

EIGHTY MAXWELLS IN OVERLAND RUN

That Number of Dealers Take Part
in Contest for Low Gasoline
Consumption.

AVERAGE OVER THIRTY MILES

One of the feature events of the touring year, the returns from which are awaited with great interest generally, is the unique competition just held by the Maxwell Dealers' association of Zone 1—a sales district including eastern New York, New England, eastern Pennsylvania, New Jersey and Maryland.

The event was an efficiency run, in which eighty new 1915 Maxwells, fresh from the factory, competed, over a cross-country course lying between Buffalo and the dealers' respective home cities. It followed a visit to Detroit, where the members of the association had inspected the busy Maxwell plants, and had purchased for the run the \$22,000 worth of cars which they used in it.

The dealers took ship at Detroit for Buffalo, their eighty new automobiles occupying the hold. At the Lake Erie port they climbed into their cars and rolled out for the test.

Each car had been furnished lubricating oil and water for the start. The oil reservoir had been sealed, it being taken for granted that one gallon would be enough to carry any of the cars to its destination, as none of the contestants had to travel more than 1,500 miles.

The tour left Buffalo in two main divisions, traveling east and south. These divisions also split, as the members of the party neared their respective homes. For long distances, however, each main division presented a gay array, the new cars being still further embellished by liberal decorations which featured a wide variety of pennants, bearing the names of the cities which were the respective destinations.

Average Thirty Miles.

It is confidently predicted that the prize winners in the tour will be compelled to average better than thirty miles to the gallon of gasoline—a feat which, if realized, will be an almost revolutionary commentary on the efficient design of the modern light, American-built automobile. During the early stages of the run several drivers claimed to be exceeding the thirty mark. As their cars had started with no preparation except the standard factory road tests and adjustment, even better results were hoped for, as the tour progressed.

Several of the tourists living in eastern New York were able to reach their homes in one day of running by covering from 200 to 300 miles. For most of the tourists the run contained two days of cross-country work. H. B. Leary, Jr., of Washington, D. C., and Alvin Piper

Killy Makes Unique Test with Saxon Auto



W. L. Killy of the Noyes-Killy Motor company recently purchased a milch cow at South Omaha and after the transaction was completed the question of getting the cow to Mr. Killy's suburban home, a distance of seven miles from

South Omaha, came up.

Someone suggested that Killy put his car to a test and drive from South Omaha to his suburban home with the car in high gear. Killy was game and, although he had never tried such a trip,

he knew the Saxon could be throttled down to a very slow speed, so decided to try it.

"The stunt went through in fine shape," said Mr. Killy, "and we reached my home without shifting gears."

of Damariscotta, Me., had three long days of travel ahead of them at the start, Leary being nearly 600 miles from home by the main traveled highway, while Piper had over 700 miles before him at the start.

Hyatt Bearing Firm Opens Warehouse in Hub of Auto World

Recognizing the advantages of Detroit as a shipping center, the Hyatt Roller Bearing company today announced that construction of a large warehouse on the Michigan Central railroad in that city will begin shortly and will be completed this fall.

"The office building for the automobile division of the Hyatt company, which now is in course of erection at Cass avenue and West Grand boulevard, Detroit, and this new warehouse will make Detroit the center of activities of the automobile division," said A. P. Sloan, Jr., general manager, who made the announcement. "Our factories alone will be located outside of Detroit. Chief Engineer Lane has supervision of the construction of the new buildings."

"We are making our distributing point because of the city's central location and its importance in the automobile industry. We have a frontage of 25 feet on the Michigan Central. The new warehouse will be of modern concrete construction, two stories high, and will provide 20,000 square feet of floor space. The first floor will be on a level with the floor of the freight cars, while the second floor will be on the street level. This will facilitate the handling of large quantities of freight, as it will move in only one direction. That to be transhipped to other points will remain on the first floor.

Interstate Adds To Its Factory

To increase the efficiency of the present plant in all its departments, the Inter-State Motor company of Muncie, Ind., is building an extensive as well as novel addition in the form of a "building inside a building." The main building in which the new building will be housed is 150 feet by 60 feet. The new building will be 34 feet by 25 feet, situated in the center of the main building.

Since announcing a change of price last July, the Inter-State has found it necessary to increase their facilities to take care of the large increase in business. The new addition will centralize the manufacturing activities in such a way that much time and money will be saved.

The new building will be divided into an inspection department, an assembly stock room, a "parts" stock room, tool room, pattern room and mill supply department. Throwing these different departments into a central unit will greatly lessen the time necessary in moving the stocks. This change will not alter the contour of the present plant.

AUTO TRAVELS FASTER THAN A BIRD CAN FLY

An interesting fact in natural history was discovered by James Linville of Greensburg, Ind., the other day. A sparrow flew up in front of his touring car. Linville increased his speed and, with the speedometer registering just thirty miles an hour, caught the bird against the front of the radiator where fan pressure held it until the car slowed down.

Drives Cadillac Eight to Coast and Back in Forty Days

To Dr. Benjamin H. Metcalf, chairman of the board of health of Winthrop, Mass., belongs the distinction of making, without relief, one of the longest motor car tours on record. He recently arrived home after driving his Cadillac Eight from Winthrop to the Panama-Pacific exposition at San Francisco, and back again.

