

Automobiles and Accessories

MOTOR TRUCK LINES TO SOLVE PROBLEM

Congested Railroad Traffic Will Find Relief in the Motor Truck

"Within the very near future, probably during 1918, a system of motor truck lines will connect the most important transportation centers of the country, with fleets of trucks running on regular schedules and making connection at important intersecting points with branch lines extending out into tributary territory," prophesies G. A. Kissel, president of the Kissel Motor Car Company.

"While everyone knows that the transportation problem is one of the most serious of the many for which this country must find the solution, everybody does not realize the important part which the motor truck will play in solving it.

"Viewed in one way, the utilization of the motor truck has increased with remarkable rapidity; and yet, when you look at it from another viewpoint it is surprising how slow business has been to take full advantage of the enormous saving of time and labor which the motor truck makes possible.

"The motor truck may fairly be said to have supplanted the team for hauling and delivery purposes. But we do not yet realize the extent to which it is going to relieve the railroads in handling a large tonnage of small and troublesome freight, and to improve transportation service throughout the country.

"Some beginnings have been made and the results have proved most successful. Motor trucks are now running on regular schedule between some adjacent cities. In England they have carried the system much further and goods trains' trucks, with a string of trailers, traverse many parts of the country.

"In this development, as in so many others, the war has taught us more than we would otherwise have learned in many years. Where would the French and British armies be without their enormous fleets of motor trucks and lorries? What the motor truck is doing today behind the lines in France, it can do for us in this country."

The salary of the President of Switzerland amounts to \$200 a year, with an additional \$3,000 for expenses.

MR. FORD OWNER

Look at these Tire prices—

30x3 Ford Tires for Front Wheels

Guaranteed 3,500 Miles	List Price	Our Price
Firestone plain	\$14.00	\$9.60
Firestone non-skid	15.00	10.25
Pulman plain	13.65	9.00
Globe plain	13.65	9.00
United States plain	13.80	9.10
National plain	14.90	10.00
National non-skid	16.00	10.85

30x3 1-2 Ford Tires for Rear Wheels

Guaranteed 3,500 Miles	List Price	Our Price
Goodrich non-skid	\$18.00	\$12.75
Pulman non-skid	18.35	12.75
Congress non-skid	18.35	12.50
McGraw non-skid	18.30	12.75
Fisk non-skid	18.30	12.50
National non-skid	21.35	13.40
Norwalk non-skid	26.75	13.40

All orders accompanied by check or money order. We prepay express charges. Goods shipped subject to examination.

Service Tire Company
519 W. Broad Street,
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BE AHEAD OF TIME

Have Your Motor Car Revarnished NOW - before the finish is so badly destroyed as to require an entire new finish down to the wood. I agree to use Valentine's Vanadium Varnishes on the job - the best and highest priced made.

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Corner Fourth and Princess
Phone 898-J

ONLY ONE DEAD CELL WILL PRODUCE A STALL

Let One Part Fail to Work and the Whole Thing Fails

Sitting in the lobby of one of New York's large hotels during the New York show, B. C. Koether, manager of the Hyatt Roller Bearing Company, Detroit, made an interesting analogy of the dry batteries we used for ignition "back in the long ago," as he put it, "when we wound them up by hand, started the engine on the battery, then kicked it over to the magneto.

"Usually the battery consisted of a flock of dry cells all hooked up together. And sometimes—just sometimes—we'd wind and wind and wind, and crank and crank and crank, but nary a kick would we get.

"Back in the early days I did that very thing one afternoon. I hooked all the batteries that I could find in together, and I cranked and cranked, but that old engine was as dead as a nail in coffin.

"And then a regular automobilist came along. He looked over the engine and cranked it; he asked to see the batteries and I assured him that they were all right. But he wasn't satisfied. He looked at them and examined the connections. Then he disconnected them and tested them one by one, with a little ammeter. Each, in turn, was all right up until the ninth and last. It was dead. He tossed it into the roadside, made a new connection, turned over the engine, and off she went. 'That dead one,' he said, 'put the kibosh on the whole bunch.'

"If the car is going to hit on all cylinders every little part has got to do its work. The generator has got to carbure, and the timing gears have got to do their little part. The bearings have got to roll—as Hyatt Quiet always do (I couldn't help that, fellows, honestly, I couldn't) and the differential has got to differentiate. Let one part fail to do its work, and the whole shebang is stalled."

