

DETROIT-TO-RICHMOND TRIP MADE IN FIVE DAYS

R. F. Kaehler, With Party of Four and Baggage, in Saxon Six, Makes Delightful Tour.

R. F. Kaehler, of the Kaehler Motor Company, has just arrived from Detroit, having made the 520 miles in a Saxon Six, with four other passengers and considerable baggage, in five days, making an average of nineteen and one-half miles per gallon of gasoline.

"We left Detroit at 8:30 o'clock Sunday morning, and arrived in Richmond at 8:30 o'clock Thursday evening, taking practically five days for the trip. The trip could easily be made in four days, with plenty of time for sleep and sleep. A person were inclined to keep going early and late, the trip could be made in three days.

"We had no intention of trying to make any fast time, as we wished to take all the time necessary to enjoy the beauties of the trip.

"I also wished to ascertain from my own personal experience just what could be expected from the Saxon Six in the way of gasoline mileage, as numerous Saxon owners have claimed that they could secure from twenty to thirty-four miles on a gallon of gasoline.

"Including some driving in Detroit before starting on the trip, we covered a total of 520 miles by the time we arrived in Richmond. We used a total of 26.5 gallons of gasoline, which made an average of nineteen and one-half miles per gallon.

"As the car carried five passengers and considerable baggage, we crossed the Blue Ridge and Allegheny Mountain ranges, this average of nineteen and one-half miles could, therefore, be taken as a mileage that could be expected per gallon for ordinary cross-country touring with a full car.

"We also used five quarts of oil. The cost of the oil was 15 cents per quart, which amounted to 75 cents. The gasoline cost us an average of 25 cents per gallon, or \$16.50 for gasoline, making a total cost of \$12.25 for gasoline and oil. Therefore, the total transportation expense for five passengers from Detroit to Richmond amounted to \$12.25 or \$2.45 per person.

"We did not have a puncture or tire trouble of any sort during the entire trip, and all four tires on the car still contain the original Detroit air.

"Our route was as follows: Detroit to Toledo, Toledo to Cleveland, then over the Lincoln Highway from Cleveland to Pittsburgh; Pittsburgh to Washington, and from Washington to Richmond by way of Fredericksburg. Practically the only bad roads encountered on the entire trip were those between Washington and Fredericksburg.

"For definite and accurate information as to the route, the writer used the route book published by the R. F. Goodrich Co., which may be secured free from any Goodrich branch. Also one published by the Washington Post. "Nearly all of the roads between Detroit and Washington are built of concrete, brick or asphalt surface, ordinary dirt roads being practically obsolete for automobile traveling. These good roads are used all the year around by an army of tourists.

"Numerous small towns along these main highways are miles from any railroad, and yet maintain one or more hotels, which are supported almost entirely by passing tourists. The accommodations are good, and their rates very reasonable, averaging about \$2 per day, American plan.

"In view of the fact that I have taken over the distribution of Saxon cars for the entire State of Virginia, I might state that I was very much gratified to find more Saxon cars in use along the roads north of Washington than any other make but Ford's.

"In Detroit, where people are probably better posted on automobile values than in any other city in the country, the number of Saxons in use is exceeded only by Ford's.

"I find that a very large percentage of Saxon 'Sixes' are being purchased by former Ford owners, and it was partly because of this preference shown by former owners of Ford cars that I decided to take hold of the Saxon line.

"If any automobile owner in this section contemplates taking a tour to any point covered by my trip, I would be glad to furnish him any further information he might desire."

PRETTISS NOW OCCUPIES ATTRACTIVE NEW BUILDING

Agency for the Paige Cars Is Assumed by D. A. Prettiss—New Light Six Coming.

D. A. Prettiss, one of the best-known men connected with the local automobile industry, has moved into his new headquarters at 210-212 West Broad Street. The building was especially designed for the automobile business, is a very imposing structure and does credit to West Broad Street.

Mr. Prettiss takes over the distributing agency for the Paige automobiles and has also closed with the manufacturer of a light six-cylinder car that sells for \$1,000. The name of this light six will be announced later, and in the meantime Mr. Prettiss will appreciate calls for demonstration of the Paige touring or roadster cars.

"Paige dealers from all parts of the United States have for several weeks been flocking to the factory, and President H. M. Jewett and Sales Manager Henry Krohn are very busy men," says Mr. Prettiss.

"This is the time of year when many of the dealers are renewing their contracts, but many other reasons are sending the Paige men to headquarters. The new series Fairfield 'Six-46' has made a great hit with them; and, believing they are about to enjoy their biggest year and their heaviest demand, they are anxious to secure as large an allotment of cars and as early a delivery as possible.

"The dealers are inspecting the factory and satisfying themselves that the production of Paige cars this season will be a considerable advance over that of last year. But in spite of the greatly increased facilities and the much larger production, the demand is again pressing beyond the limit."

