

TRUCK COMPLETES A TRIP FROM N. Y. TO SAN FRANCISCO

Caravan Equipped, Three Ton Car Is First Commercial Auto to Make Journey With Full Load.

From New York to San Francisco in a motor truck is the trip completed Thursday by E. L. Burnett of Detroit. With him at the finish were W. T. Fishleigh and Arnold Hainer, the former joining the party at Omaha, Neb., and Hainer in Detroit. It is the first commercial motor vehicle to make the continuous trip under full load from the Packard factory.

The start was made July 8. The three ton vehicle was caravan equipped and except for the absence of horses or mules, presented much the appearance of a prairie schooner. Sand bags were carried for ballast, along with one barrel of gasoline and another of oil. The cargo was three tons, and the total weight 13,000 pounds.

Break Through Bridge.
Although they struck much bad going in the middle west it was not until after leaving Omaha that the real seriousness of the undertaking began to present itself. First they broke through a bridge near Dunlap, but got themselves out without damage. On July 23 they arrived at Buffalo Bill's ranch on the trail between Cozad and Sutherland.

Through sand, over dangerous tottering bridges and tortuous buffalo wallows they fought their way to Cheyenne and Medicine Bow. Rocks and sagebrush, trails full of prairie dog holes and ruts too narrow to take the wheels, were the roads leading to Dana, Hanna and Rawlins. To Fort Steele there were steep, rocky hills, and more sagebrush ruts. Just for diversion the crew took a few shots at rabbits, eagles, sage hens, badgers and prairie dogs.

It was on the way to Wamsutter and just west of Rawlins that an accident occurred which came near ending the trip. A rear wheel crashed through a bridge and only prompt and strenuous efforts prevented the outfit from plunging into the canyon. It took three hours of hard work to get out.

Stalled in Stream.
Washouts five to 20 feet and sand a foot deep in long stretches, ruts of baked clay which had to be dug away to get through, were some of the obstacles overcome on the way to Rock Springs. In one place was a sand pit on a turn. It was impossible to use skids, and tarpaulins, sand bags and even the cot mattresses were pressed into service. Near Evanston they dropped hub deep into a soft silt while attempting to cross a small stream and it was two hours before they got out.

The road from there to Salt Lake City, Utah, reached August 10, led them for a long stretch through a rocky canyon. It was dangerous travel but was made without mishap.

For two hours the party was lost in the sagebrush, but Fishleigh found a horse trail and followed it on foot. It led them over an unbroken waste with gullies so deep in places that at times

THIS CORPORATION IS PUBLIC SPIRITED

Private Pumping Plant Provides Water for Akron at Critical Time.

As illustrating the point that several heads of corporations have recently been trying to make, namely, that some corporations are not without a certain regard for the welfare of the public at large, witness the act of the Firestone Tire & Rubber company of Akron.

The great rubber center has recently awakened to the fact that its water works would have to shut down for repairs. This knowledge was received by Mayor Sawyer and the other city officials with a great deal of apprehension and a great deal of scurrying around in search of water. They had about decided to do without it when the news was conveyed to H. S. Firestone, president of the concern which bears his name, who immediately placed at the disposal of the citizens the private pipe line of his company, through which water is brought from a lake some distance away for the purpose of operating the large turbine engines lately installed in the new Firestone plant south of Akron. In addition to furnishing the water, the Firestone Tire & Rubber company is running its emergency pumps day and night in an endeavor to supply Akron with fire protection and drinking water.

Best of all, Mr. Firestone did not ask the citizens to pay for it and he says they can use it as long as they need it. Discussing the situation with newspaper men, Mr. Firestone said: "We're all part of the city. The citizens of Akron need us and we need the citizens so we'll work together. They are welcome to the water and I only wish we could get together like this oftener."

Mayor Sawyer and Directors Gauthier and Benner could not say too much for the whole hearted way in which the great rubber company took hold of the situation.

It is not definitely known how long the pumps of the water works will be out of commission but in the interim, Akron homes will not suffer.

It seemed as if the truck would stand on end.

