

Seasonable Tours Suggested by A. A. Touring Bureau

The Touring Bureau of the A. A. A. furnishes information that enables us to suggest Southern short tours at this season, as follows: Shenandoah Valley—For 90 miles south of Winchester (good night or meal stop) the Valley Pike is always in excellent condition. Tolls have been reduced to about one-half former charges, now averaging about three cents per mile. Virginia speed limit is 20 miles. Observe town signs. Especially through Middletown, where speed limit of about 10 miles is rigidly enforced. Harpers Ferry to Washington—72 miles, all good except a short stretch just out of Harpers Ferry. Washington to Richmond—135 miles, all State highway except about nine miles between Washington and Fredericksburg (good meal stop) and conditions on this nine mile stretch rapidly becoming better under traffic and improved weather conditions. Annapolis and Washington—Baltimore to Annapolis, 23 miles all good. Annapolis to Washington, 43 miles, with about six miles fair country road. Washington to Baltimore, 41 miles, all good. Washington to Mount Vernon—17 1/2 miles, of which fifteen miles is finished highway, the other two and one-half miles very fair country road. Washington to Arlington (National cemetery) 6 miles, all good by two routes. Connecting routes from Harrisburg can be secured, if desired, from E. Bosch, chairman of the Publicity Bureau, from the Motor Club of Harrisburg. It is suggested to tourists that they wear Club, Federation or A. A. A. emblem on their car, if qualified.

Honeymoon Trip in Haynes Along Mexican Border

The Borderland route that parallels the Mexican boundary line was the honeymoon trail of H. A. Riemers and his bride, who made the trip from New Orleans to Los Angeles in twenty-nine days in the middle of winter. They allotted their "Haynes" "Light-Six" the whole of February to make the leap year trip, and on the twenty-ninth day the last leg of the journey brought them down Pico avenue in Los Angeles. The wedding took place in the Crescent City on the morning of February first. Bundling their baggage into the compartments of the motor car, they immediately pointed the long, black hood of their Haynes roadster westward, with within half the breadth of the continent in front of them. They were forced to ship their car through the boom of February first, Louisiana, and after crossing this territory, which was impassable to all travel except railroad trains, they drove through Texas, New Mexico, Arizona, and California to what the southwest calls the borderland route. "It was a long, hard trip," said Mrs. Riemer, "but I should like to do it over again to-morrow. We enjoyed every minute of it, even the time when both of us had to pile out in the mud and put a tarpaulin under the wheels to get traction. "It did not think there was as much mud in our 3,000-mile trip. We encountered severe storms in New Mexico, but nothing as bad as the soggy, slippery trails in eastern Texas. Sometimes a day's travel would pass only one or two people along the road." On the home trip, Mr. and Mrs. Riemer have planned to visit the Grand Canyon and expect to be among the first motorists to visit Yosemite this Spring.

Maxwell Car Makes Big Mileage Record Abroad

That the remarkable mileage piled up by Maxwell cars is by no means confined to the American field, is proven by experiments conducted in foreign countries. The results of economy tests conducted near London, Eng., have just been sent on to the offices of the Maxwell Motor Co., at Detroit. Several makes of cars were used in testing out a new fuel mixture introduced by a firm in Belfast, Ireland, and the performance of a stock Maxwell touring car was so notable that the conservative motor trade Journal of London, the Autocar, commented on it as follows: "In this article we are concerned primarily with the behavior of Economy fuel, but we feel it only fair to give a word of praise to the behavior of the Maxwell, which, in the test, it was, ran exceedingly well throughout the tests, and showed altogether remarkable acceleration and hill-climbing ability. The tests were conducted on the Brooklands track, and were designed primarily to test out the economical features of the Economy fuel, which is a mixture of a heavy grade of vaporizing oil and any ordinary petrol. On all the tests in which the Maxwell took part, a mileage of more than 32 miles a gallon was obtained. A special testing tank was fitted on a side lamp bracket of the Maxwell car and the oil was carefully measured in with a stamped pint measure. Two tests with different grades of oil were tried and in each one the Maxwell made a record of 32.8 miles per gallon. The next test was with a mixture of one-third petrol and two-thirds Economy heavy oil and in this instance a mileage of 33.6 miles per gallon was obtained. The representative of Autocar writes that in this test the acceleration was satisfactory and the engine fired regularly and pulled well at low speeds. Subsequently, the Maxwell was driven up the test hill. The foot of the hill was approached at five or six miles an hour and the steep ascent was negotiated without difficulty. Summing up the results of the tests, Autocar states that certainly no Maxwell cars the new fuel may be used with good results so far as starting, pulling, acceleration and flexibility are concerned.

