

MIGHT BE TERMED SALT FARM

Salton Region of California is Devoted to the Production of That Indispensable Article.

Passing through that portion of California known as the "Salton" one sees stretched out below him long rows of what appear to be haystacks of a curious design. These constitute a part of what is called the "salt farm," and the haystacks are in reality great cones of salt.

Each year there are removed more than 2,000 tons of salt. The salt is first piled into mounds, then piled into conical heaps, eventually being taken to the drying house. From there it proceeds to the crushing mill.

It is an easy matter to find the salt when a load of an automobile is almost pure white in color and not so that snow under a hill in that region. The supply of salt is being constantly renewed by the sea.

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PLACE AT TABLE IN CLUBS

Position Indicates to Service Staff the Kind of Meal Desired by the Patron.

At least one New York club has placed the name of the patron at the head of the table in a sign which is visible to the service staff. This is a new idea.

When a sign is placed at the head of the table, the service staff can see the name of the patron and the kind of meal desired. This is a new idea.

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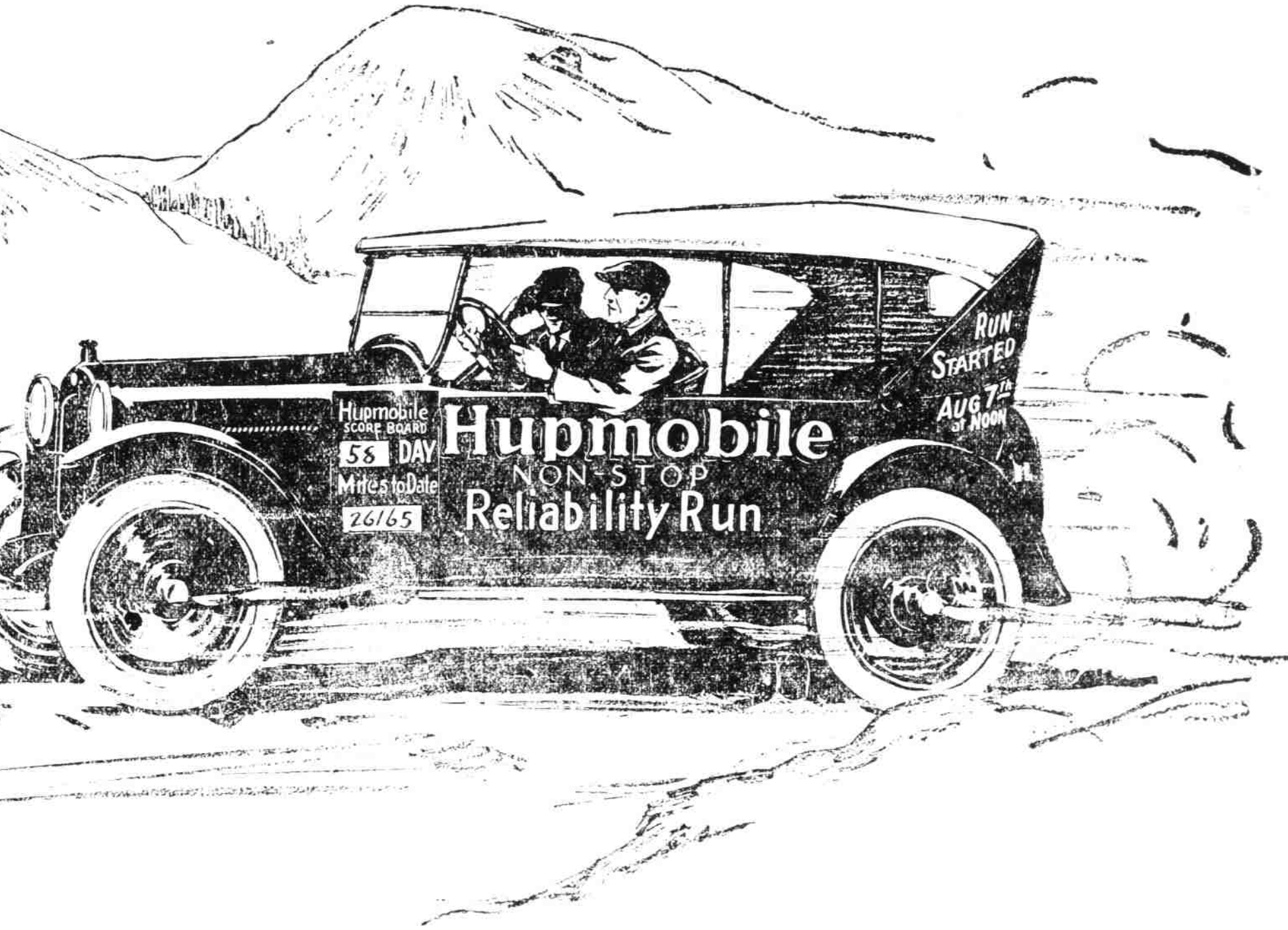
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58-Day Run of 26,165 Miles Without a Stop Proves Hupmobile Staunchness and Reliability

High Opinion of Hupmobile Stamina and Durability Justified by Its Splendid Condition after Grueling Test

Perhaps no motor car ever before was given so severe a reliability test as this.

