



Motor Trucks

do not require an experienced operator. Your regular delivery man can learn to operate one in a few hours. If he "quits" or is sick, you can break in a new man in the same time.

Their cleanliness, too, is a big feature. Your man presents himself at your customer's door immaculate—with no suggestion of stable or gasoline odor about his person.

They require no more storage space at night than a horse-drawn vehicle of equal capacity. They save you the rent for space to house your horses and store your feed. All this, in addition to what they save in time and money through their superior speed while on the road.



Emerson & Orme, DISTRIBUTERS.
1407 H St. 'Phone M. 7695

SEAL COMMITS SUICIDE.
According to Experts Death Results From Drowning.

GALVESTON, June 3.—That Bob, the famous performing seal, for twenty years with leading circuses, committed suicide by drowning himself in his tank on the beach is the positive testimony of Philip Davis, his keeper; Dr. C. Steiner of the State University and Prof. A. M. Cartwright, who were called into the case after Bob's first attempt at self-destruction proved a failure.

The seal was suffering from toothache and sore gums, caused by the iron rods thrust in his mouth in his years of performing. Everything possible was done to relieve his sufferings, and he would open his mouth to his keeper in pleading for relief.

Thursday Bob left his keeper, and going to his tank, threw himself on his back to drown. Davis pulled him out yesterday, in the absence of his keeper for a few minutes, Bob repeated the trick. When Davis arrived he pulled the seal out of the water, but death ensued in a few minutes.

It matters little what it is that you want—whether a situation or a servant—want ad in The Star will reach the person who will fill your need.

MOTORING

(Continued from Seventeenth Page.)

of the petroleum industry. That some reforms are an urgent necessity is the opinion of Albert Sommer, an authority on this subject. One of the most striking examples is gasoline, the use of which has assumed vast proportions since the introduction of the explosion engine. It represents the lightest fraction of crude petroleum and is still largely sold by its specific gravity, which in nine out of ten specifications is the principal quality demanded.

It has been often said that gasoline should have a specific gravity of not less than 72 degrees or 70 degrees Baume. Specific gravity itself being no measure for actual service, the demand is made, why is such importance attributed to it? It has developed, according to Mr. Sommer, into a habit of oil refiners to judge fractions obtained from one and the same crude product by specific gravity; the still maverick from Pennsylvania and the change in specific gravity of the distillates which gradually come off the condenser. For this reason it has become habitual to also designate those fractions to the outside world by their specific gravity, and for the same reason his purchase on it—a course which is no longer justified.

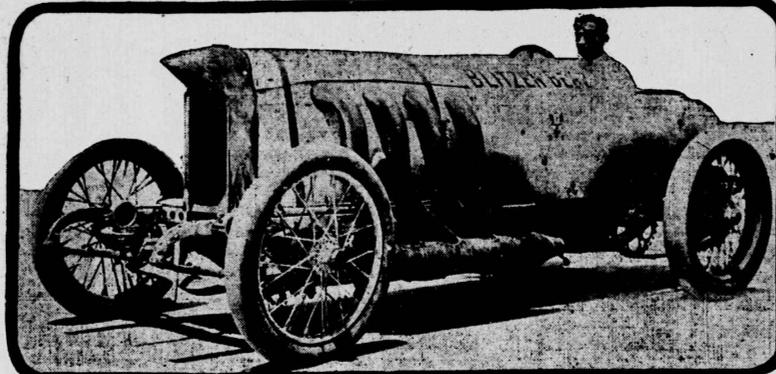
The world is drawing its supplies today from a great many varieties of oil fields. The oils are either physically or chemically identical with one another. An oil which contains a heavy hydrocarbon molecule than another will be the heavier oil. Fractions obtained from two different crude oils, from Pennsylvania and from Mexico, for example, at the same temperatures, and yet differ considerably in specific gravity, as much as 30 degrees Baume. For all uses of gasoline, without exception, its value is based chiefly on its volatility, because in gas engines the ultimate combustion is a gas reaction.

