

# Automobiles and Accessories



## ROVE CAR THROUGH SIX FEET OF SNOW

Made Trip Through Blizzardy Weather 12 Miles to the Gallon

Breaking trail through untrodden roads, in many places overriding snow drifts more than six feet deep, H. E. Thorne recently drove a new model Haynes "Light Twelve" open car from the factory in Kokomo to the salesroom in Toledo, O., against seemingly insurmountable odds. The difficulties of the trip included mounting snow banks and ploughing through drifts higher than the top of the car, with a fierce wind blowing and a low temperature, the thermometer but recently having registered 23 degrees below zero.

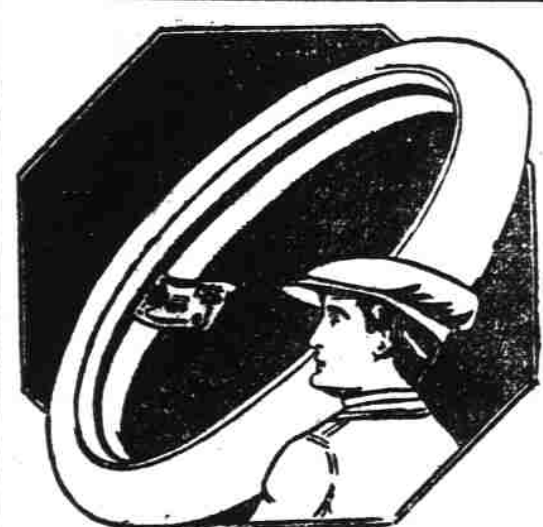
But despite these obstacles the big 70-horsepower car averaged 12 miles to the gallon of gasoline on the last 132 miles of the trip, and only two quarts of oil were used throughout.

The car which was driven through was a part of the Thorne Auto Company's exhibit at the Toledo Auto Show. Although the roads were known to be almost impassable, Mr. Thorne decided to attempt to drive through when he received no assurance from the railroad companies that they would be able to handle the cars.

From Marion, Ind., to Van Wert, O., the Haynes was first to traverse the highway, which lay covered under a blanket of snow of a depth which had never before been known in that part of the country. In some places the snow was packed sufficiently to carry the weight of the car. At others the crust broke and the driver frequently found himself deeply imbedded, where the only solution was to dig out. At times, when the car had settled down to the solid roadway, it was completely hidden between the high banks on each side. The tremendous power of the 12-cylinder Haynes enabled it to nose through without great effort whenever the wheels could get traction. The ease with which it negotiated the last 132 miles undoubtedly accounts for the high gasoline mileage. This was the only part of the trip on which an accurate account of the gasoline consumption was kept.

### DRAFT SOLDIERS HERE.

Delegations From Jones, Craven and Pamlico Counties Paced Through. Twenty-four recruits, all members of the early capsule lot with the exception of four who had voluntarily enlisted, passed through the city yesterday en route to Camp Jackson, Columbia, S. C., where they will go into military training for duties abroad. Craven, Pamlico and Jones counties were all represented. Fourteen of the men were from Craven and were in charge of Charlie McSorley; six were from Pamlico and were traveling under the direction of L. J. Hardy, while the remaining four were from Jones county.



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## AUTOS OF COUNTRY FOR BUSINESS NEEDS

Eighty Per Cent. of Cars Used for Business Three-fourths of Time

"From my personal observation and talks I have had with automobile owners from all parts of the country and with other manufacturers, I believe I am perfectly justified in saying that 80 per cent of the automobiles in America are used strictly for business purposes three-fourths of the time," said D. C. Durlands, president of the Mitchell Motors Company, Inc., of Racine, Wis.

"Mind, that I say strictly business purposes, and that is exactly what I mean. Since our country has been drawn into the war hundreds of thousands of men in all walks of life have been called from their daily tasks to do their part in the great struggle to preserve democracy. With the departure of these men business did not slow down, it simply could not. In fact, business is going ahead with greater strides than ever before. Everybody is busy, and every man who wants to can enjoy real prosperity now."

"But aside from these strictly business purposes, think of the importance of the automobile in what I might term 'semi-business' purposes. For instance, recall for a moment the business man or woman of ten, yes, even five, years ago. At the end of the week, tired, worn and weary from the press of business, he sought the great out-of-doors for the recreation, the rejuvenation he needed. His brain cells had been torn down by the rigors of business. He was brain-fagged and tired. What did he do? Boarded a train and went away. And in his new surroundings he revisited himself, and returned to his work on Monday with new vigor—a keener and a more active man."