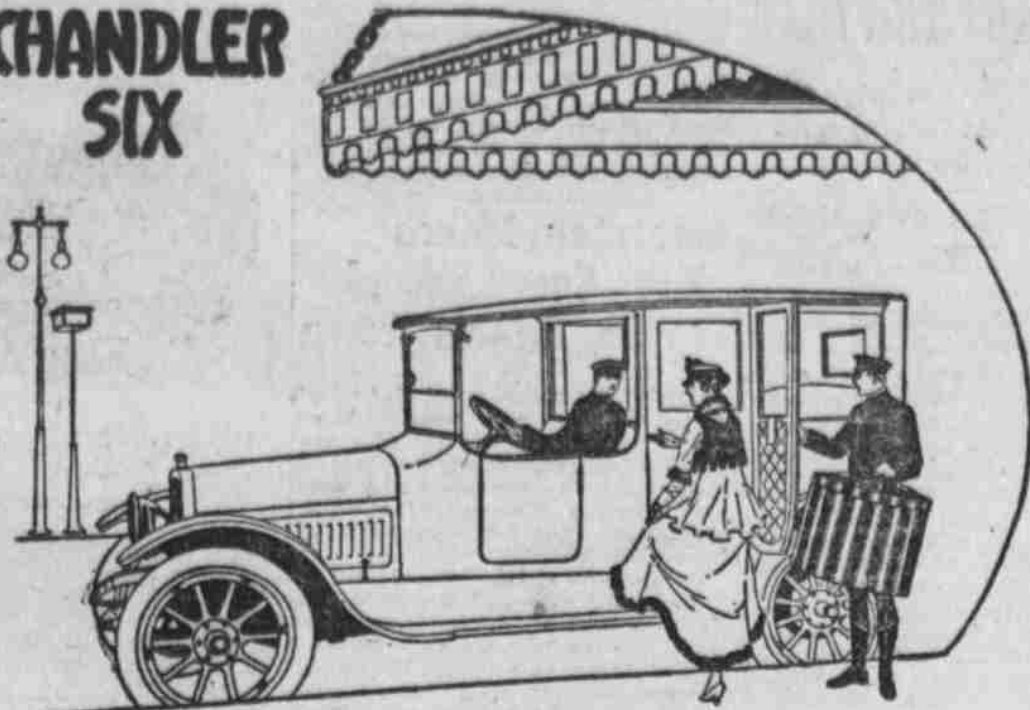
The car carried five passengers all the way, and a great deal of baggage and equipment in the way of spare tires, etc. The actual running time of the westward route was twenty-two days, while seventeen days covered the actual touring on the return trip.

Dr. Metcalf says the two most pleasant features of the tour, aside from the attractiveness of the country traversed, were the utter absence of car troubles of any kind and the fact that the tour was made in comfort and without excessive fatigue. In crossing the desert, it was necessary to travel at night because of the great heat during the day. Even at night it was as hot as 120 degrees, but the Cadillac radiator did not boil nor the motor heat to excess under such abnormal conditions.

SPEEDERS ARE YANKED INTO PITTSBURGH COURT

At least 1,000 alleged violators of the traffic and speed laws of Pittsburgh were served recently with summons, as a result of a crusade instigated by Mayor Armstrong against speed-mad drivers.

CHANDLER SIX



NO ONE ASKS MORE LUXURY—
AND THE PRICE IS MODERATE

THE new Chandler closed cars provide delightful comfort and luxury. Here in these several types of bodies we offer what seems the very ultimate in carriage design and furnishings, excepting only the *excessively* costly.

Chandler has taken advantage of all the advancement in body-building and chosen the most artistic, the most serviceable. In line with the Company's policy, too, these offerings are priced so moderately that you would really be unfair to yourself if you purchased a closed car without at least seeing what Chandler has produced.

The Chandler Limousine, illustrated above, sells for \$2450. It lacks nothing in roominess, depth of cushions, quality of upholstery, style and finish that one could ask for. And it is mounted on the regular Chandler Chassis, distinguished above all other light sixes for its marvelous mechanical efficiency.

The Chandler Complete Line:

The Convertible Sedan . . . \$1795	The Sedan \$2250
The Cabriolet 1650	The Coupe 1950
Seven-Passenger Touring Car 1295	The Roadster 1295

The Limousine \$2450
Touring Car with Removable Winter Top, \$1495
(And with Golds Patent Our-Man Top)

Call Now and See These Cars

Telephone **R. E. Davis & Co.**
Douglas 2935 2421 FARNAM ST.

Dealers
Look Into This
Contract

CHANDLER MOTOR CAR COMPANY, CLEVELAND

The
Balance is
in Favor
of the
Pullman

Immediate
Deliveries

Weighing the Cost--

A Few Pounds on
the Side of the
Purchaser

PULLMAN \$740

SPECIFICATIONS

High Speed. 30 H. P. Brake test.
Remarkably accessible, having removable head, side and bottom.
Large inclosed valves.
Positive force and splash feed lubrication. Oil sight on instrument board.

Splitdorf magneto, Stromberg carburetor. Thermo-Syphon cooling.
Complete electric lighting and starting.
Gray & Davis 10-inch double bulb headlights.

Wheelbase, 114 inches.
Cantilever springs. 52-inch, 8-ply under axle.
Full floating rear axle, tapered bearings.
Genuine leather upholstery.

One-man top.
31x4 tires, Non-Skid all around.
Complete equipment includes: Stewart speedometer, electric horn, gasoline gauge, tire irons, tools, jack, pump, etc.

The Pullman Is the Result of Fourteen Years Spent in Building Quality Cars

BUYERS--
GET A DEMONSTRATION

T. G. Northwall Co.,

Omaha
Sioux City

DEALERS--
GET OUR PROPOSITION