As a striking example of the irrelevance of specific gravity as a criterion for the actual use of gasoline products, there is given below a comparative distillation test between two naphthenes of different origin, both of which will, of course, give equally good results in any motor, but one of which would be rejected by most of the present specifications on account of its low specific gravity.

Temperature	Specific Gravity	Distillation
120° F.	0.7200	140° F.
140° F.	0.7200	150° F.
160° F.	0.7200	160° F.
180° F.	0.7200	170° F.
200° F.	0.7200	180° F.
220° F.	0.7200	190° F.
240° F.	0.7200	200° F.
260° F.	0.7200	210° F.
280° F.	0.7200	220° F.
300° F.	0.7200	230° F.
320° F.	0.7200	240° F.
340° F.	0.7200	250° F.
360° F.	0.7200	260° F.
380° F.	0.7200	270° F.
400° F.	0.7200	280° F.
420° F.	0.7200	290° F.
440° F.	0.7200	300° F.
460° F.	0.7200	310° F.
480° F.	0.7200	320° F.
500° F.	0.7200	330° F.
520° F.	0.7200	340° F.
540° F.	0.7200	350° F.
560° F.	0.7200	360° F.
580° F.	0.7200	370° F.
600° F.	0.7200	380° F.
620° F.	0.7200	390° F.
640° F.	0.7200	400° F.
660° F.	0.7200	410° F.
680° F.	0.7200	420° F.
700° F.	0.7200	430° F.
720° F.	0.7200	440° F.
740° F.	0.7200	450° F.
760° F.	0.7200	460° F.
780° F.	0.7200	470° F.
800° F.	0.7200	480° F.
820° F.	0.7200	490° F.
840° F.	0.7200	500° F.
860° F.	0.7200	510° F.
880° F.	0.7200	520° F.
900° F.	0.7200	530° F.
920° F.	0.7200	540° F.
940° F.	0.7200	550° F.
960° F.	0.7200	560° F.
980° F.	0.7200	570° F.
1000° F.	0.7200	580° F.

Sometimes, when a gear change from a lower to a higher speed has been made it will be found that the engine commences to "dumpe" heavily. This is due to the fact that the change has been made

ESTABLISHED NEW AMERICAN AUTO RECORDS



BOB BURMAN, THE SPEED KING, WHO SET UP SEVERAL NEW AUTO RECORDS LAST WEEK ON THE INDIANAPOLIS SPEEDWAY.

A little too soon and before the speed of the car or the resistance warranted it. The thumpings can be instantly stopped by lightly touching the clutch pedal. That a little slip takes place. The engine then quickly picks up, and the thumping ceases.

The Locomobile Company of America today announced their line of 1912 models. The change in its two standard models, the '30' four-cylinder and '48' six-cylinder. What little change of detail has been made is to produce greater refinement and quietness of operation. Greater luxury and comfort, however, have been made, and also some important improvements and extensions.

The upholstery in the seat and back of all the six-cylinder models is ten inches deep, of very rich, soft, tufted leather; inside of doors is upholstered; running boards are clear on both sides; tires being carried appropriately on back of car, and battery box under tonneau cover. No door handles are apparent, giving a charming straight line, low effect.

A magnificent Berlin body has been added to the body styles, either on the six or four cylinder chassis. Most important in body styles, however, is the addition of a five-passenger, six-cylinder torpedo, carrying three passengers in the tonneau. The success of the 1911 six-cylinder torpedo convinced them that such a car in the more conventional five-passenger size, but precisely the same style, would prove immensely popular.

"E-M-F" 30 touring cars were delivered last week to Edgar R. Perry and Richard Cousins of the former type, and an open-door to M. F. Piper.

Mr. and Mrs. Joseph Strasburger have returned after a pleasant automobile trip in their Packard car through Maryland, Virginia, West Virginia and Pennsylvania. They left last Sunday morning for the battlefield, left for Charmian, Pa., via Fairfield, Pa., thence to Montezey, Pa., via High Rock, over the Maryland line to Hagerstown spending the night at Martinsburg, W. Va. Tuesday the route was through the Shenandoah valley, returning Wednesday via Winchester, field, to Frederick, arriving in this city the same evening.