MULLINS.

Mullins, S. C., March 23.—Mrs. Ed. N. Jones, and Miss Elsie Jones, spent Tuesday of this week at Sumter.

Mrs. H. S. Smith and Mrs. J. S. Corley visited Mrs. W. W. Owens, at Columbia this week.

Mrs. G. T. Thayer, and Miss Margaret Thayer, of Charleston, W. Va., are the guests of Mr. and Mrs. R. H. Hubbard.

Mr. and Mrs. S. E. Smith are spending the week-end in Kingstree, visiting Mrs. Smith's sister, Mrs. Mounzon.

Mrs. E. E. Smith and daughters, Margaret and Elizabeth, returned to their home in Wilmington after a pleasant visit with relatives.

Mrs. H. J. McCutcheon has returned home from Columbia, where she has been with her husband who has been sick.

Mrs. Ben Elliott and two children, Evelyn and Francis, of Marion, spent the week-end here with Mr. and Mrs. H. B. Harrington.

Vladivostok, which is reported to have been seized by the Japanese, is the chief town of East Siberia and has been the most important seat of Russian influence in the Far East. The chief value of the place lies in its excellent harbor. The town is situated on the slopes of a high ridge, forming a tapering peninsula, which projects into an irregular land-locked bay. The entrance is commanded by Russia Island, where there is an important fort, and on the crests of the land-locked harbor, stretching for miles to the eastward, there are other chains of defensive positions.



Put your money in 2 in 1 Tires and get more mileage

FAIR 2 in 1
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RATIO OF AUTOMOBILE ACCIDENTS DECREASING

Results of Careful Investigation by New York Health Department

As the result of a careful study of the police department records of automobile accidents in New York City, the department of health finds that the number of deaths caused by automobiles in that city has decreased from 8.22 per 1,000 cars in 1902 to only 1.28 per 1,000 in 1916.

"If the ratio of deaths from automobile accidents to automobiles operated that prevailed in 1908 had prevailed in 1913, over 1,600 persons would have been killed," says Dr. S. W. Winne, assistant registrar of the department of health, "and if we assume that the ratio of deaths to accidents remains fairly constant, about 30,000 persons would have been injured instead of 7,500.

"While there still remains an important element of carelessness and even recklessness upon the part of operators, the most important factor is the congestion of city streets by pedestrians and vehicular traffic. It would therefore seem that our greatest efforts must be directed toward the correction and relief of this congestion."

WADESBORO.

Wadesboro, March 23.—The Senior B. Y. P. U. will conduct the services at the Baptist church Sunday evening. A service flag will be presented to the church.

Mr. and Mrs. T. L. Ballard, of Ansonville, have moved here, and will make their home.

Mrs. L. E. McCollum has returned from a visit with Mrs. C. A. Bruner, at Monroe.

Miss Mary Kennedy Little has returned from Charlotte where she has been visiting Miss Minnie Little.

Miss Gretchyn Taylor, of Greensboro, spent last week with Mrs. K. M. Hardison.

Miss Flora Brasington, of Charlotte, spent the week-end with Mr. and Mrs. C. S. Brasington.

Mrs. B. F. Johnson and son, Robert, of Richmond, Va., spent the week with Mrs. Frank Huxley, and Mrs. B. F. Johnson, Jr.

Mrs. B. W. Ingram, has had as her guest, Mrs. F. K. Blythe, of Huntersville.

Miss Margie and Julia Burns spent a few days in Charlotte this week.

Mrs. Sam Houston and Misses Shep Leak, and Augusta Little were visitors in Charlotte this week.

Miss Elizabeth Horne has returned to Atlanta, Ga., after a pleasant visit with her mother.

Dr. and Mrs. C. L. Smith, of Raleigh, have announced the engagement of their daughter, Catherine, to Mr. Joseph Hammond Hardison, of this place, the wedding to take place in the summer.

Dr. and Mrs. H. F. Ray announce the marriage of their daughter, Marvin Francis, to Mr. Malvern Palmer Harris, on the 11th of March, at Wadesboro. The bride is a gifted musician, being a graduate of the Southern Conservatory of Music in Durham.

Mrs. Rosalind Jarrell, of Kings Business college, Charlotte, spent the week-end with her parents.

