

ETERSBURG IS LOSING NO TIME IN CAMPAIGN

Proposes to Make Determined Effort to Land Government Plant.

MEMBER HOLDS MEETING

Council Expected to Meet and Take Some Action Toward Pushing Claims for Armor-Plate Factory.

People Lining Up for Fight.

Special to The Times-Dispatch: ETERSBURG, VA., August 26.—A meeting of the board of governors of the Chamber of Commerce was held last evening to consider matters in reference to the government armor-plate plant and efforts to be made for a location at Petersburg. In the absence of several members and of Secretary Martin, who was in Washington on business connected with the matter, no action was taken, and it was decided to adjourn over until Monday night, when data establishing Etersburg's claims to the plant will be submitted. The board requested the mayor to ask for a special meeting of the Council to take some action in the premises, and it is understood that the Council meeting will be called for Monday night. The Mayor, however, does not see what action the Council can take without definite information as to what conditions the government will consider in locating the plant. Assurance is given that the Virginia Senators will not commit themselves to any bidders for the plant until all objections from Virginia have been received. However, the people of Petersburg are greatly interested in the government to bring the plant here, and all heartily join in the efforts to that end.

Appropriation Improvement.—According to the policy of economy on the part of Congress in river and harbor improvements, no appropriation for the completion of the Appomattox diversion scheme. The government dam, built by the government several years ago to divert the river from the harbor through the new channel, was wrecked by a freshet, and the water now pours through the harbor, filling the channel with sand bars.

Jurors for Hopewell.—Under an order from the judge of the corporation court the city of Hopewell, Sergeant John B. Evans, of this city, yesterday summoned twenty citizens for jury service at the September term of the Hopewell court. No cases in which they are to serve are specified in the order. The order was promptly executed.

Death of a Veteran.—Charles Minor Harris, an esteemed citizen of Dinwiddie and a veteran of the war of 1861-65, died on Wednesday at his home, near Hebron, in his seventy-eighth year. He served through the war in the Amelia troop, First Virginia Cavalry.

Members of the Petersburg branch of the Virginia War Relief Association have received numerous letters of thanks from the authorities of the American Hospital in Paris for donations sent from this city. These donations were many, and of the kind most needed.

Pipe Foundries Busy.—The large pipe foundries here are running with a capacity force on full time. The men often working overtime. The mills report that there is sufficient business ahead to keep the plants running for several months. The pipe

business has been unusually good this year, and the mills soon will want to begin storing supply for the season's demand. Little of this, however, has been done thus far.

Fishing is Excellent.—FRIDELICKSBURG, VA., August 26.—Fishing on the lower Rappahannock river is said to be excellent. From Fishing comes the report that two anglers from Baltimore who spent five days there caught 625 fish, trout, rock bass and bluegill. Some days they fished on two dates, usually one a day, and only for an hour or two at a time.

Sues for \$10,000 Damages.—Special to The Times-Dispatch: LYNCHBURG, VA., August 26.—John W. Elder, administrator of the estate of Andrew Elder, has instituted suit in the Campbell County Circuit Court at Lynchburg against the Virginia Railway for \$10,000 for the killing of Andrew Elder the night of July 12. Elder was killed while walking from Brookneal to his home at Felling River.

GARFORD MOTOR TRUCK AGENCY ESTABLISHED

MacCool and Grigg to Begin Distribution Operation September 15. Service Station Ready.

Announcement is made that MacCool & Grigg head a local organization which has just completed arrangements with the Garford Motor Truck Company, of Lima, Ohio, for the distribution of its complete line of motor trucks and tractors in Richmond and surrounding territory. This new organization will conduct its business under the name of MacCool & Grigg, and Garford trucks will be handled exclusively, with facilities provided to insure the giving of the highest grade of motor truck service at all times. Messrs. MacCool & Grigg are well known in local automobile circles, having been identified with the trade in Richmond for the past several years. Up to this time they have specialized in mechanical work, having acquired a technical knowledge of motor vehicles through service in the engineering departments of several large Detroit factories. This experience qualifies them exceptionally well for supervising a local service station of the Garford Motor Truck Company, as well as prospective purchasers in Richmond and vicinity, are expected to welcome with enthusiasm this new firm, which will give immediate service wherever it is required.

The Garford truck is built at Lima, O., by the Garford Motor Truck Company, and is considered one of the leading vehicles of its kind now being manufactured. The new Garford local organization expects to begin operations about September 15, but is prepared at this time to give service to all Garford users. The main office, salesroom, service station and other executive departments will be located at 11 West Main Street, in the Jefferson Garage. Late type Garford models can be inspected by September 20.

ROAD-BUILDING ROCK

United States Department of Agriculture Issues Pamphlet on Interesting Subject.