A national convention in aid of improved highways will be held at Richmond, Va., September 15-17. It will be the annual congress under the auspices of the American Association for Highway

Improvement, which was organized in Washington in November, 1910, to stimulate public interest in the good roads movement along practical lines. The organization of this National Highway Association was primarily due to the informal meeting of highway commissioners and automobile officials held by the Touring Club of America soon after the International Good Roads Congress in Brussels. The Touring Club deemed that the time was ripe to form a national association in America which would do for the roads of this country what the International Road Congress is able to accomplish abroad, and the success of the American Association for Highway Improvement has justified the wisdom of the movement.

President Taft has been invited to attend the coming conference, and his deep interest in the aims of the association may be seen from the following letter recently sent by him to Logan Waller Page, director of the United States office of public roads and president of the American Association for Highway Improvement.

I am much interested in the work of the American Association for Highway Improvement, and I am in full accord with its aims and purposes. I consider the lines on which the association is working to be thoroughly sound, and with such men as you have associated with you much should be done to better the condition of public roads."

This coming convention will mark the greatest assemblage in the interest of road improvement ever held in the United States. Farmers, business men, highway officials, railroad men, engineers, automobile users, manufacturers of road machinery and materials have signified their intention to take part in the congress.

Under the auspices of the Touring Club of America a number of automobile tours are being arranged, with Richmond as the objective point, during the week of the convention, and trips will be made to the Virginia capital from New York, Boston, Chicago, Atlanta, New Orleans, St. Louis and many other places. One important feature of the convention will be the culminating effort on the part of farmers, railroad men and motorists working in harmony with the United States government to give this country an adequate system of improved highways. The influence of the association has already been felt in this respect through its affiliated organizations, which include the Ohio Good Roads Federation, the Capital Highway Association, embracing the Atlantic seaboard; the International League for Highway Improvement, the Arkansas Good Roads and Drainage Association, the New Santa Fe Trail Association, Gulf Coast Good Roads Association, Good Roads Club of Georgia, Montana Society of Engineers, the Southern Appalachian Good Roads Association, the South Caro-

lina Good Roads Association, the Oregon Association for Highway Improvement, Indiana Good Roads Association and the Aroostook County Good Roads Association of Maine. The American Association for Highway Improvement was formed to act as a clearing house for all existing organizations working for road improvement and maintenance.

Among the organizers and those who are now preparing the program for the forthcoming congress are, besides President Page, W. C. Brown, president of the New York Central lines; Leo McClung, treasurer of the United States; Louis W. Hill, president of the Great Northern Railroad Company; W. W. Finley, president of the Southern railway; J. E. Penhysbacke, Jr., secretary of the association; B. J. Yoakum, chairman of the Frisco lines; Dr. E. J. James, president University of Illinois; James McCrea, president Pennsylvania Railroad Company; Bryan Lathrop, Lincoln Park commission, Chicago, Ill.; Leonard Tufts, president Central Highway Association; James S. Harlan, interstate commerce commissioner; Lawrence Young, former United States senator from Iowa.

Among those who received their new legal cars last week was E. H. Clarke, president of the cup winners in the recent "Four-leaf Clover sociability" run.

Many a driver has been surprised by the rapidity with which batteries dispose of their charges. This surprise may be due to the primary circuit being left complete accidentally—the driver forgetting to switch off after a run. Or it may be due to a short circuit in the wiring. Or, again, to some of the paste dropping out of the grids and touching both a positive and a negative plate, thus forming an internal short circuit. Or it may be caused by a leak past the partition between the two cells. If the battery has a transparent celluloid case one can see whether any loose paste is causing a short circuit to test for a leak past the partition some of the acid should be poured out of one cell. Then if there is a leak the acid in the other cell will pass through, and the levels of the acid in the two cells will be restored. A leaking partition should receive immediate attention.

