

Jeff Takes No Chances When Mutt Is Around

By "Bud" Fisher



PROSPERITY AIDED BY THE MOTOR CAR

C. S. Thomlinson Tells of Great Manufacturing Development It Has Brought About.

IS BIG TIME SAVER FOR THE FARMER.

He Has Been Taught Value of Time Economy as has Business Man of City.

C. S. Thomlinson, the well-known tire official, links past and present together cleverly in the following: "The motor car has brought many changes, but with the changes has come prosperity. The founder that once turned out ornamental hitching posts with a horse's head, or a little iron negro, loyally waiting to hold Dobbin's reins, is manufacturing automobile parts. Where one molder was employed making hitching posts, 100 are now molding cranks and rear axle housings. The pattern maker, who once designed iron hitching posts jockeys with arms that would shame De Milo, is now making differentials, transmission gears, or crank shafts. The liverman, who sold his old horses and started a garage is making more money than he ever dreamed was in the livery business. The blacksmith, who was wise enough to turn his smithy into an up-to-date repair shop, also has been tarred by the tidal wave of prosperity.

"The hitch rack around the country courthouse is no longer crowded with wagons and carriages on Saturday—it's lined two deep with automobiles. The farmer, who formerly loaded the family and all the hands into the wagon on Saturday and spent the whole day in town doing a little trading, now drives to town in his automobile—does his shopping and is back on the job in two hours. He has learned the value of the conservation of time the same as the busy business man in the big city.

"The automobile is the biggest time saver that has ever been adopted by the American farmer. When some small part of an implement breaks during the busy season the automobile is hurried off to town for a new part, and in less than an hour the machine is running again. In the days before the automobile the farmer was fortunate if he could get the new part from town in a day. The gasoline motor has played its part in making the automobile the popular method of transportation, but without the pneumatic tire the motor car would be limited to improved city streets and boulevards.

equipped with pneumatic tires and can be successfully operated over most any roads traveled by horse-drawn vehicle is one thing that has made it popular and brought about its wonderful rapid development. When the first pneumatic automobile tire was made, 16 years ago, in the factory of the Diamond Rubber Company at Akron, O., the foundation was laid for the automobile industry. That tire made possible the development of the automobile industry as it is today. That first tire did something else. It started tiremakers on a scientific search into the real facts of tire building.

"In the early days of the tire industry little was known about building tires by scientific methods. Tires in those days were uncertain things so far as mileage was concerned. Since then the tire manufacturers have made cautious but certain improvements from year to year, until today the automobile tire has reached a state of perfection where the motorist has a definite idea of the mileage he may reasonably expect from a tire.

"The scientific development of the automobile tire has brought about vitalsized rubber and made possible a greater mileage tire. Vitalized rubber is made by a toughening process which gives the tread wearing power. Two other recent improvements in the automobile tire are the perfect three-point rim contact and the no-pinching safety flap. The three-point rim contact prevents the tire slipping on the rim and also prevents it slipping off the rim. The no-pinching safety flap protects the inner tube from rim-pinching and rim rust.

PACKARD MOTOR DOUBLES RECORD

Ran for More Than Three Hundred Hours—Is Now on Exhibition.

Philadelphia, June 28.—The standard Packard "38" motor which recently completed a 300-hour record-breaking non-stop run in the testing laboratory of the Automobile club of America, New York, has been placed on exhibition in the salesrooms of the Packard Motor Car company here.

This Packard motor in running 300 hours not only more than doubled the former record of 132 hours, made in England four years ago, but so perfect was the performance of the engine at the end of the test that it was placed in the car from which it was originally taken and driven to the Packard New York salesroom, where it was placed on exhibition for a week and then driven about town, to further demonstrate its fitness after the grueling treatment which it had undergone in the remarkable 300-hour non-stop run.

story of the Automobile club of miles of bearing surface. Measured in road work, the motor pulled a five-passenger car, with full load, at a speed of 37.46 miles per hour over roads heavy enough to call for a wide-open throttle.