Things began to happen on the road to Austin, Nevada. First Hainer killed a huge rattlesnake that disputed the right of way. At Death Hotel, the truck damaged a tree, and but for a friendly constable the party would have been held up by a westerner in true eastern style. At Eko a horse got scared, ran away, and it took cash to pay the damages. Then they ran into an incendiary ranch fire. The sheriff's posse blocked up all the roads in a man hunt, and the truck was able to get out only by making a long detour.

After passing over the Sierra summits, the route was largely over oiled roads and a down grade. Once in San Francisco many persons piled on, and the truck paraded through the down town streets.

"As far as the truck is concerned, we would just as soon turn around and start right back again," wired Fishleigh. Fishleigh is the U. of M. man who had the world's record for pole vaulting.

TEAM FORMATION IN GLIDDEN TOUR

Speculation and curiosity are now acute concerning the manner in which the automobiles entered in the Glidden tour from New York to Jacksonville, Fla., will line up as to formation of teams. The decision to name the teams according to the cities from which the entries emanate and the rule permitting individual motorists to decide which

team from their city they shall join, puts a new phase on reliability competition because it is certain that several teams will be composed of cars that, in every day business, are strong rivals. Under these conditions, the participation of private motorists, already one of the features of the tour, will result in lining up groups of cars not necessarily of the same make but each competing against other mixed groups and such factory teams as may be entered. When a majority of the entries have been completed and the full list of cities to be represented is known, it will be interesting to see some of the low priced cars linked up as team mates of cars costing \$6000, at the same time competing in their own low price classes.

ADOPT NEW BASIS OF JUDGING CARS

In making the Glidden tour a team competition instead of a contest between individual cars, the contest board of the American Automobile association has tacitly approved an idea originally advanced by several of the motor companies. They contended that when several cars of a certain make participate in a contest, the team score should

be considered rather than the individual car score, because it frequently happens that only one car of a team is able to finish or make a good showing. This very thing happened in the last Glidden tour. While one car of a three car team was awarded the trophy, the other two cars of that team suffered heavily and were withdrawn. Thus the 1912 Glidden tour from New York to Jacksonville, Fla., over the National Highway, will furnish a new basis of judging the work of contestants and the team cars which have been entered by the United States Motor company and which will be known as New York team No. 1, will run under conditions they have always championed.

SAN FRANCISCO POSTAL BANK TO OPEN SEPT. 11

(United Press Leased Wire.) San Francisco, Sept. 2.—Postmaster Fisk issued an official notice today that the postal savings bank would be opened here September 11.

Friend Has His Money.
(United Press Leased Wire.) Chicago, Sept. 2.—It took Vincento Marti 15 years to save \$900. Planning to take his family to Italy, he drew the money from the bank. A friend persuaded him to let him carry it. The police have no clue.

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30x2 1/2	13.30	3.15
28x3	14.65	3.45
30x3	15.75	3.65
32x3	16.80	4.00
34x3	17.85	4.30
36x3	19.00	4.50
28x3 1/4	18.75	4.50
28x3 1/2	21.60	4.70
30x3 1/2	23.25	5.00
31x3 1/2	24.00	5.20
32x3 1/2	24.60	5.25
34x3 1/2	26.90	5.65
36x3 1/2	29.05	6.00
30x4	33.05	6.40
31x4	34.25	6.65
32x4	35.50	6.80
33x4	36.80	7.00
34x4	38.05	7.20
35x4	39.15	7.40
36x4	40.40	7.60
40x4	45.30	8.35
32x4 1/2	45.25	8.35
33x4 1/2	46.65	8.60
34x4 1/2	48.10	8.90
35x4 1/2	49.55	9.20
36x4 1/2	51.00	9.40
37x4 1/2	52.45	9.75
38x4 1/2	53.85	10.00
40x4 1/2	56.75	10.50
42x4 1/2	59.60	11.05
34x5	59.30	10.40
35x5	61.00	10.80
36x5	62.65	10.95
37x5	64.35	11.40
39x5	67.65	11.90
36x5 1/2	73.15	12.40
37x5 1/2	75.15	12.75
38x5 1/2	77.20	13.15
37x6	87.75	14.60
38x6	90.25	15.15

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