

GREENE COUNTY APPLIES FOR STATE ROAD FUND

Local Good Roads Enthusiasts Raise Sum for Improvement of the Valley Thoroughfare. PENNINGTON'S PROPOSAL WINS Suggests That Money Be Spent on the Pike From Rockingham Line to Standardsville—Orange County and Harboursville to Benefit.

STANARDSVILLE, VA., March 4.—Greene County, for the first time, has made application for its share of the State road fund. At the meeting of the Board of Supervisors last Saturday a formal application for the money was presented and was awarded to the State Highway Commissioner at Richmond.

There is an interesting story in connection with the manner in which this little county has met the requirements to get its quota of the State road fund. Several times in the past the Supervisors were asked to take the small county road fund raised by taxation and match it against the State fund. The board declined on the grounds that it was insufficient. However, the agitation for some State road building was pursued by the local paper and local people, and in November Dr. W. H. Pennington, treasurer, and J. Lee, deputy highway commissioner, stationed at Harboursville, here, and after Mr. Lee had explained the State plan to the Supervisors, the board agreed to apply to the board to raise by private subscription enough money to meet the State requirements, the board when this was done to make the application. This plan was agreed to.

Dr. Pennington's idea was to apply the money on the pike from the Rockingham line towards Standardsville. He succeeded in raising \$700. At the same time the lower end of the road, from Standardsville to Harboursville, was started to raise a fund of \$1,750. The money to be raised on the same pike which runs from Harboursville beginning at the Harboursville and ending towards Standardsville. The board also agreed to apply the money on the road which had the best subscription, and Saturday the money was paid to the State. The board subscriptions may double the State money and permit several miles to be built this year.

It seems now by this pike was a much-needed road, and the principal thoroughfares between the valleys and Richmond by way of Gordonsville. It was allowed to go down and the scheme now to be built to meet the State road in Orange and provide a fine thoroughfare through one of the most picturesque parts of Virginia, and a better route from the valley to Richmond for automobiles, at the same time giving the people of Greene County a most wagon road to Harboursville, the nearest railroad station. This last is the main object of the Greene people, and holding this splendid evidence of their public spirit is the reason why the local branch of the Goodrich tire plant bought a good main road will be to them.

INSURANCE POLICIES GIVE MENTAL PEACE

Goodyear Tire and Rubber Company Distributes \$2,000,000 in Life Policies to Employees. Assurance with the Goodyear Tire and Rubber Company's recent statement to employees administering the establishment of a great insurance plan, the company has just made the first distribution of life insurance policies to the value of more than \$2,000,000. Goodyear Company believes that life insurance is one of the best ways of providing for the future, and that the mental security enjoyed by men, protected from want in case of sickness or accident, who know that their families are insured against want in case of the breadwinner's death, is more efficient and permanent than otherwise.

LOCAL BRANCH MAKES SPECIAL TIRE DISPLAY

The local branch of the B. F. Goodrich Co., R. G. Dunn, manager, showed during the past week a very attractive window display of Goodrich tires. The display was in connection with the "National Bicycle Week," which ended last night. The display embraced the new Goodrich safety tread tire, which is said to be the best wearing, handiest and best selling bicycle tire ever turned out by the big Akron factory.

CHALMERS SALES SHOW 100 PER CENT INCREASE

Paul Smith Says Increased Sales Due to Good Roads Development During Past Year. With a showing of 100 per cent increase in the sales of their six models over the corresponding months of 1914, we have every reason to believe that old General Prosperity has returned a champion of permanent recovery for the next twelve months. Paul Smith, Vice-president of the selling division, Chalmers Motor Company, in an interview.

matter he would have the hearty cooperation of the motor car manufacturer. The effect of good roads on automobile sales is forcibly brought home to the man who visits Western territory after an absence of some months. Wherever good roads are laid down, automobile dealers spring into being and the sale of cars follows as a matter of course.

"According to the figures given out by the Public Roads and Rural Transportation Office at Washington, nearly a quarter of a billion dollars, that is \$250,000,000, was spent last year in this country for highway construction and maintenance.