Day and night for 58 days, without the engine being stopped once, and without the official seals on it being broken, a stock Hupmobile was driven 26,165 miles by drivers working in three shifts about Salt Lake City and over a maze of Inter-Mountain's highways in Utah.

The water was removed before the run began. Oil was taken out through a special tube in the side of the engine block. This intake bar as well as the intake for gas and water, were all thoroughly sealed and were broken and resealed only under careful inspection.

The route of the car, for the most part, was over a maze of mountain highways. Part of the course led the car into the precipitous mountain canyons of Heber, Provo, and Paria, in the Wasatch range.

The high spots of the test included trips into many of the steepest canyons of the west, including Brighton at the head of Big Cottonwood and American Fork Canyon, generally

conceded to be the steepest incline in the west. During the last 14 miles of the trip cars are forced to climb from a 4,000 to an 8,000-foot elevation.

The engine was brought to a stop only after the fan belt had broken at 26,165 miles. The car then was shown its true mileage of 27,096.

It was immediately torn down and inspected under direction of Prof. A. LeRoy Taylor of the Automotive Department of the University of Utah. He reported that the engine—with 35,000 miles of test run—showed only slight wear that the life of this stock Hupmobile had only just commenced.

Prof. Taylor's detailed report contained the following significant statements:—The amount of carbon deposited on the pistons and cylinder block was surprisingly small. The pistons showed by micrometer caliper measurements, the maximum "out of round" of .0005 (five ten thousandth) inch. The second and third rings showed practically no wear. The first rings on three of the cylinders

had worn .002 (two thousandth) inch. The crankshaft bearings were in excellent condition and showed practically a perfect fit.

The qualities revealed by the car in this test—its economy records—the way it stood up in continuous service such as not one motor car in ten thousand is asked to give—these things are not remarkable or unusual for the Hupmobile.

They are the daily portion of every Hupmobile owner. He counts upon them confidently. They are his interpretation of reliability.

The Reliability Record. Days without Engine Stop... 58. Total non-stop mileage... 26,165. Average Miles Per Day... 449. Gas—ave. miles per gal... 21.5. Oil—ave. miles per gal... 1,218. Replacements: At 22,106 mi.—Brake lining. At 24,955 mi.—Head lamp tie rod. At 26,165 mi.—Fan Belt. The first engine stop was necessitated by the breaking of the fan belt. The run was then continued two days, the total mileage at the end of 60 days being 27,096, on which the daily average is computed.

HENRY MOTOR CO.

Main Street Phone 23 Brevard, N. C.

Hupmobile



Let Us Print Your Sale Bills

JUNE 5, 6 and 7, 1923. The Southern Railway System will sell to members of the Shrine and dependent members of their families, upon presentation and surrender of identification certificates of the required form, Round-Trip Tickets, at the rate of one and one-half fare for the round-trip. Tickets will be on sale June 1 to 6, inclusive, and have final limit expiring June 30, 1923. The fare from BREVARD will be \$28.05. The fare from PENROSE will be 27.70.

The fare from ROSMAN will be 28.55. The fare from LAKE TOXAWAY will be 29.15. Round-trip Pullman fare from ASHEVILLE. Lower Berth 215.00. Upper Berth 12.00. Drawing Room 45.00. SPECIAL TRAIN. Leave Asheville, 5:00 P. M. (E. Time) June 4. Arrive Shrine Park (Alexandria) 9:00 A. M. (E. Time) June 5. RETURNING: Leave Shrine Park (Alexandria) 1:30 A. M. (E. Time) June 8. Arrive Asheville, 5:00 P. M. (E. Time) June 8. (NOTE—Special cars and special trains will not go into the Terminal Station, Washington, but will be taken direct to Shrine Park, Alexandria, Va.) A limited number of Pullman cars have been assigned to Asheville and APPLICATIONS FOR SPACE MUST BE ACCOMPANIED BY CHECK OR MONEY ORDER, AS NO RESERVATIONS WILL BE MADE.

The Pullman rates quoted above cover your trip from the time you leave Asheville until you return to that point, including sleeping and living privileges while at Shrine Park, Alexandria, Va. At Shrine Park (living arrangements of high class, baths and all the comforts of home will be found. Buy your Pullman accommodations promptly. J. H. WOOD, Division Passenger Agent, 42 Heywood Street, Asheville, N. C. June 5, 23

SOUTHERN RAILWAY SYSTEM SPECIAL NOTICE TO SHRINERS. On account of the Imperial Council, Ancient Arabic Order Nobles of the Mystic Shrine, to be held in WASHINGTON, D. C.

Horses' Pedometers. Whorls of hair on the coats of horses and other animals may be called pedometers, because they register locomotive activities of the creatures on whose bodies they are found. The best examples and the greatest number of these hairy whorls and crests are found on the domestic horse. A notable instance is the mane feathering that extends along the jaw of the flank, dividing quarters. There are also crests and whorls on the horse's chest and other parts of its body. Where the Advantage Is. Mrs. Portly-Richo—It must be dreadful to be as hard as the Bronsons. They never give anything to charity. Mrs. Portly-Richo—Well, for the matter of that, no more do we, in dear. Mrs. Portly-Richo—No, but they can't say we haven't got it to give, though.—London Mail.