

STUDEBAKER WINS MANY NEW HONORS IN SOUTH AMERICA

For the first time in history an automobile has made a round trip from Buenos Aires, Argentina, to Valparaiso, Chile, crossing the lofty Andes mountains twice. And that honor, long coveted by venturesome motorists of our neighbors to the south, goes to Americans and an American built car, announces Mr. Smith, Phoenix distributor of the Studebaker.

Word has been received in this country that D. R. Richardson, Argentine representative of the Studebaker corporation, with Paul Rhodes, a member of his staff, and his wife and two daughters piloted a series 18 Studebaker "Six" on the round-trip journey through a land that is notorious for its high altitudes and treacherous mountain roads. Lack of railways in extensive regions of the South American republics, where numerous and important places are little short of completely isolated, and the extensive propaganda of American manufacturers to encourage a wider use of automobiles as a means of communication, makes Richardson's exploit of more than ordinary interest.

In a regular standard six-cylinder Studebaker car equipped with wire wheels, the Richardson party left Buenos Aires on the first leg of their historic trip, taking the route to Rivadavia, through Moron, Las Heras, Lohos, Las Flores and Pringles to Bahia Blanca and then to Patagonas, after having crossed the Colorado river on a raft. After many discouraging attempts, they succeeded in crossing a branch of the sea which cuts into the road, arriving at Maquichao a week later.

While crossing the river Limar, an accident occurred that all but ended the trip in disaster. In crossing the stream on a raft the Studebaker broke loose from its fastenings and plunged into the water. But, fortunately, without serious consequences. Between Zapala and Las Lajas it was necessary to tie the car to a tree to keep it from sliding off into a bottomless gulch.

After many days of hardship traveling over roads that were but little more than mere mule trails, and in some places not even that, the motorists pushed their way into Valparaiso, having crossed the South American continent from San Antonio on the Atlantic to the great port of Chile.

Before beginning the return trip to Buenos Aires, Richardson provided himself with a quantity of dynamite cartridges with which to blow up any rocks that might obstruct the Studebaker's path. By way of variety, and with a hope that conditions might improve, the party decided on the San Felipe trail for the long journey back to the Atlantic coast. This road follows the bed of the Juncal river, later diverting in the direction of Caracolas, where they are building a tunnel for the Transandine railway. At La Comba, it was necessary for the party to take refuge in a cement shelter at that place, with everyone suffering greatly from the intense cold at that height. The city of Buenos Aires was reached only after an indescribable hardships on the road.

On this long excursion of nearly three months, the Studebaker and its hardy passengers had covered 3,644 miles, beating all South American records for distance. On many occasions the strength and resistance of the car were put to the test, as well as the ability of the drivers. Running along the edges of bottomless swamps, crossing water courses and seeking a way through rough and broken ground, the dexterity of the travelers saved them from bad accidents. More than once they had to construct a road so as to get out of treacherous spots en route. High and narrow railway bridges in the Sierra, without roadway or railing, were crossed by laying planks on the sleepers. Indefatigable and with great reserve power, the Studebaker pushed forward across the dusty plains and snowy reaches of the high altitudes, descended to the bottom of the deepest gorges and crossed heights that had seemed inaccessible. In the sun, wind and rain, no natural obstacle could stop its forward course—it conquered nature's every effort to obstruct from the lowlands of Limay to the highest peaks of the Andes.

COAST TRACTOR SHOW

Highly colored stickers the size of baby bonds have been issued by the management of the Third Annual tractor demonstration near Los Angeles. A small supply was received by the Phoenix Chamber of Commerce yesterday. The stickers are patriotic in sentiment and illustration. One of them is "The Kaiser's Deadliest Foes," with an illustration of a tractor in the field and also in use as a tank. The show will be held September 17-21 inclusive.

DE PALMA AND TWIN SIX PACKARD PROVE GOOD COMBINATION

It has come to pass that every time Ralph De Palma and his famous Packard twin-six appear on a speedway Old Man World's Record makes a dive for a boomproof digout, but not always is he spry enough to avoid a bump. Not content with capturing two out of three 100-mile races this season, De Palma has been lopping seconds off established records with brutal persistence.