MAXWELL SETS NEW RECORD ACROSS THE ALLEGANIES

McNamara at the Wheel Makes 204 Miles in Eight Hours and Nineteen Minutes. PITTSBURGH, PA., March 4.—With the peaks of the Alleghenies covered by a glare of ice and the hollows full of drifted snow, Ray McNamara, in a twenty-five horse power Maxwell, has amazed all Pennsylvania motorists by driving from Philadelphia to Pittsburgh 204 miles in eight hours, nineteen minutes.

The former record, set last June by J. G. Vincent in a high-powered twelve-cylinder car, was nine hours, twenty minutes. McNamara's run was thoroughly checked by newspaper men at both ends and at York, Bedford and Lionington along the route.

The road between the two chief cities of Pennsylvania has long been a favorite testing ground for automobile manufacturers, on account of the steep grades and the rough nature of the highway, which, for most of the distance, crosses in succession the parallel ranges of the Allegheny Mountains. In winter, however, the course is usually left to local traffic.

The record over the course has always been a subject for competition, though prior attempts have been confined to the season of longer daylight and more favorable road conditions. McNamara made his start in the small hours of the morning to avoid before daylight, crossing the famous Cove Mountain grade in the dark, with only his electric lights as a help.

Over this and other successive grades he has proven a Waterloo to the many cooling systems, McNamara and the Maxwell climbed without replenishing tanks or radiator, often the grades were icy, and many of the valleys were deep with snow, broken only by logging crews and sleighs. Crossing the Chestnut ridge after a lively snowstorm, McNamara warmed his back by the rising sun.

The finish was attained without a motor stop and with but two delays, both short, one caused by a freight train standing at a crossing, the other occurring when a tire chain became unfastened.

McNamara was accompanied by E. E. Durham, who had slipped as relief driver. The hero of four transcontinental trips remained at the wheel for the whole distance, however, Durham watching the speedometer and sounding the alarm horn.

Among other records held by McNamara in the Maxwell are the fastest performances between Detroit and Indianapolis and between Chicago and Cleveland.

"Like the other records, we did it by steady playing rather than by great bursts of speed," said McNamara at the end of the run. "The car to take on a run of this sort is one that will accelerate quickly, and that is a Maxwell characteristic. We jumped time and again from eight or ten miles an hour to forty or better while ten minutes."

McNamara's average time was thirty-six miles an hour. Class Works for Kanawha. KANAWHA CITY, W. VA., March 4.—The announcement is made that the Toledo Glass Company, of Toledo, O., will build a factory here and furnish it with up-to-date equipment. The factory will probably employ over 200 people.

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PANAMA AUTO CLUB IS NEW MEMBER OF THE A. A. A.

Its Membership Includes Men Who Have Lived and Motored All Over the United States. WASHINGTON, March 4.—The latest to join the 600 odd State and local organizations included in the American Automobile Club, with a membership of 150 and a representative list which includes men who have lived and motored in all parts of the United States. Though there are only twenty-six miles of travelable highway in the Canal Zone, and even less in the republic of Panama, with restrictive laws sadly out of date, the Panama motorists find self-propelled vehicles a pleasurable necessity which approaches a luxury because of registration taxes averaging \$50 per car.

Dr. W. B. Pierce is the president of the club, with Captain W. A. Pratt, United States Navy, serving as first vice-president, Major J. B. Mitchell of Fort Grant, treasurer, and John B. Binham, of Balboa, in secretarial charge. Paul Espinosa, of Panama City, is the chairman of the good roads committee; Captain C. H. Patterson of Ancon, fills the legislative chairmanship; William Spencer and Dr. Forrest Evans, respectively, serve as chairman of the public safety and membership committees. Brigadier-General C. R. Edwards is among the many notables embraced in the membership.

President Pierce of the Panama Club is spending a period in Washington, D. C., and in co-operation with the A. A. A. officials he is seeking a modification of the motoring restrictions of the Canal Zone. The old limit of eight miles an hour in the city and the excessive registration taxes particularly call for attention, and it is contended that since the Canal Zone conditions are not dissimilar to the District of Columbia, there should be as much as possible a duplication of the automobile regulations. Dr. Pierce is of the opinion that ultimately a first-class road will practically parallel the canal, though at present its building is quite indefinite.

