

COLE GETS BIG TIRE MILEAGE

One Car Shows Twenty-Eight Thousand Miles on One Set of Tires

One of the most interesting reports received recently concerning the tire mileage which is being delivered regularly by Cole Aero-Eights in actual service for the St. James Touring Car

service is that which was furnished by the Cole Motor Company, of Denver, Colo. One Aero-Eight now running in Denver, which is used by a taxicab company in hauling tourists from Denver to Lookout Mountain, has negotiated 28,000 miles on its original tires. This record is hardly more extraordinary than the gasoline mileage it has made, having averaged better than 12.5 miles per gallon at the type of work considered by engineers to be the most trying for which a passenger car can be used regularly. Of Aero-Eight Toursters in constant service for the St. James Touring Car

and Taxicab company in Denver, two have run more than 21,000 miles on original tires, and another has a record of 20,258 miles. Among the five other Aero-Eight Toursters operated by this company, the poorest record shown is 17,800 miles, ranging from that upward to 19,500 miles.

MIKE O'DOWD WINNER
Newark, N. J., Aug. 23. — Mike O'Dowd of St. Paul, world's middle-weight champion, outfought Jack Britton, world's welterweight champion, in a no-decision eight-round bout at the First Regiment Armory here last night, having the better of five rounds. Britton had the honors in the other three.

FARMER IS BIGGEST USER OF MOTOR TRUCKS TODAY

The biggest users of motor trucks in the world are the American farmers, with 79,739 motor trucks in operation. Manufacturers come second with 75,928, and retailers third with 74,400. These figures are taken from reliable statistics for the year 1917. Estimates for 1918 show a tremendous increase in the number of motor trucks in use; but with the farmer still in the lead.

It is estimated that during 1918 approximately 32,000,000 tons of farm products were hauled to market in motor trucks by the farmers and gardeners of the United States. The actual operating figures averaged for the United States show that motor truck transportation is twice as cheap as horse-drawn transportation. The motor truck handles life's necessities. "Legislation which his motor trucks hits at the very source of the life supply of the people," says R. E. Fulton, Vice President of the International Motor Co., manufacturer of Mack trucks. "To unwisely

legislate against the motor truck is to take food away from those who need it and to increase its cost. The motor truck is the people's friend and servant, and legislation aimed to injure and handicap motor truck transportation is a blow against the best interests of the people — both producers and consumers. "Much of this 350,000,000 tons of food products hauled from the farm to the city by motor trucks was of a perishable nature, and hundreds of thousands of tons of it would have been lost but for the rapid transportation possible with the motor truck. "Legislation aimed to hit motor truck transportation is the result of a narrow-minded attitude of some who hold mistaken notions that the motor truck hurts certain interests. The motor truck serves the needs of the people. It is for the people, to both producers and consumers, to see that the motor truck is given a square deal and not discriminated against. "Discrimination against motor trucks is discrimination against the source of livelihood of the people."

Eagles Would Extend Freedom to Ireland

New Haven, Conn., Aug. 23. — A resolution putting the Fraternal Order of Eagles on record as in favor of extending "the principle of self-determination in its truest sense to Ireland," was adopted by the Grand Aerie at the national convention session. A resolution favoring the creation of an organization bureau of the order to organize new aeries and increase membership, and one endorsing a plan to form a lyceum department, also were adopted. The convention will close to-day with the installation of the newly-elected grand worthy president, Elbert H. Wood, of Oshkosh, Wis., and the other officers.



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APPERSON PRICE ADVANCED AUG. 15

All New Models have Been Slightly Increased During Month

From the general offices of the Apperson Brothers Automobile Company, in Kokomo, Ind., comes the announcement that it has advanced its prices on the standard models. The Apperson Anniversary which is built in the seven-passenger touring and the four-passenger tourster will remain at the same price, which is \$4,000. The new Standard 8-20 seven-passenger and the four-passenger Sporster in the same model will list at \$2,950.

In announcing this price the company informs the dealers that the cars will carry some additional equipment which heretofore has never been furnished.

The enclosed models on the standard basis will list at \$4,000 in all types—namely—seven-passenger Sedan, six-passenger Sedan, four-passenger two-door coupe, three-passenger two-door coupe, and the four-passenger four-door Sedanette. The Anniversary enclosed job will list at \$5,500.

These prices became effective on August 15 and will apply on all cars shipped after that date.

In speaking of the reason for this advance on the part of the Apperson Company, T. E. Jarrard, vice president for the Apperson Brothers, had the following to say:

"The trend of costs since the armistice was signed has been upward instead of downward. We figured naturally that with the return of peace, prices would inevitably be forced downward. But we were wrong. Instead of going down they have been constantly on the upward trend and it does not now look as though the end had yet been reached.

"Figuring upon a reduction in all costs—of labor and material alike—we announced the new Apperson for 1920 at a very low figure. Then, even though we say our error some time back, we decided to go ahead as long as we could. But now the end of the trail has been reached.

"We are now forced to advance the price on all standard models.

"Have you given any serious thought to the changed conditions which are causing the upward trend in the price of all commodities? So seemingly the very conditions which are forcing the present advance in prices on the part of very nearly all motor car manufacturers will make the market receptive so that the goods will move without any more resistance at the higher prices than they meet at the present list."

Oldfield Tire Co. Man Visits Harrisburg

H. J. Meyers, Eastern Pennsylvania representative of the Oldfield Tire Company, of Cleveland, Ohio, has been in Harrisburg the past few days with the object in view of appointing a distributor here for Oldfield tires. It is understood that he has closed a contract with a large local firm and will make announcement of this fact in a few days.