Making 899.4 miles per day, in the 300 hours it rolled over an equivalent of 11,238 miles, thus compressing within a period of thirteen days the accumulated strain of much more than an average season's mileage.

NARROW-BLADE TYPE FAN IS AN AEROPLANE LESSON

Short While Ago Wide Blades, Like a Boy's Windmill, Were Used.

Cincinnati, June 28.—According to Mr. Welbon, a local Hudson dealer, the present narrow-blade type of fan in use on many automobiles is a direct development from aeroplane engineering practice. Not so very long ago fans in use on the engines of motor cars were big-bladed affairs, like a boy's paper windmill. Today fans are made with but four, sometimes three blades and some of the French cars are equipped with fans having but two blades. Designers are using in the latest fans narrow strong blades, with very coarse pitch. It is found that these small blades draw or drive more air than did the old-style, wide bladed fan. To draw a constant stream of air through the radiator and drive it over the engine, expelling it at the rear, with its accumulated heat and vapor at the rear of the engine and under the car, is the function of the fan. Some engines are so designed as to get rid of surplus heat and vapors very readily. The Hudson designers use a narrow-bladed, coarse-pitched fan, driven at fairly high speed, and this, with the accurate designing of the cooling system, avoids overheating to a market degree. Hudson cars may be operated on low gear for long periods without fear of overheating—that bugbear of country drivers. The excellent design of the "aeroplane" fan has must to do with this successful cooling.

"GASENE," "MOTOR SPIRIT" IS A NEW COMBINATION

Said to Have Unusual Thermal Qualities and Properties of Combustion.

Experiments by the Abbott Motor company in combining new fuels known as "Gasene" and "Motor Spirit," have resulted in the production of a fuel said to have unusual thermal qualities and properties of combustion. It is claimed that the new fuel can be purchased at a retail cost of about 2 cents a gallon, considerably less than gasoline, which sells at an average price of 17 cents a gallon.

are such that the ignition of the fuel takes place in a graduated way instead of in the form of an abrupt explosion. This makes it possible to carry a little higher compression in the motor, resulting in a higher mean effective pressure and a corresponding greater delivery of power to the transmission elements.

HE DRIVES A MOTOR CAR AT THE AGE OF 80 YEARS

Cleveland, O., June 28.—Not many men of 80 years have the inclination to drive motor cars, to say nothing of the alertness and active requirements of this modern pastime, but A. B. Hambleton, who lives at Shaker Heights, Cleveland, Ohio, is 84 years old and he drives his new touring car with the utmost ease. In fact Mr. Hambleton is a long-distance tourist of note and he intends to pilot his new car on a tour to New York and Cape Cod in July.

Mr. Hambleton has been driving motor cars for eight years and in that period he has made a number of journeys that would be notable even if made by a Golden tourist. A little run to New York and back is a mere incident in his motoring career, while he regards a run to Buffalo with no more concern than the routine of running down town. He takes care of his own car for the amusement of it.

BROTHERS WESTGARD. Some Confusion Regarding the Pathfinding Work of These Two Drivers.

Indianapolis, June 28.—The simultaneous entry of A. L. Westgard and W. O. L. Westgard, in the Indiana to the Pacific coast tour, in Premier and Pathfinder cars, respectively, has resulted in some confusion regarding the pathfinding work of the brothers. A. L. Westgard originally was to have driven a Pathfinder car as the field representative of the American Automobile association and United States government, but owing to the fact that he has accepted a similar position with the National Highway association and is succeeded in the A. A. A. service by his brother, W. O. L. Westgard, a change in the original arrangement was made. W. O. L. Westgard will complete the A. A. A. routing started by his brother.

