressure, no matter what the heat conditions."

U. S. Tire Co. Trying Out Pneumatic Tires on Trucks. A vigorous test of automobile truck efficiency in long hauls is being made by the United States Tire Company which is using its test fleet of trucks for transporting from its Detroit factory to its Indianapolis plant large quantities of machinery, removal of which to Indianapolis has been made necessary by factory economies. The two factories are 310 miles apart from the feet of three trucks has already made several trips in each direction. All of the trucks are equipped with large pneumatic tires and the records which have been kept demonstrating that the company's claims that pneumatic tires make greater speed possible while saving not less than 33 1-3 per cent. in gasoline and great wear and tear on the engines, as compared with trucks equipped with solid tires, are not exaggerated. On one of the recent trips from Detroit to Indianapolis the trucks covered the distance in 17 3/4 hours actual running time, an average of 18 miles an hour, and the return trip was made at the rate of 17 miles an hour. One of the trucks is a one and a one-half ton car, which has already covered 40,000 miles. The rear tires on this truck are 35x7 in size, and before they gave the slightest indication of trouble had achieved a mileage of more than 9,000 miles each. Each of these rear tires carries a weight of 3,227 pounds when the truck is loaded. The two other machines are a one-ton and a three and one-half ton. Full loads are carried in both directions, machinery being carried on the trip south, and inner tubes on the return. There is no delay at either end as the loads are planned in advance.

REO YOU ENJOY THE ROAD WITH A REO. If Your Delivery Problems Have Been Worrying You and you haven't been able to get your goods out in time, or your expenses have been too high, or your present truck has been out of service too much, investigate a Reo Speedwagon. It will solve your problem to your entire satisfaction. Remember that the Reo reputation stands back of every Reo made. We still have a few Speedwagons for immediate deliveries. HARRISBURG AUTO CO. Fourth and Kelker Streets DUPLIX 4-WHEEL DRIVE HURLBURT TRUCKS CLEVELAND AND BEEMAN TRACTORS

Kissel Kar Trucks and Touring Cars. Economy and efficiency go hand in hand to meet the prospective purchaser of a Kissel Kar Truck or Touring Car. Expert engineers have developed these wonderful cars so that every ounce of power and energy is expanded into motor power with a minimum of waste. This means the maximum in efficiency and the minimum in upkeep and running expenses—hence, economy. The "All-Year" Kissel Kar, either truck or touring car, is an economical car, indeed; for it is serviceable to its owner twelve months in the year, giving him the enjoyment of an open car in the summer time, and the comfort of a closed car in the winter time, for this "all-year" car is the most perfect convertible car on the market. Purchasers today look for all these qualities and want to be assured that the car they buy is backed by a business house of national reputation and that it will stand up under all conditions for an indefinite time. They find this in Kissel Kar products. Kissel Trucks Five Models 3-4 Ton to Five Ton Touring Cars Six Models Three to Seven Passenger Immediate Deliveries M. Brenner & Sons Motor Co. THIRD & HAMILTON STREETS "Look For Red Sentry" EPHRAIM BRENNER General Manager

Kissel Kar Trucks and Touring Cars. Economy and efficiency go hand in hand to meet the prospective purchaser of a Kissel Kar Truck or Touring Car. Expert engineers have developed these wonderful cars so that every ounce of power and energy is expanded into motor power with a minimum of waste. This means the maximum in efficiency and the minimum in upkeep and running expenses—hence, economy. The "All-Year" Kissel Kar, either truck or touring car, is an economical car, indeed; for it is serviceable to its owner twelve months in the year, giving him the enjoyment of an open car in the summer time, and the comfort of a closed car in the winter time, for this "all-year" car is the most perfect convertible car on the market. Purchasers today look for all these qualities and want to be assured that the car they buy is backed by a business house of national reputation and that it will stand up under all conditions for an indefinite time. They find this in Kissel Kar products. Kissel Trucks Five Models 3-4 Ton to Five Ton Touring Cars Six Models Three to Seven Passenger Immediate Deliveries M. Brenner & Sons Motor Co. THIRD & HAMILTON STREETS "Look For Red Sentry" EPHRAIM BRENNER General Manager

Naval Machinist on Furlough Meets Brother. Allentown — Home on a short furlough, Harry Paff, son of George Paff, of Rittersville, and a first-class machinist in the U. S. navy, told how he, while on shore leave in France, accidentally met his brother, George Paff, Jr., who had just disembarked and was on his way to a training camp. The brothers had not seen each other in several years. Comfort is so pronounced in the New Hupmobile that it has been given a new name, "The Comfort Car." Every thing about it typifies Comfort. A ride in this New Hupmobile tells the story. HUPMOBILE The Comfort Car Harrisburg Agency Co. 103 MARKET ST.

REO YOU ENJOY THE ROAD WITH A REO. If Your Delivery Problems Have Been Worrying You and you haven't been able to get your goods out in time, or your expenses have been too high, or your present truck has been out of service too much, investigate a Reo Speedwagon. It will solve your problem to your entire satisfaction. Remember that the Reo reputation stands back of every Reo made. We still have a few Speedwagons for immediate deliveries. HARRISBURG AUTO CO. Fourth and Kelker Streets DUPLIX 4-WHEEL DRIVE HURLBURT TRUCKS CLEVELAND AND BEEMAN TRACTORS

Kissel Kar Trucks and Touring Cars. Economy and efficiency go hand in hand to meet the prospective purchaser of a Kissel Kar Truck or Touring Car. Expert engineers have developed these wonderful cars so that every ounce of power and energy is expanded into motor power with a minimum of waste. This means the maximum in efficiency and the minimum in upkeep and running expenses—hence, economy. The "All-Year" Kissel Kar, either truck or touring car, is an economical car, indeed; for it is serviceable to its owner twelve months in the year, giving him the enjoyment of an open car in the summer time, and the comfort of a closed car in the winter time, for this "all-year" car is the most perfect convertible car on the market. Purchasers today look for all these qualities and want to be assured that the car they buy is backed by a business house of national reputation and that it will stand up under all conditions for an indefinite time. They find this in Kissel Kar products. Kissel Trucks Five Models 3-4 Ton to Five Ton Touring Cars Six Models Three to Seven Passenger Immediate Deliveries M. Brenner & Sons Motor Co. THIRD & HAMILTON STREETS "Look For Red Sentry" EPHRAIM BRENNER General Manager

Stephens Salient Six Price \$1675 F. O. B. Moline Immediate Deliveries J. S. Sible, Jr. Third and Cumberland Sts. BELL 1555W