Mr. Meyers is well known in this territory. During the war and particularly after the armistice was signed, was connected in the capacity of manager of the largest show in the A. E. F. in France. He gave several exhibitions to the 28th Division. He expects to make Harrisburg his headquarters for the Oldfield Tire Co.

The Oldfield Company is headed by the great racing driver, Barney Oldfield. This company has only been on the market for four months and already are doing a business of approximately 1,000,000 dollars a month.

PIGMIES MORE ANCIENT THAN ANY OTHER RACE
Pigmies, apparently of a single racial stock, are scattered over many parts of the world, and nobody can give a plausible guess as to how their distribution was accomplished. Wherever found they seem to be the earliest people—veritable Aborigines—and all of them are mutually alike physically, though different somewhat in complexion. They are suspected to be more ancient than any other race now surviving on the globe.

To this race belong the so-called "monkey men" of the mountainous interior of India. Likewise the polioled natives of the Andaman islands, in the Bengal gulf, who are said to "look like babies all their lives." These latter wear their hair in frizzly tufts and adorn themselves with necklaces made from the bones and teeth of defunct relatives.

In Madagascar are the Behosy, black dwarfs, who when pursued jump from tree to tree like monkeys. They are so timid that sometimes they die of fright when captured.

The bones of pigmy people are plentifully found on the island of Formosa, where doubtless the last of them were wiped out by the Malays some centuries ago. Formosa is really a northern member of that great archipelago which we call the Philippines, though separated from the latter politically. Hence it is not surprising to find dwarfs of the same race to-day inhabiting Luzon and Mindanao, where they are called Aetas.—Detroit News.

SERVICE SHOWS MERIT OF TIRE

Weight, Color, Plus, etc., Secondary If Tires Perform Right

Some of the technical suggestions offered to the tire public to-day for making scientific tests of tires right at home bring memories of the days a score of years ago when the baking powder companies had representatives going from house to house boosting their own goods and showing the poor quality of competitive lines.

The representative of one baking powder company visited a house wife and, using many bewildering chemical terms, told her that her whole family was in danger of slow but sure death if she used a baking powder which fizzed when combined with a certain chemical. The agent then showed her how every one of the competing brands fizzed in a most terrible manner, while his was fizzless.

The next day along would come the representative of another house with information that a powder which did not effervesce contained the germs of death.

Motorists are becoming impressed every day with the truth of the assertion that the one sure test of tire merit is service. There is no other rule of thumb by which quality may be determined. Because a tire is heavier, or has more plies, or has a particular color tells nothing about its wearing quality. If it gives good mileage it has good value, and if it does not give the miles all the make-at-home tests amount to nothing.

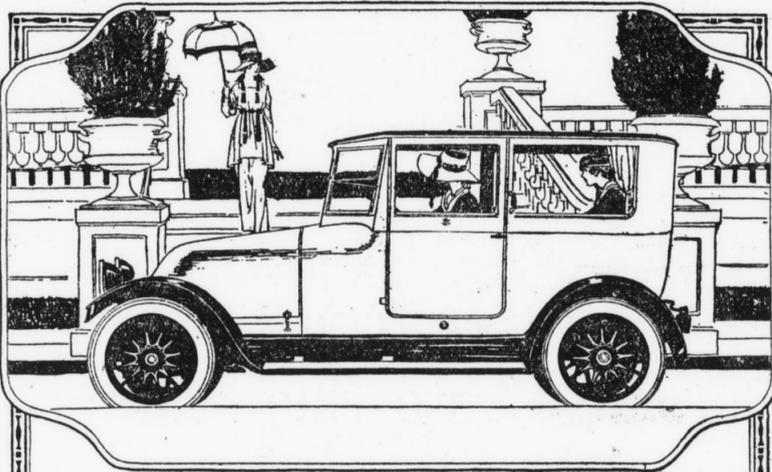
In discussing this matter, the United States Tire Company says it finds that while some motorists show an interest in the technical features of tire construction, nearly all are interested most in knowing that a tire has a thoroughly established reputation for merit and that the company which makes it has a reputation for square dealing.

Overland

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THE FRANKLIN CAR Sets Fuel Economy Record

Wins all three prizes in Yosemite Run

The Los Angeles-Camp Curry event, designed to test fuel economy of all cars from every possible angle, was conducted by the Automobile Club of Southern California under official A. A. A. supervision

The Franklin Car won:
1. FIRST PRIZE, Sweepstakes cup, for best all-round showing of any car at any price. It covered the 374.5 miles on 13 gallons of gasoline, an average of 28.8 miles to the gallon.
2. FIRST PRIZE. All classes, most ton-miles per gallon of gasoline. This rating was devised to remove all handicaps of weight. It puts all scores on an equal basis of comparison. The Franklin, with 49.9 ton-miles, beat lighter and heavier cars.
3. FIRST PRIZE, own price class, for most ton-miles per gallon. The Franklin established a new record, being the first car of any make to win the three first prizes in the history of the event. This triple victory for the principles of light weight and flexible construction and direct air cooling (no water to boil or freeze) is important. It indicates to motorists the freedom from trouble, the fuel economy, and the assurance of motoring satisfaction open to them with the Franklin Car. These advantages have long been summed up in the conservative statement of Franklin performance. 20 miles to the gallon of gasoline. 12,500 miles to the set of tires. 50% slower yearly depreciation. Practically without exception, the Franklin Car has established the economy records of all the official events held in seventeen years.

The Franklin Car—Williams Grove, August 25-29
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