The field work of the National Highways association and the American Automobile association is practically identical, the purpose being to obtain a complete "log" of every inch of roadway travelled, yet the data gathered will serve two separate and distinctly different purposes. The Premier tour will place in the hands of the National Highway association information to be compiled and used in the drafting of legislative measures to be introduced at Washington.

DRIVERS SHOULD NOT ABUSE THEIR TRUCKS

By Overloading and Overspeeding—How Best Results Are Secured.

That one of the chief duties of drivers of motortrucks is to see that their trucks are not subject to the abuses of overloading and overspeeding was emphasized by speakers before the Alco service convention at the Providence factory of the American Locomotive company. The best results, it was said, are secured where the owner as well as the driver takes an interest in securing the maximum mileage on the gallon of gasoline. Particular reference was made to the possibilities in the way of economy in operation.

Analysis of Last 500-Mile Race.

George M. Dickson, general manager of the National company at Indianapolis, has made an analysis of the last 500-mile race and compared it to the other two 500-mile races, with interesting results. It is hard to get all the "inside" times, facts and figures until several days after the race, Dickson declares, because all the figures must be checked over and over again to avoid any errors and the times must be

THIS WOMAN HAD MUCH PAIN WHEN STANDING

Tells How Lydia E. Pinkham's Vegetable Compound made Her a Well Woman.

Chippewa Falls, Wis.—"I have always had great confidence in Lydia E. Pinkham's Vegetable Compound as I found it very good for organic troubles and I recommend it highly. I had displacement, backache and pains when standing on my feet for any length of time, when I began to take the medicine, but I am in fine health now. If I ever have those troubles again I will take Lydia E. Pinkham's Vegetable Compound."—Mrs. Ed. Ferron, 816 High St., Chippewa Falls, Wisconsin.

Providence, R. I.—"I cannot speak too highly of Lydia E. Pinkham's Vegetable Compound as it has done wonders for me and I would not be without it. I had organic displacement and bearing down pains and backache and was thoroughly run down when I took Lydia E. Pinkham's Vegetable Compound. It helped me and I am in the best of health at present. I work in a factory all day long besides doing my housework so you can see what it has done for me. I give you permission to publish my name and I speak of your Vegetable Compound to many of my friends."—Mrs. Ann. Lawson, 120 Upham St., Providence, R. I.

checked also. Then these are turned over to the officials of the American Automobile association for their official recognition. According to the figures available up to date Dickson finds the following facts worthy of attention:

In the 1913 race Burman's time at 40 miles was 31:10 and the winning national's in 1912 was 29:45; at 60 miles Burman's time was 46:13 and the National's 44:32, and at 100 miles Burman's time was 1:18:35 and the National's 1:14:24, thus correcting a wrong impression that, while Burman was running at the start of the race this year, he was making better time than the National's record.

Table with columns: Distance (miles), National, Peugeot, Difference. Rows show times for various distances from 20 to 500 miles.

Dickson also goes farther in his analysis and gives the graduation of times in order of their superiority for all three races run, 1911, 1912 and 1913. He gives only the times better than seven hours. He also gives the position in which each car finished, showing that the 1913 race was much faster than that of 1911, and that the 1912 race was also much faster than that of 1911. It is interesting to note, says Dickson, that some of the cars in the 1912 race, when the National was winning, made much faster time than in 1913 when a foreign car was making the pace.

National—6:21:06, first in 1912. Fiat—6:31:29, second in 1912. Mercer—6:34:55, third in 1912. Peugeot—6:35:05, first in 1913. Stutz—6:36:36, fourth in 1912. Marmon—6:42:08, first in 1911. Lozier—6:42:51, second in 1912. Schacht—6:46:28, fifth in 1912. Mercer—6:48:13, fourth in 1913. Stutz—6:48:25, third in 1913. Stutz—6:50:28, sixth in 1912. Fiat—6:52:29, first in 1911. Mercedes—6:53:00, fourth in 1911. White—6:52:58, seventh in 1912. Marmon—6:54:53, fifth in 1911. Lozier—6:59:37, eighth in 1912.

