

The History of "Salvator"

In the year 1651, the dark days of medieval times, the Paulaner monks, with the aid and under the protection of the reigning prince, built a magnificent brewery, the product of which soon became famous and rapidly outclassed all other beverages.

It was freely served at the anniversary of Franz von Paula, the founder of the order, who was venerated by the Paulaners as their holy father and patron saint, and from whom the celebrated brew derived its name of "SANKTVATERBIER," which in time became corrupted into "SALVATOR." This remarkable brew became so sought after that it was the custom of the monks to send a hoghead to the Court at Eastertide.

This beer has been on tap for a limited time every year during the Easter and spring season at the "Heidelberg." So limited is the supply that the management was able to secure only thirty half barrels.

The "Heidelberg"

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keep up their stock large shipments are necessary constantly. "We have just equipped Dr. Landenberger's Mitchell, which is fresh from one of the local repair shops, after being painted and thoroughly renovated, with a complete set of Firestone tires, non-skid tires going on the rear wheels and smooth tires in front.

C. H. Rockwell, assistant sales manager of the H. H. Franklin Manufacturing Company, represented that company at the automobile show which has just been held at Pittsburg. At the conclusion of the exhibition he pronounced it, in the general merit of motor cars shown, the equal of the Madison Square Garden show in New York. The Franklin company exhibited its forty-two and twenty-eight horse power touring cars, its eighteen horse power landaulet and its motor cab, which is of like power and which is at the present time being introduced extensively in Pittsburg.

In a recent discussion of the cooling effect of having the interior of the cylinders of an automobile engine approach as nearly as possible the spherical form, thus exposing a minimum of surface to combustion, John Wilkinson, chief engineer of the H. H. Franklin Manufacturing Company, said:

"In order to keep the temperature of the cylinder walls of a gasoline automobile engine with-



Putting on a U-Need-A leather tire cover.

in working limits the design must be such as to lessen the heat allowed to enter the walls or increase that carried off, or both of these results must be accomplished. Getting less heat into the walls involves one of the fundamental principles of the economy of the gas engine and is best accomplished by reducing the internal surface exposed to combustion to a minimum, which means principally designing the combustion chamber so it will be as nearly spherical as possible.

"If the internal surface is less, the less the incoming charge is heated and the less heat is lost to the cylinder walls; therefore the greater the power and efficiency the less heat it is necessary to carry off from the walls to keep them at a working temperature."

A record which will prove of interest to local automobile owners fortunate enough to possess one of the high-grade Peerless cars, handled locally by August Stocker, is the announcement that one of the finest landaulets ever shipped to the Pacific coast is the 1909 Peerless car recently received by the Los Angeles agent of that company. The car sells for \$6000 and is one of the finest ever put out by the Peerless factory. Peerless cars are recognized everywhere as one of the standard high-grade automobiles of the country.

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