"The men of 1912 didn't jump on the train simply for the ride—for the pleasure of spinning along over steel rails—and the men of 1918 aren't using their automobiles for pleasure, either. While it is true that they might ride out into the open country frequently, still they are doing it, you will find, to give their minds and bodies the rest necessary to fit them for the work that must be done to win the war."

## MOTOR TRUCKS HELP BUILDING WAR ROADS

Estimated That 1,800 Miles Built Behind Lines in France

"When the history of this war has been written," says D. O. Skinner, International Motor Company, "it will be more fully realized what a vital part good roads have played in the great struggle. At the start, motor trucks leaped to the front as the modern pacemaker of flexible transportation, and ever-increasing war needs have demanded new roads and better roads as most necessary for the proper backing up of fighting forces."

"Motor trucks by the thousands will contribute an enormous advantage to United States road engineers engaged in new construction back of our lines. It is estimated that 1,200 miles of highways will be built in 1918 by American road engineers in the rear of the firing line in France. To the special road building battalions is delegated the important task of keeping lines of communication, constantly open, and Mack trucks working in conjunction with modern American road machinery will help to build new strategic lines and keep communicating roads in constant repair."

"Although France is particularly well endowed with good roads, it is often necessary for military reasons to construct many new lines. An estimate places the present mileage of French roads at one mile of road for each one and one-half square miles of ground surface. The tremendous task of keeping these roads in perfect condition and building new ones at the same time, can well be imagined when it is realized that so far as wear and tear are concerned war traffic is ten times as great as that on Fifth avenue, New York."

"Of course the pressing object of American road construction is to provide for the immediate needs of our forces, but the work carries with it both utilitarian and historic value. When Caesar's legions poured through Gaul and into Britain and returned to Rome again, they left in their wake military roads so carefully constructed that many sections remain today as permanent monuments of their presence. American system and modern methods likewise promise to contribute many enduring benefits to France."

New Hanover Represented. New Hanover was represented at the conference held at Tuskegee Institute, Tuskegee, Okla., March 12-14, inclusive, by Pearl C. Thurber, head of the domestic science department of Williston Industrial school. She was sent to the conference by the Board of Education.

## A RECORD BREAKING RUN ACROSS AUSTRALIA

Not So Much for the Time But for Difficulties Encountered

From Australia comes the report of a record-breaking cross-continent tour that makes similar undertakings in this country look like pleasure excursions, not because of the time made but because of the difficulties encountered. From Fremantle on the West coast of Australia to Sydney on the East is a distance of 2,877 miles. In January two men in a Hupmobile covered this distance in seven days, two hours, 19 minutes, beating the former record for the trip by 45 hours and 18 minutes.

People unfamiliar with the country have no conception of cross-country touring difficulties in Australia. Our United States is by no means free from hundreds of miles of terrible roads, but in Australia the hardy tourist, in most cases, does not expect to find a road at all. The American tourist is annoyed if he misses even a single meal; the Australian knows before he starts that he will travel hundreds of miles, and after a day, without a single opportunity of securing food or water other than the supply he carries with him.

It seems almost inevitable in this island continent, where the animals and trees are unlike the animals and trees of other lands, that the road conditions should be equally unique. There is no sand quite so deep and quite so shifting as Australian sand. Riding, or "jockeying," as the Australians call it, the spare time to give the rear wheels more traction, is common practice. Rivers with innocent white sand bottoms have a habit of swallowing up cars that attempt to ford them. Trails that meander tiresomely for miles over perfectly level plateaus lead suddenly to gorges 500 feet deep.

All of these hazards were encountered by the Hupmobile tourists in their record-breaking run. So severe were the road shocks and strains that although frames and springs withstood the wrenching, the hood was split from end to end. The tourists themselves slept only six hours in the entire seven days and then only in snatches while strapped to the seat beside the driver.

Record-breaking insofar as it deals with time alone is of small consequence in this practical age. The importance of this recent trip lies in the fact that an American car came through the grind absolutely unharmed and without repairs of any kind. This is extremely significant when one considers that most of the cars sold in Australia are purchased by men living on the ranches, or "stations," as they are called, often hundreds of miles from town, necessitating constant driving over roads like those encountered in this cross-country tour.

When the good people of Melville, Chile, decide that the automobile is a menace to the community, instead of resorting to legislative measures which at the best is a slow and unsatisfactory method, they take the situation into their own hands and apply the remedy. At least this was the experience of Arturo Calvo, Chilean distributor for the Hupp Motor Car Corporation, when he put in a bus line over the mountains from Melville to Cartagena, a popular Chilean summer resort, and thereby disrupted a comfortable monopoly enjoyed by an organization of coachmen and mule drivers.