In addition to winning all but one of four events at the Chicago speedway, July 28th, he knocked the props out from under the ten and twenty-mile marks, setting new world's records at 5:24 4-5 and 10:59 2-5 respectively. Just five weeks prior to this he made a record two-mile lap on the same track at 1:14 miles per hour. Arrayed against him in this latest card were Chevrolet, Resta, Ruray, Mulford and Vail, five of the world's most formidable pilots, yet, with the exception of the 30-mile race in which Chevrolet's Frontenac came in one second behind the Packard, and the first sprint of two miles from a standing start, which the high-strung Resta special captured, at no time did the airplane twin-six appear to be crowded. On the contrary, the regularity with which De Palma's racy, cream-colored mount lead the field became almost monotonous. The Packard was easily the favorite in the fifth race, a fifty-mile event, but this had to be called off after the second lap because of a thunderstorm.

In spite of the terrific heat and the killing race no tire trouble whatever marred De Palma's perfect tire record of the season, which he attributes in part to the design of his car plus the smooth action of his twin-six engine. Tremendous reserve power was always apparent in the airplane speedster, but evidently its utmost was not called upon once in his latest track appearance, for De Palma held front position in virtually every lap without resorting to sprints to overcome a temperamental rival.

Track officials who have watched the monochromatic Italian work out his Packard in practice say that he has made the two-mile Chicago circuit at 120 miles per hour and it is obvious that he has a car which matches his ability as a driver and he has hit upon the right speed-and-skill combination to beat the flix which has bounded him so relentlessly in former seasons.

USES MOTOR CAR TO INSPECT RAILROADS

From all quarters of the country come reports of new uses for Packard motor cars being put in various lines of commerce and industry. All are interesting as revealing fresh fields in which the motor car creates a higher degree of efficiency by saving time or labor, or both.

Word of one of the latest developments comes from Savannah, Ga., where a railroad superintendent has abandoned the regulation division inspection equipment of locomotive and coach in favor of a motor car. W. H. Wright, superintendent of the Savannah division of the Central railroad of Georgia, has an automobile fitted with steel-flanged railroad car wheels, and is free to traverse his division independently of steam power.

This unique inspection car is a regulation Dodge Brothers motor car, especially equipped in the railroad shops. In addition to the railroad wheels, it has been supplied with the various accessories necessary to a railroad man's work. Its test runs have proved so satisfactory that other divisions may be furnished with similar cars.

When the motor car is in use, it is given a schedule of running time and a number, just as though it were a regular or a special train passing over the line. It not only affords a more enjoyable and comfortable means of travel for the superintendent and his party, but it affords a better view of track and road bed, and is under direct control of the superintendent as to speed. It also eliminates the necessity of diverting for inspection tours, railroad equipment which can be put to other uses.

"KISS THROUGH HANDKERCHIEF"
NEW YORK, Aug. 16.—Persons who want to avoid the Spanish influenza or the common garden variety of the same disease were warned by the New York City department of health today not to kiss, "except through a handkerchief."

CHASING FATHER TIME PER AUTO

"America, prior to her entrance into the war, gave little heed to conservation," said Mr. Hotchkiss. "But now we have stopped to analyze the food we eat, the clothes we wear and, most important of all, the time we can save."

"Before the war produced unheard of conditions, it is not surprising that people had paid little attention to these matters. Neither is it to be wondered at that we had never given much consideration to the automobile as a great time-saving factor in the industrial world any more than we had thoughtfully considered whether we would use one or two jumps of sugar in our coffee."

"Now—every ounce of energy and every second is vital, and every automobile which is being used to conserve this energy of loyal Americans and allow them to do more in less time is essential."

"To determine just how automobiles are assisting in the conservation of time and energy, the Willys-Overland Co. recently made an investigation, based upon every Overland car which was sold in 1917."

"This survey inquired into the uses to which every one of these automobiles were being put. The result of this investigation, when charted, showed some surprising figures. It indicated that over 80 per cent of automobile use is for business purposes."

"The next great fact, gained at a glance, was that the men whose business depended upon covering a great deal of ground in a short space of time, were its largest purchasers."

"This investigation showed automobiles at work in almost every classification of industry and it is logical to suppose that the same condition exists generally."