FIRESTONE EMPLOYEES HOLD ANNUAL PICNIC AT AKRON

AKRON, OHIO, July 29.—Picnics may come and picnics may go, but this one will be remembered forever. To-day the employees of the Firestone Tire and Rubber Company and their families, 25,000 in number, enjoyed their annual picnic at Silver Lake Park. Special cars were required to carry the picnickers to the park, and plenty of water was provided for all. Every moment of the day and evening was filled with activity and amusement. The activities of the morning included a baseball game and soccer football game. The rim plant and tire plant indulged in a lively soccer game, while the rim plant and general office force fought out the baseball game to the tenth inning.

At noon everybody sat down to dinner, corralled by that time-honored custom of "the family basket" idea. In the afternoon another ball game was staged, followed by field sports and games of every description. Prize waltzes, bowling contests and a tug of war were also on the list. In the evening there was a spectacular and gorgeous display of fireworks, which took place on the island in the center of the lake.

Souvenirs consisting of Firestone hard-enamelled coat buttons and pins were given to all employees. Coffee and lemonade was served free. Music for the day was furnished by the Firestone Band, composed entirely of Firestone employees.

INTERESTING FACTS AS TO U. S. TIRE BUSINESS

"We are telling the American public through the newspapers of the amazing achievements of the United States Rubber Company," says J. N. Gunn, president of the United States Tire Company. "Last year, and this year to an even greater degree, has the United States Rubber Company established new world's manufacturing records for the United States.

"To give the public an adequate idea of the vast scope of our business, we have reduced some of the facts concerning it to everyday terms, and we are using large newspaper advertisements to explain them.

"For example," he continued, "it is interesting to know that if all the fabric used by the United States Rubber Company in a year were made into a foot-wide band, that band would be 72,000 miles long.

"Similarly last year our company produced 296,000,000 pounds of manufactured rubber goods that would fill a freight train 112 miles long.

"As a matter of fact, the United States Rubber Company is the largest shipper of first-class freight in the country.

"It is interesting to note that we have equaled Britain's proud boast that 'the sun never sets on the British flag.' We can now say that 'the sun never sets on the United States Rubber Company.'

"For our factories, plantations, laboratories, stores and development departments are dotted entirely around the globe, thus adding another mighty province to the empire of American industry."

B. C. SWINEHART RECALLED TO FEDERAL TIRE FACTORY

B. C. Swinehart, for the past three years manager of the Philadelphia branch of the Republic Rubber Company, has been recalled to the main factory of the Republic Company at Youngstown, Ohio, where he will take charge of the solid tire sales. Mr. Swinehart has been identified with the tire business for almost fifteen years, and is responsible for many inventions and improvements along the tire lines. Before coming to Philadelphia, Mr. Swinehart was successively manager of the Cleveland branch and manager of the

TELLS OF DEEDS OF ITALY IN WAR

(Continued from First Page.) the prior possession of the Austrians, our enemies have to be dug out of their nests, 10,000 feet up amid eternal snows. To her natural defenses Austria has added the most powerful modern system of fortifications.

"Still the Italians have gained ground, and all along have conquered territory on the right bank of the Isonzo, except at Gorizia and Tolmino, which are entrenched camps defended by almost impregnable mountains, part of the Carso plateau, the High Monte Nero Ridge, the Ampezzo territory, including Cortina, and part of the famous Dolomite road, which is the shortest communication between Toblach and Trent. We had almost reached Roverto when the Austrian incursion into Trentino obliged us to retreat within our own frontier.

"But, with this exception, the Austrians always have been on the defensive, and have lost about 200 towns and villages, 40,000 prisoners, dozens of cannon, hundreds of machine guns, several thousand rifles, all of which have more than ordinary value, because they were taken in a mountainous country where it is difficult to replace captured artillery and stores."

WHERE MUDDY ROADS ARE MISDEMEANORS.

Muddy roads, due to water which flows over the surface of land along a highway into the side ditches, are expensive to the public. No railroad will tolerate a wet roadbed longer than is necessary to carry out the drainage work to dry the earth. But persons whose convenience depends in any measure on the roads passing by their property rarely do anything to check the injury they are working to themselves and their neighbors in the manner mentioned. The Colorado Highway Commission has called attention to a statute which makes it a misdemeanor in that State to allow water to flow on a road, and has issued the following notice on the subject: "From the fields along a highway, the waste or excess water is allowed to run directly to the road ditch, and if, as is often the case, the road ditch is obstructed, this water gets over the road, making a muddy road, which, under the traffic, becomes impassable. This can be prevented by running a ditch, a single furrow may answer, along the fence line and discharging the water into a road culvert at a point where it will drain away. This condition also emphasizes the necessity of keeping all the road culverts open and ready to carry water."