Calvo fitted out a fleet of six Hupmobiles with bus seats, canopied tops to protect the passengers from the dust and sun, and luxurious cushions. He made the trip in 25 minutes when it had formerly taken by the old method several hours. He could also make it at a fraction of the cost. The first day he encountered only mutterings and black looks. On the second day, however, he found that the enemy during the night had dropped a barrage of broken bottles, barbed wire and tin cans, which he was unable to penetrate until he had organized a small army of street sweepers. After one or two days of this police power was invoked and one or two arrests successfully curbed the annoyance.

## PALMER TAKES OVER NEW ORLEANS PLANT

Washington, March 30.—A. Mitchell Palmer, alien property custodian, today took over K and E. Neumann Company, of New Orleans. The company makes brewery supplies and has \$100,000 capital stock, a large part of which is enemy owned. Maurice Pyk, vice president of the Whitney Central National Bank, of New Orleans, has been named to act as director.

## NOTED MISSIONARY DIES IN CONGO

Nashville, Tenn., March 30.—Dr. William M. Morrison, 51, one of the most noted missionaries of the Southern Presbyterian church, died at Ubu, Belgian Congo, March 14, according to advices received today by the Presbyterian Mission Board. Dr. Morrison played a conspicuous part some years ago in bringing the atrocities in Belgian Congo to the attention of the civilized world. He was a native of Lexington, Virginia.

## OBJECT IS TO BUILD UP MORALE OF NATION

Noted Speakers Will Be at the Academy on Wednesday Night Next

Admission to next Wednesday evening's meeting at the Academy of Music, the object of which is to build up the morals of the country in support of the government in its efforts to win the war, will be by ticket, but these will be freely distributed and the attendance is expected to be unusually heavy. The hour is 8 o'clock and those who attend are asked to be in their seats by that time.

The speakers of the evening will be Rev. James I. Vance, of Nashville, Tenn., Dr. Sidney L. Gulick, of New York, and Captain MacFayden, of the British army. These speakers will have a message that will be of peculiar interest to all Wilmington and it is but seldom that one has the opportunity of hearing three speakers of such repute on a single night. The keynote of the program is summed up in the following borrowed paragraph:

"Believing in the words of the President, that the supreme test of the nation has come, that the very principles upon which the American republic was founded are now at stake, and that it is essential in this hour to speak, act and serve together, we pledge ourselves and our organizations to full co-operation in a speaking campaign which shall bring home to the whole people their duty to fight and farm, mine and manufacture, conserve food and fuel, save and spend, to the one common object of vindicating the principles of our peace and justice, freeing the peoples of the world from the menace and actual powers of a vast military establishment controlled by an irresponsible government."

"Therefore be it resolved, That it is the sense of the Advisory Committee that organizations represented on this committee should definitely regard the winning of the war as their primary concern, that they should be national in scope and activity, and that they should either be carrying on patriotic speaking campaigns or have organized audiences throughout the country available for patriotic education."

## VERDICT IS PROMISED

Cases Against Nellie Russell, Ethel Coley Unsettled

The special verdict, promised by the Recorder in the case charging Nellie Russell and Ethel Coley, white women, with conducting houses of ill fame, following their arraignment in court, was not handed down yesterday as had been expected, and will not be made public until after conference with Solicitor Homer L. Lyon, who comes here today to prepare for prosecution of the criminal dockets in Superior Court this week. Solicitor E. T. Burton and Woodus Kelton and A. G. Ricard, Esq., counsel for the women under indictment, are to agree to a state of facts and these will be signed. The Recorder will then hand down his judgment and the matter will be carried to Superior Court and possibly to the Supreme Court for final settlement. All future cases will be governed by this decision.

Recorder Harriss, who is anxious to have this matter settled once and for all and a precedent established whereby future cases can be determined, was to have rendered this verdict Thursday noon, but at that time court was in the midst of the trial of Officer George on a charge of forcible trespass and the matter went over. Friday was observed as Good Friday and postponement was necessitated yesterday because conferences concerning the proposition were not completed. The matter will in all probability be disposed of tomorrow.

### CHILD BITTEN BY DOG.

Little Black Cur Was Executed at City Hall Late in Afternoon.