The primary material for most roads for anything but very light travel is some kind of rock. There was formerly a pretty general opinion that any kind of rock that was fairly hard was good for the purpose. The engineers of the French National Highway Service were the first to investigate this subject in a scientific manner and to determine by certain tests the important properties of rock which gave

the best results, and also those of the less satisfactory rocks.

The Massachusetts Highway Commission then adopted and extended these tests, and finally they were taken up and still further developed and improved by the United States Department of Agriculture. The office of public roads, of that department, has probably made more scientific tests of road-building rocks than all the other testing bureaus combined, in both Europe and America. The value of the information thus gathered to the road-builders of the country is manifest, and it has just been made public in a 100-page pamphlet, written by Prevoist Hubbard, chemical engineer of the office, and Frank H. Jackson, Jr., assistant testing engineer.

DISCUSSES EARTH ROADS

Chief Highway Engineer Shirley, of Maryland, Tells of Abuses of Public Highways.

"Earth Roads" is the subject in which H. G. Shirley, chief highway engineer of Maryland, takes the opportunity to point out the abuses recorded that type of road. Mr. Shirley writes: "It will be many years before the earth roads will be in the minority, and in many places it will neither be economical nor will the taxable resources justify the construction of a higher type.

"The earth road has often been maintained by the most ignorant men, in fact, it has not been maintained at all. It has been generally believed that it would take care of itself, requiring no work except, perhaps, the cutting away of bushes and possibly shaping with a road machine in the spring to give it better drainage to the side ditches. I know of no other type that has been so abused or has received the careless and inefficient maintenance to which the earth road has been subjected. There is no type upon which so much money is being wasted as the earth road, primarily through ignorance and neglect.

"I have seen instances where a soft place existed in a hollow badly underdrained. Year after year a large amount of stone was hauled to this place and dumped on it, where it disappeared by the close of spring. Nevertheless this procedure would be steadily adhered to every successive year until the stone finally formed a compact mass. But the moisture in the earth made a mudhole at each end, and the same performance had to be repeated at each end the next year until a large quantity of stone finally displaced the mud. This is expensive road building.

as the frost leaves the ground. "In maintaining earth roads we find that after the road has been properly shaped, the ditches opened, and the road given the proper cross-section, a patrolman with a split-log drag can keep from five to eight miles in good condition for at least ten months in the year. The patrolman drags the road after each rain, when the earth is in a moist and damp condition, and thus the road is kept smooth and has the proper cross-section. A description of the method of making and using such a drag can be obtained without charge from the United States office of Public Roads and Rural Engineering at Washington.

"When the road is dry and the surface is in good condition, the patrolman spends his time in opening up the gutters, filling any small washes that may occur in the shoulders, and if there are any spots in the road where the earth is soft and of such a nature that it will not bear the traffic, he digs it out and replaces it with good material. In places where there are wet spots, owing to the lack of proper underdrainage, the patrolman digs them out and fills them with stone or logs, making blind drains. I have found that by first putting down a layer of field stone, next placing three logs so as to form a kind of trough, and then filling in over the logs with stone, an efficient underdrain can be made to eliminate a wet spot.

"To maintain a mile of earth road properly will cost from \$40 to \$100 a year, depending largely upon the character of soil upon which the road is built, as well as upon the amount and kind of traffic."

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STUDEBAKERS AGAIN LEADING IN SALES

Detroit Shows 1700 Studebakers Registered—Leads Cars Selling for More Than \$500.

Official automobile registrations for the first six months of 1916 show that Studebaker cars maintained the lead they first established in 1915 in the city of Detroit, the center of the automobile business, and the city where three-fourths of the world's cars are built.

According to the official figures, more Studebakers were registered in Detroit from January 1 to June 30 than any other make of car selling above the \$500 mark.

For the first six months of 1916 a

total of 1,769 Studebakers were registered in Detroit, as compared with 1,792 of the second highest in point of numbers, a make of car selling at less than \$700. Third in rank was a car selling above \$2,000, of which 1,219 were registered.

Figuring Studebaker at the rate of 100 per cent, the next highest was 83 per cent, the third highest 71 per cent and the fourth highest 64 per cent.

At the rate Studebaker cars are being sold to Detroit people, the present year's registrations in that city will surpass the 1915 figures by more than 1,200 cars.

The choice of automobile buyers in Detroit is considered significant, in view of the fact that the people of Detroit are recognized as the best informed in the country as to automobile values. Most of them are either di-

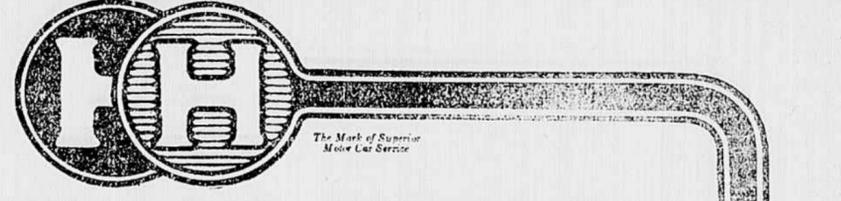
rectly or indirectly connected with the automobile industry. They talk, eat and sleep automobiles.