The State is responsible, Governor Kendrick holds, for keeping its convicts healthy in mind and body. After careful investigation of the road work, he believes it is conducive to the interest of State and prisoners, and urges its further development. Governor and Mrs. Kendrick are taking great interest in the question of prison reform. Mrs. Kendrick is acting as Wyoming representative of the Jail

committee of the National Committee on Prisons, and has already secured excellent reports on a number of the Wyoming jails. The committee is basing constructive suggestions on these reports, and hopes that definite improvement will result from Mrs. Kendrick's activity.

The effort of the Governor to promote convict road work will have the enthusiastic support of the Yellowstone Highway Association. This association has assumed responsibility for placing and keeping in good condition for automobile travel the route from Cheyenne to the Yellowstone Park, and all roads entering the Yellowstone Park through Wyoming. The chairman has written the National Committee on Prisons for suggestions as to methods of developing convict road work, and he has been offered to the work in both West Virginia and Ohio as possible of adaptation to Wyoming.

The keen interest shown in so many quarters in the road project is assuming to those interested in the welfare of the Wyoming convicts, and the sum of 1916 should see increased numbers at work on the roads of the State.

Greensboro-High Point Highway. GREENSBORO, N. C., March 4.—The much-talked-of first-class road from this city to High Point is at last to be built. The Guilford County Board of Commissioners have let the contract for the construction of the road to an Atlanta concern, who will commence work as soon as the weather conditions will permit. The highway will be fifteen miles long, fifteen feet in width and of concrete foundation with two inches of asphalt covering. The estimated cost is \$125,000.

WYOMING IS BENEFITED BY CONVICT ROAD WORK. Six Counties Tried the Experiment, and Warden Alston Reports the Work Helpful to Convicts. Governor Kendrick of Wyoming is an advocate of convict road work as an economical success, and beneficial to the convicts. Wyoming convicts were employed on the roads during the summer of 1914. Warden Alston reports during that period they built roads in six counties, and that the counties expressed their satisfaction by applying for more convicts for the next year. The warden further reports they did as good work as a hired crew from the outside.

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VIRGINIA'S MISSING LINK IS BAR TO MOTORISTS

Through Travel From Maine to Florida is Prevented by Bad Road North of Fredericksburg. WASHINGTON, March 4.—Road touring is a byproduct of road construction, though exceedingly essential and quite remunerative in States which possess scenic and health assets. The coming season, according to the already multiplying number of inquiries directed to the A. A. A. national bureaus in Washington and New York will show a vast increase in 1916 road travel.

Unfortunately both Atlantic and Pacific Coast main routes again are handicapped by missing links. Most of this road mileage is in the poorer counties of the several States, some of which have yet to realize that a Commonwealth nowadays must possess inter-county arteries of communication.

On the Atlantic Coast it is now possible to use a continuous highway from well up into Maine to a point below Washington, and from north of Richmond nearly all the way to the end of Florida. In one county of Virginia there are two road lengths, the one completion of which positively debar all touring extent during the dry periods of the summer and fall.

On the Pacific Coast one can tour from the extreme southern end of California to nearly the northern boundary line of that State mostly on modern highways, but to reach the improved roads under completion or in project in Oregon, or Washington, the tourist has long stretches of roadway that are hardly passable.