Murder was committed in the rear yard at the City Hall late yesterday afternoon and the victim, a little nameless black cur dog, was lying uncovered early last night, awaiting the arrival of a member of the health department who was scheduled to perform an operation of severing the head from the body for the purpose of determining whether the cur was rabid or not. The trouble started on MacRae street yesterday afternoon, when the small son of Mr. and Mrs. R. L. Davis, of 228 MacRae street, was bitten through the lip by the dog, the property of Roselle Brown, of 226 MacRae. The bite was inflicted when the child peered through the fence. It was stated at police headquarters that the dog was being tormented by youngsters who stuck poles and sticks through the fence cracks and prodded the dog. The Davis child was then snapped when it peered through a crack in the fence.

### Egg Came Labeled.

N. A. Swift, an old colored woman living at 109 Moore's alley, is reported to be exhibiting an egg with the numerals "63" plainly stamped on the shell and she claims that the numerals were there when the egg was laid by one of her hens a week ago. Many persons have been to the house to see it.

## OPEN HEADQUARTERS HOUSEWIVES LEAGUE

The Woman's Liberty Loan League of County Completes Organization

The Women's Liberty Loan Committee of New Hanover county has completed its organization and headquarters will be opened at the Housewives' League. Miss M. M. Price, the secretary, will serve on the committee and receive the daily returns of the committee.

About a hundred workers will be engaged to canvass the city by districts and the county by townships. All those engaged will wear the official badge to show the cause they represent. No separate blanks will this time be used by the Women's Committee, but only one kind will be used to avoid confusion.

Though representatives of different organizations, there will be no rivalry between teams, but all will pull together and do team work as a unit. The work starts off very auspiciously, one member of the committee being the first to buy \$5,000 worth of bonds.

Liberty Day, April 6, the anniversary of the date of America declaring war, will be observed throughout the land and part of the programme will be its observance in the schools. The committee is as follows: Mrs. M. L. Stover, chairman.

Mrs. W. L. Parsley, vice chairman; Miss M. M. Price, headquarters; Mesdames I. W. Solomon, W. G. Whitehead, William Latimer, W. B. Cooper, H. L. Vollers, G. B. Pechau, E. L. Prince, Wallace West. County Wrightsboro—Mesdames E. I. Herring, Castle Haynes; W. H. Shearin Acorn Branch; J. T. Kerr, East Wilmington; J. O. Browne, Winter Park; A. J. Howell, Audubon; Edwin Schulken, Seagate; Wrightsville, L. A. Blue; Masonboro, Addison Hewitt; Myrtle Grove, Henry Horne; South Wilmington, George Grant; Sunset Park, Mrs. G. A. Matthews; Carolina Beach, Sam Lewis; Delgado, J. W. Coley; Seagate, Miss Annie Herring; Middle Sound, Miss Bessie Canady and Mrs. J. R. Shepherd; Scott's Hill, Mrs. W. H. Alexander and Mrs. D. P. Canady; Delgado, Mrs. Goley, Mrs. Carter and Mrs. Fickling.

### Luxemburg Bombed.

Amsterdam, March 30.—Allied airmen dropped bombs on Luxemburg Thursday afternoon killing ten persons and heavily damaging a number of houses, according to dispatches from Berlin today.

## AMERICA IS USING ALL HER MEANS TO TRANSPORT TROOPS

(Continued from Page One.)

This stood the shipping and troop problems tonight while the big battle still raged on the West line.

Confidence in the outcome was still the keynote here today.

The War Council led some members of the Senate Military Committee to feel, however, that perhaps there had been a trifle too much optimism in some press accounts though in the same breath told the solons that much could be expected from a counter offensive.

This information was vouchsafed before receipt of reports of the revived German offensive in the Montdidier sector against the French.

What that drive will mean is something that the experts were in doubt about tonight. They felt that the United States and her allies, though, could have a new feeling of ultimate

confidence in the appointment of General Foch to supreme command at this time. Whether his appointment is permanent or only during the present drive is a point in doubt. That the Allies have not developed a strong counter offensive which would have thwarted the present German drive in the Montdidier region caused some surprise. It did not mean, in the expert view, however, that the Allied punch will be lacking.

That Germany is digging in on a small section of the line proved disconcerting to some officers who believe the Teuton should not be given an opportunity to get back into the trenches, but should be fought in the open.

However, as a whole the situation is still hopeful, authorities said, though critical days are still ahead.

Now that Eddie Rousch, the National League batting champion, has signed up with the Reds, Christ Mathewson's warriors are all set to their usual spring drive, ending about July 1.

William Hoppe, billiard champion of the world, declares his willingness to play Walker Cochran, or any one else, but stipulates that the challenger must put up \$2,500 as a side bet.

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