While Detroit is not the only city in which Studebaker cars lead among automobiles selling above \$500, it is generally considered the most interesting example because of that city's prominence as the hub of the great automobile industry.

FOOL PROOF

The Case Acetylene Gas Generator for lighting and cooking at 1.5 the price of the ordinary and complicated machine. Write us for literature and our money proposition in your terms.

1631 West Broad Street, RICHMOND, VA.



When the Traffic Whistle Blows

Some day you may happen to see a Hupmobile held up by a traffic policeman, along with two or three multi-cylinder cars.

Watch what happens when the whistle blows.

See which car gets away first.

It will be the Hupmobile, nine times out of ten, if its driver is fully alive to the abilities of his motor.

Why is this?

Because the Hupmobile has been developed to give the results which you may have thought belong only to multi-cylinder cars.

For example, the Hupmobile goes from a stand to 25 miles an hour in 10 seconds, if you wish.

Remarkably quick pick-up, you will admit.

In a jam of cars, it slows down—on high gear—to a crawl, and it accelerates—on high gear—without jerking or lugging.

We'll put the Hupmobile over the hurdles for you in demonstration—any stunt you want.

But remember that these are not mere demonstrating tricks.

They make up Hupmobile performance, the same car gives in ordinary, every-day use.

TERMINAL MOTOR COMPANY, Inc. Ninth and Cary Sts. Randolph 4261

Five-passenger Touring Car \$1185 Roadster - - - \$1185 7-passenger Touring Car - \$1340

Let us tell you about Hupmobile free-compass service



GOING

At Under the Hammer Prices

We have 10 Brand New 1916 Five-Passenger Pullman Cars, completely equipped. Some of them have the famous Cutler-Hammer Electric Gear Shift. These cars sold for \$765 delivered. **\$645** lived. We are going to sell them to you for, delivered.

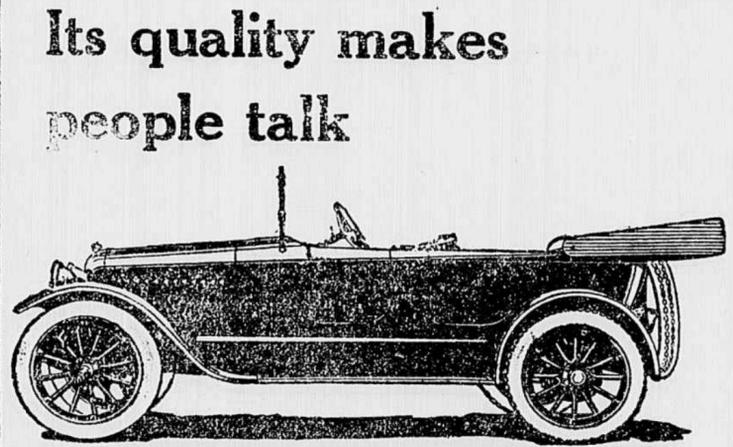
Also, three Brand New Grant Six Five-Passenger Cars, completely equipped, the list price of which was \$830 delivered, **\$725** and we are going to sell them to you at, delivered.

There is nothing in the world the matter with these cars except that they are humiliatingly numerous. They've never been driven a mile but we haven't the room to take care of them in our new building.

These cars will be sold quickly at these prices, as they certainly are bargains, so you had better hustle right along and get one early.

Your receipt for these cars will be good for votes in The Times-Dispatch Contest.

Standard Motor Co.
1813 WEST BROAD STREET



1917 GRANT SIX \$825

THE 1917 Grant Six can now be inspected on the sales floors of Grant dealers the country over. There are over 1200 Grant dealers—and they are just as much delighted with this new model as you will be.

The records of the Grant Six Overhead Valve Motor in hill climbing; its extraordinary power and equally extraordinary flexibility and economy are the sort that make people talk, and in these days of good cars it takes an extraordinarily good motor to make people talk.

The Grant chassis is simple, strong and thoroughly efficient. Grant bodies excite comment because of their roominess and beauty of line and of finish.

There is a quality of workmanship and stability in every detail of the Grant Six that makes it easy to see the reason why Grant production has increased this season to 20,000 cars. Before you buy any car, make it your business to see and ride in a Grant Six.

Five-Passenger Touring Car, \$825 Three-Passenger Roadster, \$825

Three-Passenger Cabriolet, \$1050 f. o. b. Factory

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