Novel Exercise Ground For Motorcyclists at Panama

Motorcyclists with the curiosity inherent in all sons of Eve are continually trying to discover new powers in the machines they ride. The latest effort reported in this line is the spectacular ride of Walter Barneby on an Indian motorcycle up the incline of the Panama canal at Gatun locks. The path is a slippery concrete runway alongside the cogged rail by which motors towing ships through the canal ascend from the lower levels of the upper. The grade is 45 degrees in the steepest part and makes a rise of 2 1/3 feet from the lower level to the lake. Barneby rolled up the ascent and coasted down again, repeating several times on high, second and low speed. Then he took on a tandem passenger, Sergeant A. L. Reese, of the police. Between rides up the hill they coasted down again within the limits of the narrow concrete ribbon and thoroughly enjoyed the novel pastime.

Predicts Obregon Will Become Pres. of Mexico

The speedway has its European soldiers coming to race, but the first Mexican war hero to attempt to break into the International Speedway battle is Gaston Morris. Morris, that is, Major Morris of the de facto Mexican government, chief of the automobile squadron of General Obregon, Minister of War of Mexico, is in Indianapolis, conferring with the speedway management in the hope that he can get a mount for the May 30 race. Morris has been a figure at the Indianapolis races in past years, principally as pit manager. Six months spent on the battlefield of the southern republic including a visit to Columbus, N. M., the day after Villa's raid, and chases after the bandit leader, Zapata, and the other foes of the Carranza government under the personal supervision of the new military genius of the country, Obregon has given Morris an unusual opportunity to learn the intricate workings of the Mexican mind and the Mexican-American situation. Morris predicts that Obregon will become president of Mexico when the Carranza government falls. He says, "I am considered to be a much stronger figure than President Carranza, whom all call a figurehead. In Hermosillo, Sonora, Morris paid \$5.00 for a shoe shine and \$20.00 for a seat at a theater, but it was the Carranza currency, greatly depreciated in value, which he used. He paid as much as \$3.00 Carranza money for a pair of shoes. Morris may drive a Delage car at Indianapolis, and if he does it will round out the war legion of drivers.

Oldsmobile Manager Approves the Conservative

Which is better advertising—to feature an exceptional performance of a product which few owners can ever hope to reach, or to exploit figures of average performance, so that owners can constantly enjoy the satisfaction of equalling or bettering the published records? This question is briefly and sufficiently answered by Jay V. Hall, general sales manager of the Olds Motor Works in the following: Dalhart, Texas, April 10, 1916. Olds Motor Works, Lansing, Michigan. Gentlemen: Your ad in the April 2nd issue of claims from 14 to 15 miles per gallon of gasoline for your Oldsmobile Eight. The margin of safety allowed in your claim for gas consumption is typical of all your modest claims for the Eight, and certainly goes to inspire implicit confidence in the integrity of your claims, especially when such claims are easily outdone by actual performance. I am the proud owner of an Eight out of the second shipment to your Mr. Hays at Amarillo, and in several tests I have given it I have always averaged between 17 and 18 miles to the gallon of gas in ordinary country and city driving. Yours respectfully, I. J. GUSHWA.

REPORTS WEIGHT INSPECTION In reporting of his inspection of weights and measures throughout the county during April, Harry A. Hoyer, county inspector, today stated that he had made 755 tests. Of this number official "O K" was sealed on 708, thirteen were adjusted and twenty-seven were condemned.

AUTO STORAGE—First class, fireproof garage, open day and night. Rates reasonable. Auto Trans. Garage 27-29 North Cameron St.

FRANKLIN Ensminger Motor Co. Third & Cumberland Sts. DISTRIBUTORS

EIGHT CYLINDER KING "The Car of No Regrets" The King is the second oldest automobile in the United States; 1916 model \$1150 7-Passenger Touring \$1350 Good Territory For Live Dealers King Car Sales Co. 80 S. CAMERON ST.

Ensminger Motor Co. 5-Passenger Touring \$665 Roadster Type \$540 THIRD AND CUMBERLAND STS. Bell Phone 3515

Novel Exercise Ground For Motorcyclists at Panama Ensminger Motor Co. THIRD AND CUMBERLAND STS. Distributors.

Constipation Billousness-Headache Dr. Chase's Liver Tablets Make the liver active, bowels regular, without pain or griping, relieve flatulencies and bilious feelings after eating, purify the blood and clear the complexion. Large box, enough to last a month, 25c. Dr. Chase Co., 224 N. 19th St., Philadelphia, Pa.