COULD TURN OUT MANY WAR GOODS

(Continued from First Page.) though strongly pacifist, has appreciated the common sense of the survey and has given Chairman Whitaker very real co-operation. Chairman Horace V. Winchell, of Minnesota, reports that in Minneapolis alone over 1,400 industries were examined. Missouri reports through Chairman Philip N. Moore that its chief contribution will be lead and zinc, together with harness, clothing, flour, bakery and machine shop products. Official maps have been prepared with the location of the plants and their railroad connections. Montana reports through Chairman Mathewson that nearly every town in the State has one or two garages with machine shops that could be of great value, while the horse markets at Miles City and Dillon could supply cavalry troops.

Over 1,000 high-explosive shells a day could be turned out by a railway-motor manufacturing company in Nebraska, according to Chairman Holdrege. Guns could also be made there, while food, clothing and mineral supplies are available. Chairman Morris R. Sherred, of New Jersey, found the work there so heavy that he divided the State into county divisions, with general headquarters in the Newark City Hall. The best results were obtained.

Another illustration of how manufacturers with outputs normally totally unrelated to war can swing their resources to the government in an emergency was shown in the case of a silversmith reported by Chairman J. G. White, of New York, who is now making thousands of cartridge cases a day for the French "75's" and bullet jackets at the rate of several million a week. This firm could also make field-gun ammunition if desired. Texas manufacturers, in extending the heartiest co-operation to Chairman John B. Hawley, expressed eagerness to receive some of the proposed educational orders.

Utah, in addition to the routine work, supplied Chairman Ebaugh with maps and drawings of great value. Wyoming, with its multitude of undeveloped resources, will be greatly aided by the survey, according to Chairman Sann, while the great interstate railway repair shops could contribute materially to a mobilization of national resources. Favorable reports were also received from a number of other States.

BUSINESS MEN TO RESCUE

CHARLOTTE, N. C., July 29.—A great meeting of the business men of Charlotte and of all of the industrial region immediately surrounding was held in the early part of the week. The object of the meeting was to provide means to promptly restore the washed-away bridges and to do every-

thing else necessary to keep business sufficient to say that while the warring, in spite of storms and the like, it is needless to go into detail. It is provided "ways and means" to repair the damage, to help the sufferers, to keep the highways open and to keep business going.

And all the world concedes that Reo the Fifth is a wonderful automobile. No other car of any make or price, has behind it such a splendid record of service and of satisfaction.

Franklin-Fowlkes Motor Co. 1649 West Broad St. Madison 5388.

REO The Fifth \$875.



We Announce Our New Line The Greater Glide for '17

Light Six 40 \$1125 f.o.b. Peoria

A Light Six that carries a feature in every part

High Speed 6-Cylinder Motor

A Car of 100% Efficiency

Dealers as well as the motoring public will judge this new Glide by the general efficiency standard. It is a beautiful model, but it must be a consistent performer—else its beauty is only skin deep—and it would fail to deliver. Handsome is as handsome does. We submit its specifications for the critical analysis of the men who sell cars and those who buy them. Upon these we ask for your consideration of its superior value as a car of the first class.

Note These Features---What Others Offer Them?

Rutenber High-Speed 3 1/2 x 5 Motor. Rayfield Carburetor. 12-Plate Dry Multiple Disc Clutch. Goodyear 34x4 Tires—rears non-skid. Spicer Dust-proof, Self-Oiling Universal Joints. Spiral Bevel Driving Gears. Pressed Steel Rear Axle Housing. Brown-Lipe Differential. Hutchkiss Drive. Two-Bulb Headlights. Nickel Steel Trans-

mission Gears, in Aluminum Case. Stewart-Warner Vacuum Gasoline Feed System. Westinghouse Ignition System. Westinghouse Starter—Bendix Drive. 18-in. Steering Wheel. Rain-Vision Windshield—integral with body. Wheelbase 119 inches. Weight, 2,700 pounds.

Hicks Motor Car Co. 1609-11 West Broad St.



Advertisement for Hupmobile featuring the slogan 'How is the Hupmobile on High Gear?' and listing features like 'Have you in mind some other car of four or more cylinders which is particularly efficient on high gear?' and 'Bluntly—the Hupmobile responds brilliantly to all high-gear requirements.' It also includes a list of models and prices: Five-passenger Touring Car \$1185, Roadster \$1185, 7-passenger Touring Car \$1340.

Advertisement for Hicks Motor Car Co. featuring the 'Greater Glide for '17' Light Six 40 model. It includes a detailed list of features such as 'Rutenber High-Speed 3 1/2 x 5 Motor', 'Rayfield Carburetor', '12-Plate Dry Multiple Disc Clutch', and 'Goodyear 34x4 Tires'. The ad also mentions 'High Speed 6-Cylinder Motor' and 'A Car of 100% Efficiency'. The company address is 1609-11 West Broad St.