Mrs. W. C. Via entertained the Tuesday Afternoon Club this week.

Mrs. Elizabeth Sloan is visiting her son, Mr. F. A. Sloan, at Albemarle.

Mrs. John W. Odom has returned from a pleasant visit with her parents, Mr. and Mrs. Monroe Drye, at Stanfield.

The oldest and most famous university in Sweden is Upsala, founded in 1477.

BIT OF EXPERIENCE COST FORTY DOLLARS

Cyrus Relates a Little Tale of Woe About Tire Troubles

Old Cyrus was telling the story. A new tragedy, the editor thought, as he listened with rapt interest, says The Atlanta Georgian. Cyrus' breath came in jerks and his snorts must have been audible for a block. His excitement waxed warm as he related the details of the chase that resulted in a \$40 garage bill.

Equal to the grimmest piracy of the old days was this episode in Cyrus' life. Up hill and down dale he had been chasing mice after mice. And he in for a "slightly used flivver." For all that she was good for 40 on high any time you cared to step on the throttle. And step on her he did, Cyrus declared. Yet it seemed that any moment they could have snatched the lead from him and—well, there was the fly in the ointment—they didn't.

It happened one morning when Cyrus was placidly bringing milk to the creamery. On Old Church curve he saw a fleet of super-cars coming toward him, and he heard them too, for they thundered a resonant exhaust—a thunder that might have been exemplifying the wrath of the gods for some misdeed Cyrus had done. None was supreme. Each seemed capable of the speed of the other. They appeared to be coming at a breakneck rate. As they hovered nearer they bore a weird resemblance to gypsy wagons minus the horses. This appearance was accentuated by canvas strips of some character on the sides adding to the top just the curve required.

Nearer and nearer they came, Cyrus said—mudspattered, snorting engines of death possibly; ponderous tanks, manned with valorous Tommy Atkinses. His imagination ran wild. It could not be that they were bent upon vengeance of some kind—upon Cyrus, whose only vice was whittling and swiping an occasional prune from grocer Jenkins' barrel. But on they came. "Why wait until they are upon me?" was Cyrus' last fleeting thought. Action was the next vital and only thing. He stepped on the throttle till she touched the bottom. And the chase was on.