National Factory Shows Year's Prosperous Growth

That the enthusiastic reception accorded the "Highway" Twelve cylinder car when it was announced a little less than one year ago, has not diminished, but that it has materialized in a concrete demand on the part of the motor buying public, is best evidenced by the activities at the National factories at Indianapolis. For fifteen years that plant ran along doing a good, steadily increasing, profitable and conservative business. Then suddenly the National factory greatly increases in size, sales, and number of employes. This must be taken as proof positive that the present day National car is more popular than any of the same make that has gone before it. This remarkable increase in activities is due to the complete success of the National "Highway" Twelve-cylinder. A year ago, after fifteen years of steady growth, the National Company employed less than five hundred men, now the National employes number more than a thousand. Their aggregate pay is more than two and one-half thousands of dollars every day. A year ago, only four freight cars were needed to ship each day's output, whereas now an average of more than 12 freight cars are required every day to move the new cars turned out. Last year the National office occupied only a corner on the second floor of one of the factory buildings, to-day the new two-story office building is taxed to its capacity. Since last year the new two-story (two-acre) buildings of reinforced concrete and steel have been built and put in use. Every inch of space is being used and more is now required to facilitate the building of the "Highway" cars. The present year's sales show an increase of more than three hundred per cent over the previous year. Such records would not be possible, unless there was something more than ordinary to the car now being produced at the National factories.

WORKMEN'S WAGES INCREASED Marietta, May 6.—A general increase in wage scales of several manufacturing plants in Lancaster county has been made. At the Marietta silk mill there was a slight advance in all the departments, at the Hubley Manufacturing company, Lancaster, a five per cent increase was granted the moulders, and the New Process Steel company also made an increase. At the iron mills in Columbia there will be a raise for the puddlers and furnace men.

Standard of the World THE CAR THAT REALLY LACKS NOT ONE DESIRABLE ATTRIBUTE Superior Construction Permanent Service Style, Comfort, Prestige THAT'S WHY IT IS SO POPULAR CRISPEN MOTOR CAR CO. 413-417 S. Cameron St.

TIRE SALE We have 50 Knight Tires that will be closed out at about 25% below the regular prices. This is simply a special lot our buyer picked up in New York at an exceptionally low figure. This stock consists of the following sizes which are not seconds but bear the regular serial number and guaranteed same as regular fresh stock. List Price Our Price 7-33x4 Non-Skid Straight Side \$33.40 \$25.69 10-33x4 Non-Skid Straight Side \$33.90 \$25.77 4-35x4 1/2 Non-Skid Straight Side \$42.40 \$32.23 4-35x4 1/2 Non-Skid Quick Detachable \$42.40 \$32.23 8-36x4 1/2 Non-Skid Quick Detachable \$42.90 \$32.61 8-37x5 Non-Skid Quick Detachable \$53.50 \$40.66 SHAFER'S Service Satisfies Bell 2767 50-100 S. Cameron St. C. V. 711-W

Don't Buy Any (old) Automobile Tires BUY ONLY GOOD YEAR TIRES FRONT-MARKET MOTOR SUPPLY CO.

Dancing Class Closes Season With Reception

The Friday dancing class of Miss Kathleen Westbrook held its closing sessions last evening at the Board of Trade with a black and white ball. The girls wore pretty checked costumes with black bodices and the boys wore white flannels and black and white ties.

In the receiving line were Miss Westbrook, Miss Suzanne Westbrook, Mr. and Mrs. W. H. Bishop, Mr. and Mrs. Howard R. Onwaka, Mr. and Mrs. Lane S. Hart, Mrs. Cherrick Westbrook, among the other dancers were: Mr. and Mrs. G. F. Watt, Mr. and Mrs. O. L. Gage, Mr. and Mrs. Bishop, Miss Laura Bretz, Miss Judith Martich, Miss Miriam Cocklin, Miss Esther Bishop, Miss Nancy McCollough, Miss Frances Hause, Miss Rebecca Stewart, Miss Theodora Kaufman, Miss Marie Smith, Miss Bernarda McCormick, Miss Jean Davis, Miss Eleanor Rutherford, Miss Charlotte Crabbe, Miss Marian Hean, Miss Elizabeth Ross, Miss Isabelle Shreiner, Miss Margaret Wilson, Miss Leona Scott, Pierre Mather, Richard Wigton, Mr. Armstrong, Schofield Hart, William Price, Mr. Poortellis, Janaro Leon, Mottor Fletcher, Charles Williams, Francis Hickman, Howard Kreider, Boyd Rutherford, Edward Lapp, Edwin Herman, Edward Jennings, Kenneth Downes, Nathan Stroup, Charles Kaylor, Paul Zimmerman, Robert Shreiner, John R. Hart, George Cordover, Claude Stroup, Geo. Shreiner, Lawrence Phipps, Henry Elmer Smith, John Ross and Leslie Shaefter.