What is considered one of the largest good roads projects ever undertaken by any one state in the Union is now being promoted by good roads advocates in North Carolina. At the recent session of the North Carolina legislature provision was made for the building of what is to be known as the Central highway, to extend from Beaufort, a port on the Atlantic ocean at the southern end of the inland waterway, as near in a straight line westward as possible to the Tennessee boundary, not far from Hot Springs, N. C. The line will traverse nineteen

Indianapolis Speedway Race

Was a 500-Mile Battle of Tires

Won by the Superior Durability of "Firestone" STOCK TIRES

Ray Harroun drove his Marmon No. 32 to victory with three of the original Firestone stock tires still on his car, and in perfect condition at the finish. His nearest competitor, Lozier No. 33, used other tires and lost out by having to make ten tire stops.

Firestone-Columbus car No. 30 was still running at the finish with all four of its original Firestone tires untouched. Cars using competing tires were compelled to make as high as fifteen stops for tire changes.

Bob Burman, Ray Harroun, Barney Oldfield, Louis Disbrow and a host of other world-famous drivers used nothing but Firestone tires after thoroughly trying out all other leading makes.

This Durability Is YOURS With Firestone Tires

WASHINGTON AGENCY,
1736 14th Street N.W.
MEELEY, THE TIRE MAN

WANTS CONJURING STOPPED.

Man Charges Mother-in-Law With Trying to Make Him Bald-Headed.
WILKESBARRE, June 3.—Philip Starcase of Harveys Lake has asked Alderman John F. Donohue to issue a warrant for the arrest of his mother-in-law. He said he came from New York state several weeks ago, then his mother-in-law came to live with him, and she wants to induce his wife to return to New York state.

IN LIGHTHOUSE SERVICE.

Vessels Overhauling Stations and Inspecting Aids to Navigation.
The United States lighthouse service steamer Thistle has sailed from Baltimore for the Carolina sounds to take aboard a working party engaged in overhauling the light station at Currituck, and making repairs to other stations on Albemarle and Pamlico sounds. She will be employed there for several weeks.

Personal Notes of River Men.

Lieut. Dean of the harbor precinct is on a short leave of absence, which he will spend at Falls Church, Va. Capt. Bob Cumberland, formerly of this city, but now residing at Colonial Beach, Va., is in the city to secure his government license to navigate his new power boat on the Potomac. Since taking the boat away from here, where she was built, Capt. Cumberland has completed her and fitted her with a canopy top. The launch is a handsome one, and will be used for pleasure purposes.

Man Charges Mother-in-Law With Trying to Make Him Bald-Headed.

WILKESBARRE, June 3.—Philip Starcase of Harveys Lake has asked Alderman John F. Donohue to issue a warrant for the arrest of his mother-in-law. He said he came from New York state several weeks ago, then his mother-in-law came to live with him, and she wants to induce his wife to return to New York state. "My wife declared she would stick to me as long as I had a hair in my head. Since then my mother-in-law has been bewitching me, thinking she will get my wife to leave me. Every time she combs her hair she takes the combs, does some powwowing over them, then burns them and tells the ashes to make my hair fall out. Ever since she has done it my hair has been coming out in

WANTS CONJURING STOPPED.

counties and about sixty-five cities and towns. The state, counties, townships and towns will participate in the work of the Central Highway Association, to have the people along the entire line devote a week to the building of the road, material and implements having been previously provided.

Personal Notes of River Men.

Capt. Seth Hand, master of the Consolidation Coal Company tug Savage, is at his home at Madison, Md., and Capt. Pierce of Boston is temporarily in command of the big tug, towing coal barges up and down the coast.

ONLY ELEVEN DAYS MORE

THE STAR'S GREAT FREE VACATION CONTEST IS RAPIDLY DRAWING TO A CLOSE!