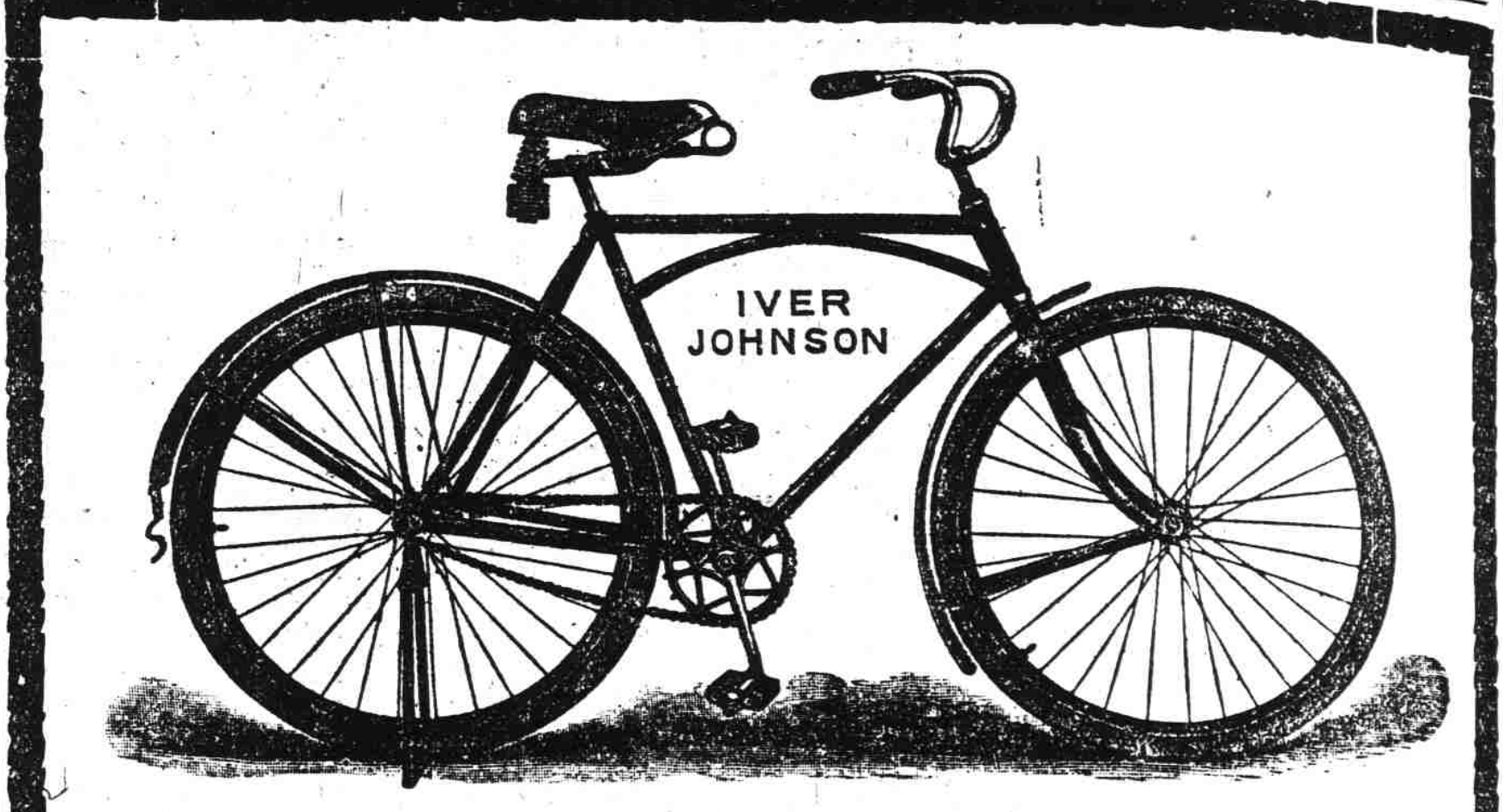
Twice his head hit the top with an impact that stunned him. But he was racing with what might mean death if he did not win, so win he must. Hills, valleys, ruts, chickens, cows—all were no impediment. Speed, speed and yet more speed. Oh, that some god-fairy might alight in his path, and whisk him from the clutches of these relentless rufians.

If they did not kill, they might kidnap him body and soul and flivver. Nayhap that was precisely what they were bent upon—they looked like gypsies, he reminded himself again. Onward, onward. But that closed the next to the last chapter of the chase. For next thing Cyrus knew he was flat on his back in the middle of the road, and his head pained as it had not done since the night he sat up till the outlandish hour of 11 courtin' the Widow Smith.

They picked him up—these tyrants. They cooled him instead of stole him. They were amazed—not crazed. Who were they if they were not Tommy Atkinses or gypsies? Cyrus' senses restored, he now saw these four monsters lined up and quaintly observed the men who drove them. Courage came to him as he did. He had been disillusioned. Again he had allowed his imagination to run rampant. This time at a cost of \$40 for repairs on his car. Next time, there ain't going to be no next time.

So said Cyrus.

For Cyrus now knows what tire analysis cars are. He said he didn't know before that the manufacturer knew anything about what a tire would do after it left the factory. He didn't know there was such a thing as test cars, whose sole duty it was



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to ascertain the vitality and endurance of the tires. He didn't know that each car of the fleet that he saw averaged 320 miles every 24 hours. That a systematic record was made of each tire—and if any weakness developed in the tires it is reported to the laboratory.

"Geared to the Road" on Miller uniform mileage tires. They were bound for Atlanta, the point from which they would next make their tests. For these tests to be strictly fair they must be made under average road conditions. So the Miller Rubber Company all winter has kept this fleet running constantly over the cold, hard, irregular roads of the North. Now they are to be tested under diametrically different conditions.

Cyrus watched them out of sight. He took from his vest pocket a tiny stub of a pencil and marked something in a mutilated memorandum book.

"What's that you're doing, Cy?" "Charging up \$40 to experience." And he seemed satisfied to do it.

Among the things to be put on the credit side of the war is a diminution in the tendency to lose the reason. Among the men in the armies, although there are cases of "shell shock" and the like, which induce strange mental conditions, yet on the whole the tendency to lunacy is reduced to a minimum. Soldiering tends to make a man punctual, prudent, persevering and self-reliant and all these qualities are in direct opposition to a tendency to insanity.

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