

CHARLIE AND GEORGE

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BY T. E. POWERS



DIFFERENT TYPES OF MOTOR VALVE

Two Racing Men Advance Arguments in Favor of Their Favorite Valve.

Racing drivers differ as to the sort of valves that are best for a car. Bert Dingley, a coast driver, is strong for the Knight sleeve valve. Joe Nickrent is strong for the valve-in-head type of valve.

Here is what each has to say about his favorite valve: By Bert Dingley. The biggest advantage of the sliding sleeve valve as is found in the Stearns-Knight motor, is the quietness and efficiency. This valve comes at near steam power as is possible in an internal-combustion motor.

The new light four-cylinder Stearns-Knight engine with its very few parts and perfect balancing features, is able to hold its own with ease against the best six- and eight-cylinder motors with poppet valves. In the valve sleeve operation alone there are only one-quarter of the number of parts found in the mechanism of the poppet valve motor.

Ten manufacturers only in each country are allowed to manufacture and install in their automobiles, Knight type, sliding sleeve valve motors, and this fact shows the exclusiveness of the Stearns-Knight motor.

The performance of the F. E. P. cars in the Indianapolis classic will be watched with interest as these will be the first Knight-motored speeders to be entered in the big race, although the motors have made a good record abroad.

By Joe Nickrent. The advantages of the valve in the head motor are so many and so obvious that it is hardly necessary to go into detail. The marvelous power developed by the little Buick valve-in-head motor is proof of the efficiency of this type.

The construction of the cylinder of

a valve-in-the-head motor allows a smaller compression area for the same amount of gas and therefore delivers more power to the pistons.

The valves can be made a good deal smaller than in any other type of motor and in addition, there are no pockets in this type, inside the compression chamber in which the dead gas can collect and thus interfere with a proper mixture.

The valve action in the valve-in-the-head motor is much better because by the method of construction used, your intake and exhaust valves can never be open at the same time and this fact results in much better scavenging inside the cylinder.

The fact that a very large per cent of the speedy racing cars entered in the Indianapolis classic use the valve-in-the-head type of motor is proof positive of the efficiency of it.

OVERLAND MANAGER BACK FROM TRIP TO FACTORY

F. M. Bannell, vice-president and manager of the El Paso Overland Auto Co., has returned from a visit to the Overland factory at Toledo, where he closed a contract for the 1915 Overland product for this territory.

Mr. Bannell announces some sensational news for the coming season, but refuses to divulge just what it is at the present time. It is believed, however, that it has to do with the Willys-Knight car, which is being built to sell for less than \$1200. This model, an entirely new car in every respect, will be the first Knight engine car to sell for less than \$1400.

Since Mr. Bannell's advent as manager of the local concern, the business has grown fast and with the show rooms remodeled recently, new things promised for the new season, and the present popularity of the car, the Overland people expect to increase even last year's big business.

The El Paso Ice and Refrigerator Co. Maintains its own delivery system. Pure distilled water and ice. Phones 114-115.—Advertisement.

DOUBLE TAX ON AUTOS OPPOSED

American Association Goes on Record; Favors Federal Aid For Roads.

Washington, D. C., May 29.—What the A. A. A. stands for could not be set forth in more concise language than that contained in the report of president John A. Wilson, who at the annual meeting in Boston, was re-elected as the head of the national organization of owners. Said Mr. Wilson in his annual resume:

"We believe in a logical and comprehensive federal aid to the several states in their roads building; we believe in the freest interstate use of motor driven and all other kinds of vehicles, as set forth in the Adamson measure; we believe that the owner of an automobile should only be taxed once for its possession, as evidenced by our taking to the United States supreme court the double taxation question; and we believe that it is a function of government for the United States to advertise its scenic and health attractions to its own citizens, encouraging them to become acquainted with their own country, rather than going abroad yearly because of the existence of congested road systems and attractions which are inferior to what can be found at home. We are an organization of citizens who seek nothing except a general good; and the making clear of this particular point has been no easy task, even though it be absolutely the truth."

For Good Roads. Among the resolutions adopted the most important had reference to roads construction, roads travel, and motor vehicle taxation. George C. Diehl, of Buffalo, chairman of the good roads, presented a resolution which placed the A. A. A. on record and pledged it to support any measure introduced in the forthcoming congress which shall present a logical plan for national co-

operation with the several states, and which plan in our opinion should include the appropriation by congress of an annual sum to be distributed among the several states on the basis of population, area, and mileage; to be supplemented by a like amount of money from the states, and the total to be expended upon whatever main trunk and post roads the highway department of a state and the secretary of agriculture may decide.