The Star's free summer vacation trip contest ends June 15, and all contestants must turn in their subscriptions by the evening of that day. Quite a number of the contestants have already brought in enough subscriptions to earn their vacations, and they will enjoy a nice trip at The Star's expense. If you have not already entered the contest you still have time to do so, but you must hustle. Any man, woman or child in the District of Columbia can earn a free vacation by simply collecting a few subscriptions for The Evening Star and Sunday Star. Every one who works will win a trip—but you must hurry, for the contest positively closes June 15.

All Subscriptions Must Be In By Thursday Evening, June 15th

AND REMEMBER, YOU CAN SELECT ANY TRIP YOU PLEASE. CALL AT THE STAR OFFICE AND SEE THE LIST OF TRIPS WE HAVE ARRANGED, OR WE WILL ARRANGE ONE JUST TO SUIT YOU. SIMPLY TELL US WHERE YOU WANT TO GO.

Subscriptions Need Not Be Paid In Advance.

The subscriptions must be for three months to The Evening and Sunday Star or six months to The Sunday Star—but contestants may have the option of either collecting the money for subscriptions in advance or MAKING A CONTRACT with the subscriber for the payment of same at the end of each month to the route agents who deliver The Star. The route agents will, of course, continue to serve The Star to subscribers after the three or six months' period unless otherwise ordered.

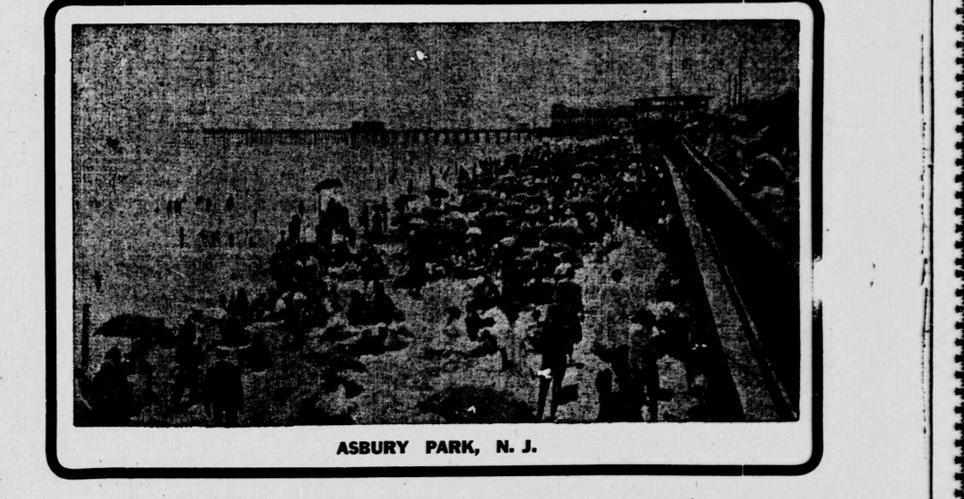
All must be bona fide new subscribers who were not on the books of our route agents as regular subscribers when the contest opened, April 10, and they must be local subscribers, who can be served through The Star's regular carrier system (not mail subscriptions).

All "CONTRACT SUBSCRIPTIONS" must be entered upon the special "CONTRACT SUBSCRIPTION BLANKS," which will be furnished contestants on application to the Manager of the Summer Vacation Department of The Star.

The contest will continue up to and including June 15, 1911, but you may go on your vacation at any time you please.

The subscriptions must be turned in every week, so that we may begin at once serving The Star to your subscribers.

If you work quickly you still have time to win a vacation trip free. Clip out this Entry Blank, fill in your name and call on the Vacation Manager of The Star. He will help you to secure the trip you want.



ASBURY PARK, N. J.

Fill in Your Name and Address and Bring or Send This Blank to The Star Office.

ENTRY BLANK.

Manager Summer Vacation Department,
The Evening and Sunday Star.

Dear Sir: I desire to enter my name as a contestant for a Summer Vacation Trip, to be selected by me later from any of the attractive trips advertised in the contest.

It is understood that no publicity will be given my name.

I agree that all subscribers turned in by me will be bona fide new subscribers and not served by your route agents at the opening of this contest.

Name.....

Address.....