"In the farms automobiles are doing wonderful work. In the business community they are speeding up production. Assume for the sake of argument that every automobile in service saves an hour a day, which is conservative. Then a community having 1000 automobiles would be 123 working days ahead every day in time saved. Carrying these figures to the 5,000,000 registered automobiles in this country gives us the astounding total of 625,000 working days which the nation is ahead every day through the use of automobiles. Or compute this into man-power and it gives America the extra service of an army of 625,000 men at work every day. Do we need this extra effort now?"

"People are learning more daily about the motor car as a time saver and they are taking advantage of this knowledge and applying it more and more strictly to time saving and business uses."

NEW LOCATION WILL BE WELL ARRANGED

The Phoenix Auto Clearing House, formerly of West Van Buren street, which recently moved to 233-235 West Washington street, has gained a central location which is proving productive of much increase in business.

Willard Lyngar, manager of the Clearing House, intends making a complete change in the appearance of his show rooms as fast as labor and materials can be obtained. The two rooms which he now occupies will be thrown into one, and will be completely remodeled throughout. This will enable him to handle his large business to better advantage, and when completed he will have one of the best used car salesrooms in the city. All overhauling and painting will be done in an outside shop, leaving the room for show and sale purposes only.

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PREPAREDNESS FOR AMERICA IN AUTOS

"Among other things, German overlooked two important factors in America's ability to prepare for war," said Mr. Pettigall, Overland dealer for Phoenix, recently commenting upon the aid given by our 5,000,000 registered motor vehicles in war preparation.

"These two items were our motor-preparedness and motor-patriotism. Automobiles have helped answer some questions which the German military authorities probably asked themselves: 'What could we do and how quickly could we do it?'"

"These questions were quickly answered when 1,000,000 Yankees were placed beside the fighting British and French on the line of defense. And again, when on a world independence day we had the biggest day's ship-launching in the world's history."

"Behind all of these outstanding victories against time was the good American motor-patriot, quietly aiding by increasing his efficiency with his motor car. Taking into consideration the registered motor vehicle this gave us a potential passenger-carrying capacity of twenty-five million people, one-fourth of our entire population, which could be transported 100 miles in a single day in our automobile with only the first filling of gasoline. Into our war program we were ready to throw one hundred million horsepower, represented by these cars. Needless to say, this force, this motion meant additional war horsepower to hurl at the Hun."

"We needed funds, and we called on the motor-patriot who responded with his car. These men in every town have been a part in the raising of over two hundred millions Red Cross work, and in the flotation of over eight billion subscribed in the three Liberty Loan campaigns."

"They have helped in the raising of two billions more in War Savings Stamps. Large territories were outlined in solicitation districts, and these were covered in record time in automobiles. The farmer must be seen and the campaign was carried to him on the farm by means of his friends and neighbors with their motor cars."

"Great business districts were covered in the same way by the use of the automobile."

"Sixteen enormous army cantonments, to house almost a million men, the ordinary accomplishment of years, were built in 90 days. This was accomplished by crowding an immense amount of energy into a small amount of time. Without the aid of the motor vehicles, the men who have accomplished this work amidst it would have been an impossibility. Motor corps composed of patriotic men and women have been organized and have been working tirelessly. And thousands are volunteering the use of their cars on certain days for the use of Red Cross and other patriotic work."

"With millions of men in service, the work of this nation has gone on practically uninterrupted. This has undoubtedly been materially aided by increasing personal efficiency with the automobile. A very definite example of this situation is the salesman. One of the greatest and most important food concerns in America reports that the ordinary accomplishment of years, men from 10 to 20 per cent more efficient. This represents an increase in man-power with the aid of the automobile which helps to take up the slack caused by men in service."

"But what of the professional service? In this highly important occu-

pational division we find the physician called out in the middle of the night, speeding to save a life by prompt response to an emergency call. We also find him taking care of more patients over a wider area to make up for some other physician wearing the uniform.

"The country preacher too is going about using his passenger car to minister to the wants of his congregation

by using his car on his mission of mercy."

"Likewise the lawyer, the judge and the college professor find the motor car helps to conserve their time and energy."

"Throughout the entire texture of the business world we find the transformation quickly wrought and brought upon a war basis."

"Speed, speed, and more speed has been the cry and America answered the challenge to the Hun with her 5,000,000 automobiles which represent the greatest transportation force, the greatest war weapon ready to hand in the world."

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