Federal Road Bureau. The A. A. A. favors the establishment of a federal bureau of roads travel. The department of the interior was complimented for its progressive policy in its efforts in connection with the national parks to facilitate their greater use and enjoyment for recreation and health purposes by thousands of Americans, who are more than willing to see America first when America is made ready to be seen.

Motor Taxation. Motor vehicle taxation came in for a quite prolonged discussion, and it was set forth that the automobile had become a common means of transportation, commercially and socially, and enters into every progressive phase of human existence, and it should no longer be considered as a special means

of travel. A uniform plan of taxation, which should not be of a double character, was called for by the A. A. A. legislative board, the new chairman of which is Richard H. Lee, president of the Ohio State Automobile association, who had much to do with the defeat of double taxation in that state.

Resolved, that the American Automobile association, through its national legislative board, contend in the several states and in the congress and courts of the United States, for a uniform method of taxation which shall recognize the fact that an automobile should now be included in a general property classification and taxed only as personal property, and that no other tax whatever shall be imposed, either in connection with the vehicle or its operation, except a nominal registration fee covering only the clerical cost of the issuing of an identification number for the vehicle and its operator, in order that the police powers of the states or municipalities may not be impaired.

The Officers Elected. The list of vice presidents selected is as follows: First vice president, Dr. H. N. Rowe, Maryland; second vice president, Ralph W. Smith, Colorado; third vice president, P. J. Walker, California; fourth vice president, M. J. Clark, Minnesota; fifth vice president, Pres-

ten Belvin, Virginia; John N. Brooks, of Connecticut, continues as secretary; H. A. Bonnell, of New Jersey, as treasurer, and A. G. Batchelder as chairman of the executive board, on which every state is represented. Both chairman George C. Diehl, of the good roads board and Richard Keeney, of the contest board, were reappointed by president Wilson.

The annual meeting in 1916 will take place in Washington, D. C., and may be accompanied by a quite extensive music tour.

MASSACHUSETTS TO WORK CONVICTS ON ITS ROADS

Massachusetts has just passed an act providing for the improvement and repair of highways by convict labor. The act provides that county commissioners may make arrangements with the Massachusetts highway commission, or with the officials of a city or town, or with a private owner to improve waste land by means of such prison labor.

The national committee on prisons and prison labor, while approving most thoroughly of the road work, takes exception to the latter part of this act. There is ample work for all prisoners

both state and county, in state and county work and under no circumstances should they be employed for the benefit of private individuals, not even though the work be under state control. This is only another form of the contract system which the committee has found unjustifiable from every standpoint.

The Massachusetts statute contains the excellent provision, however, that the work shall be under the supervision of the state Highway authorities, but the prisoners shall remain under control of the prison officials. This makes possible the proper organization of the work and promises success in the undertaking.

The development of the road work should afford such opportunity to the prisoners to labor to good effect that the national committee looks for an amendment to the statute at the next session and the abolition in Massachusetts of every form of contract convict labor.

The El Paso Ice and Refrigerator Co. Maintains its own delivery system. Pure distilled water and ice. Phones 114-115.—Advertisement.

Fullworth roofing, \$1, \$1.25 and \$1.50 a roll. Huron-Lodge Co., phone 59.—Adv.

Advertisement for Elliott-Garrett Co. Trucks. The main headline reads "WATCH THE WICHITAS". Below it, it says "One, Two and Three and One-Half Ton TRUCKS". The company name "Elliott-Garrett Co" is prominently displayed, followed by "Southwestern Distributors" and "EL PASO, - - TEXAS". An illustration of a vintage truck is shown in the upper left corner of the ad. The truck has "H.S. BETTES FLOW CO. PARISTE" written on its side.

Advertisement for Chalmers Motor Co. The ad features a large archway graphic with the text "Quality — The Keystone of the Chalmers Arch". Inside the arch, several key selling points are listed: "Financial Strength Capital \$7000,000", "Manufacturers - Not Assemblers", "Small Profit No Car at Any Price Sold on Less Margin of Profit", "Quality", "Buying Ability All Material Bought for Spot Cash", "Experience 9 Years Building Motor Cars", and "Good Representatives The Best Dealer in Each Town". The main text below the arch describes the car's quality and construction, stating "It is the painstaking care given to every one of the thousand minute details connected with the Chalmers product and Chalmers construction that has made the Chalmers car pre-eminently the quality car of its class." It also mentions that the car has been tested by time and science and is a great car because all its parts work together harmoniously. The ad lists prices for three models: the Six-40 at \$1400, the light Six-48 at \$1650, and the Master Six-54 at \$2400. The Chalmers Motor Co. logo is shown, along with the address "Corner Santa Fe and W. San Antonio Phone 4970—EL PASO, TEXAS". An illustration of a Chalmers car is shown at the bottom of the ad.