Hudson Acquires Speed of 102 Miles Per Hour

My! the things that the wild waves are saying! They are still foaming and lashing with excitement over the speed that a Hudson "Super-Six" stock chassis on Goodrich Silvertown Tires made along the Ormond-Daytona beach. It was a new record—a mile in 35 12-100 seconds, or 102 1/2 miles per hour. Faster than the fiercest gale the waves have ever witnessed. The Hudson is rated at 28-4 H. P. and develops 77 H. P. at about 2500 r. p. m. Some traveling for a stock chassis, is the surf gossip. The mermaids all want to go joy-riding in it now. No more slow, poky old torpedoes for them. And they're all just head over tails in love with those beautiful black-treaded Silvertown Tires that help the Hudson make such record-breaking headway.

10 NURSES TO GET DIPLOMAS Plans are being made for the annual graduation exercises of the Nurses Training School which will be held probably during the latter part of the month. The 1916 class includes ten members who have completed the course at the local institution.

Reunion of High School Members of Long Ago

This was an ideal day for a reunion of the "class of 1872" of the Central high school, held at "Thudglow" the Deeter bungalow near Summerdale. The "girls" in gala array with boxes and baskets filled with delicious eatables, started from the city on the 9 o'clock trolley so as to make a full day of pleasure. Walks in the beautiful country, gathering wild flowers, old songs sung in the open and reminiscences of school days filled every hour with pleasure. In the party were not only the 1872 members but many of later classes who were in the high school under Miss Woodward and Miss Maria Gill. Among those in the party were Mrs. Sarah Mather Deeter, Mrs. Emma Seibert, Mrs. Laura McClintock, Mrs. Effie W. Hency, Miss Fannie Dunlap, Miss Clara Meredith, Miss Mary Edwards, Miss Jennie Dase, Miss Marian Darr, Miss Lile George, Mrs. Lou Shoemaker, Mrs. Louisa Aughinbaugh, Mrs. Mary Laverty, Mrs. Rose Scheffer, Mrs. Hietty Bricker, Mrs. Annie Hubley, Miss Minnie Sample.

How to Determine Amount of Air Necessary For Tire

It is not always the safest rule to gauge air pressure by the tabulated figures generally accepted for various size tires, according to F. C. Millhoff, general sales manager of The Miller Rubber Company, Akron, Ohio. Prevailing conditions, weight of car, weight of tires, construction of tires, vary to such an extent that it is almost impossible to ascertain what the most advantageous pressure is. "We find," says Millhoff, "by careful observation on our test cars and testing machines, that the most reliable method of determining the correct air pressure is to disregard entirely the internal pressure of the tire, and depend on the distention or displacement, which is to say, the bulging of the tire under its load. Measure the top of the tire in its normal condition where there is no road pressure, then inflate the tire to a point where it will measure about 3 per cent greater at the bottom where the road pressure or the weight of the car is directly applied to the tire." This is a very accurate method of determining the air necessary for any size tire.

The great beauty of the new PEERLESS EIGHT marks it the product of experienced makers Peerless Eight \$1890 THIS new Peerless Eight is a characteristic Peerless achievement in beauty and in ease of riding, qualities that have always made Peerless motor cars notable among the few great makes that dominate the quality market in America. It has the Peerless-built eight cylinder motor, to which more painstaking attention has been devoted than to any other power plant developed in the Peerless factories. In performance this Eight is superior to the famous Peerless "60-Six," a \$6,000 model with 5" x 7" motor and it may be operated at nearly half the fuel expense and about one-third the tire expense. Characteristics: PEERLESS V-Type Eight-Cylinder Motor, Cylinders 3 1/2 x 5; Force Feed Oiling; 125-inch Wheelbase; 35x4 1/2 Tires; Weight 3500 pounds; Complete Splendid Equipment, including Cord Tires, Extra Rim, Moto-meter and every needed accessory Touring \$1890 Roadster \$1890 Keystone Motor Car Co. 1019-1025 Market Street C. H. Barner, Manager Both Phones

Batavia Tires THOSE GOOD TIRES WITH RED TREAD In order to introduce these tires more thoroughly in our territory, we will give a tube absolutely free with each "Security" Tread Tire bought of us during the month of May. Bentz-Landis Auto Co. Bell Phone 461 1808 LOGAN ST.