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MARMON 34 A SCIENTIFICALLY CONSTRUCTED LIGHT-WEIGHT CAR. A LUXURY CAR. 136-inch wheelbase--74 horsepower--7-passenger. 1100 Pounds Lighter Than Anything Else in Its Class. Exquisite Body Design. Women who are particular as to the substantiality and beauty of the furnishings in their homes and who naturally wish their motor cars to reflect the same taste, will find nothing wanting in this handsome new car. The body of this new automobile, which is beautifully finished with the costliest materials, and fitted with deep, soft, removable upholstery, establishes a new standard for character, refinement and comfort in motoring. To finally sum up the entire car in brief, mechanically and artistically, there is but one phrase—"The Maximum in Motoring." Aside from the seven-passenger body, we are exhibiting a new four-passenger, close-coupled "club" roadster and a three-passenger "club" roadster. The "club" roadster types will appeal particularly to those who want a roadster of ample carrying capacity with a logical, sociable, comfortable seating arrangement. Prices, \$2700 for three, four and five passenger models and \$2750 for the seven-passenger model, f. o. b. Indianapolis. You are cordially invited to inspect the new Marmon 34. Interior Club Roadster. Interior Seven-Passenger Touring Car. SPECIFICATIONS. The Marmon 34 is furnished with the following body types: Seven-passenger touring, five-passenger touring, four-passenger "Club" roadster, three-passenger "Club" roadster. The weight of the seven-passenger touring car, ready for shipment, is 3295 pounds. The actual weight of this car, in full touring trim—extra wheel and tire and all gasoline, oil and water compartments filled—is 3150 pounds for five-passenger car, 3540 pounds for seven-passenger car. Aluminum is used more extensively than in any other car. The main structural member of the motor, the body, fenders, hood, radiator shell, and many small castings—usually of iron or bronze—are of aluminum. The motor is six-cylinder, bore 5 1/2 inches, stroke 5 1/2 inches, with quiet, efficient overhead valve construction. The cranking cylinder casting, water jackets, bearing supports, and crank case are combined in a single aluminum casting. Hard-iron cylinder barrels fit in the aluminum casting with a cast-iron firing head. Motor lubrication is by the famous Marmon hollow crank shaft forced-feed system, supplemented by the famous Marmon pivot oiler, so that all valve parts are lubricated by pressure feed. Clans are integral with cam shaft, cut from a single steel forging. The frame is of extraordinary depth—ten inches—the steel running boards, bolt riveted to the side members, form a part of the frame. The body bolts direct to the frame without sills or subframe. It is made in three sections: First—Cowl, containing gasoline tank, wind shield supports, and instrument board; second—front seats with complete partition for folding chairs; third—tonneau seats. The floor boards are 2 1/2 inches from the ground. The upholstery is removable, the extra seats fold out of the way when not in use, and passengers sit deep in the car at comfortable height with plenty of leg room. The rear springs are of the compound cantilever type mounted across to the rear of the frame and axle, eliminating side sway and giving perfect spring action and balance. All springs are self-lubricating. The front axle is an I-section drop forging with marine-type thrust-bearing steering spindle, operating in self-contained oil bath. The famous Marmon cone clutch, transmission suspended on front end of torque tube, tubular propeller shaft, and perfectly aligned helical gear—give a silent drive and a saving of power. Only four grease cups are used, and these are on the steering connections. The front axle spindles, clutch release collar, transmission and rear axle run in medium weight oil—sufficient for 15,000 miles. Five wire wheels are standard equipment. Tires, Silverton cord 31x1 1/2 inches, front and rear. Bosch magneto, generator and starting motor. Every convenience that may be desired for general use is furnished. \$2700 for three, four and five-passenger models; \$2750 for seven-passenger model. All prices at f. o. b. Indianapolis. M. D. STONE MOTOR COMPANY, INC. Distributors Buick and Marmon Automobiles. 1807-1809 West Broad Street. Service Station Open Night and Day—Phone Boulevard 2060. BUILDERS—NORDYKE & MARMON CO., Indianapolis, Indiana. Established 1851. Open Territory in Virginia for Live Auto Dealers. Write us Now for Full Particulars.

Maxwell Complete Motor Cars. IN addition to the element of convenience, motoring can and rightly should be a pleasure and recreation—free from the endless annoyances due to inadequate equipment. It is true that electric starting and lighting systems, demountable rims and other refinements can be purchased and added to the car that lacks these devices. But experience has shown that to buy the entire and finished car from one manufacturer is not only less expensive, but much more satisfactory in that responsibility for the whole product can be centered in one institution. Maxwell Motor Cars, being otherwise designed to earn and retain the approval of particular people, are, of course, provided with every accessory of established merit that would add to the convenience and comfort of their owners. One Chassis, Five Body Styles. Two-Passenger Roadster \$825. Five-Passenger Touring Car \$675. Touring Car with All Weather Top \$710. Two-Passenger Cabriolet \$675. Six-Passenger Town Car \$915. Full equipment, including Electric Starter and Lights. All prices F. O. B. Detroit. Maxwell MOTOR COMPANY, DETROIT, MICHIGAN. MAXWELL MOTOR CARS are sold in Richmond by our representative Alsop Motor Co., Inc. 114 W. Broad St. Randolph 2672.

With a showing of 100 per cent increase in the sales of their six models over the corresponding months of 1914, we have every reason to believe that old General Prosperity has returned a champion of permanent recovery for the next twelve months. Paul Smith, Vice-president of the selling division, Chalmers Motor Company, in an interview.