Pongee hoods have made their appearance this season in two or more new models. They make good traveling hoods for they are light on the head and may be readily washed. Champagne veils are used with them this year rather than the contrasting colors. A green willow hamper having two trays is a new comer which is quite practical. It is canvas lined to make it dust proof so that it may be carried on the running board if desired. The bottom is used for bottles and the trays for food and fittings. It comes in two sizes.

ify all persons having claims against the said estate to exhibit them to the undersigned on or before the 26th day of May, 1914, or this notice will be pleaded in bar of their recovery. All persons indebted to said estate will make immediate payment. This the 26th day of May, 1913. C. L. MEARS, Executor of G. A. Mears, deceased.

TRUSTEE'S SALE.

By virtue of the power of sale contained in a certain deed of trust made by D. F. Stevens and wife, J. B. Stevens, to the undersigned trustee, dated May 3rd, 1912, and duly recorded in the office of the register of deeds for Buncombe county, N. C., in book of mortgages and deeds of trust No. 88, at page 248 to which reference is hereby made, and default having been made in the payment of the indebtedness secured by said deed of trust whereby the power of sale therein contained has become operative, the said undersigned trustee, will on Friday, the 25th day of July, 1913, at 12 o'clock, noon, sell at public auction for cash, at the court house door in the city of Asheville, county of Buncombe and State of North Carolina the following lands and premises, situate, lying and being in Buncombe county, N. C., adjoining lands of R. J. Roberts, Samuel Barns, Logan Tate and others, and more particularly described as follows: A certain tract of land contained thirteen acres and being the same lands and premises conveyed and described in a certain deed from Annie Hipps to D. F. Stevens and wife J. B. Stevens, said deed bearing date the 2nd day of May, 1908, and duly recorded in the office of the register of deeds for Buncombe county, N. C., in deed book No. 159 at page 48 et seq, to which reference is here made for metes and bounds.

Second tract being the lands described in a certain deed of trust made by D. F. Stevens and J. B. Stevens to A. H. Starnes, trustee, to secure the payment of a sum of money to Jacob and Sarah Delychko, said deed of trust bearing date November 7th, 1906, and duly recorded in the office of the register of deeds for Buncombe county, N. C., in book of mortgages and deeds of trust No. 63 at page 233 to which reference is hereby made for metes and bounds. This June 24, 1912. GWYN EDWARDS, Trustee.

TRUSTEE'S SALE.

By virtue of the power of sale contained in a certain deed of trust made by A. E. Stroup to the undersigned trustee, dated May 10th, 1911, and duly recorded in the office of the register of deeds of trust No. 84 at page 600 to which reference is hereby made, and default having been made in the payment of the indebtedness secured by said deed of trust whereby the power of sale therein contained has become operative, the said undersigned trustee, will on July 11th, 1913, at 12 o'clock, noon, sell at public auction for cash at the court house door, in the city of Asheville, county of Buncombe and State of North Carolina, the following lands and premises, situate, lying and being in the county of Buncombe, N. C., and described as follows:

Beginning at a stake in the Reynolds' old line at the intersection of a road leading by H. A. Brown's residence with the Haywood road and runs North 3 deg. 45 min. East one hundred and fifty feet to a stake in the Western margin of said road leading by H. A. Brown's residence and the Southern margin of said ally; thence North 34 deg. 15 min. West one hundred and fifty feet to a stake in the Reynolds' old line; thence with said line South 56 deg. 15 min. East two hundred and eleven and 1-10 feet to the beginning, being lot No. 22 of a plat of a part of the Henry lands made by A. A. Linnel for Brown and Louisa. This June 20th, 1913. W. E. SHUFORD, Trustee.

NOTICE. Having qualified as executor of G. A. Mears, deceased, late of Buncombe county, North Carolina, this is to no-