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The American Motors, Inc., Has Just Brought Out This New Device for Converting Cars to Meet Needs of Owners on Various Trips, According to Passengers Carried.



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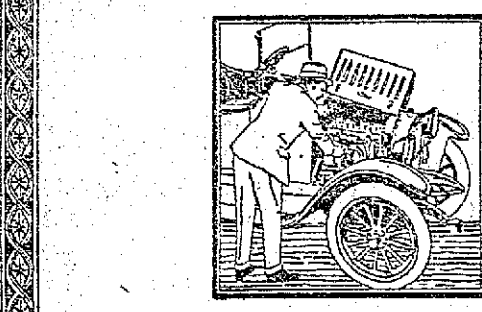
It costs less to insure than to retain any good lawyer to defend you in the event of an accident.

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Inter-State



Buy Accessibility

There's a big satisfaction in owning a car that is easy to get at and understand. Inter-State accessibility is a definite factor in this car's extra value. This accessibility will save you money and time. Every unit of this car is easy to get at and care for. The simple, powerful, long-stroke, valve-in-head motor is easily adjusted and inspected by the owner. Valves, spark plugs, carburetor, oil filler, gasoline tank filler—every detail right where you can get at it quickly and easily. Inter-State cars require little attention and we've made it easy for you to give it. You'll be a happier owner if you buy an accessible car.

Service Boat & Engine Co.
DISTRIBUTORS.
311 WEST WILLOW STREET Phone James 1426

Watkins Glen Offers Pretty Drive for Local Autoists

The last few beautiful days have given new interest to motor life in this part of the country. Scores of parties have started on the usual week-end and longer trips this week. It is the first opportunity that car owners have had to enjoy such trips. With continued good weather to-day thousands will go into the country.

One of the most enjoyable trips from Syracuse is to Watkins Glen by way of Lafayette, Tully, Cortland and Ithaca. The round trip is 135 miles. The following is the route furnished by the Automobile Club of Syracuse:

The Route in Detail.

Leaving the office of the Automobile Club of Syracuse in the Onondaga, go west on Jefferson street one block, turn left on South Salina street, and follow it.

Continue on brick pavement through Onondaga Valley, Rockwell Springs to Onondaga Castle. Keep straight ahead up the hill through Lafayette, and follow new road with wonderful views of the Cardiff valley on right, to Tully Center, turn left on State road to Tully. Turn right at Tully and follow State road through Homer, (drive slowly) entering Cortland on Homer avenue, turn left on North Main street, cross Clinton avenue, and at the junction of Port Watson street and Tompkins, take right turn on Tompkins street and follow State road. Cross railroad and curve left with macadam at four corners into Dryden.

Turn square right around postoffice, cross railroad and iron bridge. At two corners, bear right on State road over railroad bridge through Varna. Turn right and follow signs on State road. Pass Cornell university buildings on left and descend grade across Stewart avenue. Turn left down-grade on University avenue. Use caution for left curve at foot of hill and immediate right turn into Mill street. Turn left on North Aurora street. Ithaca. Fifty-four miles.

Explore Watkins Glen.

Leaving Ithaca for Watkins, turn right on East State street, turn left on South Cayuga street, bear right on Spencer street and follow State road through Newfield, turn right at sign "Watkins," nine miles from Newfield, and follow State road through Alpine, Odesa, Montour Falls, to Watkins, twenty-seven miles from Ithaca, eighty-one miles from Syracuse. Tourists should not to spend several hours in exploring the wonders of Watkins Glen.

On account of the recent rains and road repair it is best for the tourist to come home by the same route, although if they wish to there is a good route with but one detour, from Ithaca to Auburn.

Returning to Syracuse.

Leaving Watkins for this route, go south on Franklin street, passing entrance to Watkins Glen on right. Turn left with trolley and follow State road through Montour Falls, Odesa, Alpine and Newfield, entering Ithaca on Spencer street. Bear left on South Cayuga street. Turn right on State street. Turn left on North Aurora street. Turn right on Mill street, then left on University avenue and follow it passing the university buildings. Continue on State road.

At end of road turn right just beyond iron bridge, along line using caution for sharp curves. Follow State road through Varna. Cross railroad bridge and turn left at end of road just beyond. At fork bear left. (Right leads to Dryden), cross railroad and follow State road through Etna, to Freville. Turn left, follow State road through Groton, and on through Locke, Moravia and Miles. About two miles north of Miles turn left on State road, (straight ahead leads to Mandana), follow State road through Owasco to Auburn, going in on Owasco street. Turn right on East Genesee street, turn left on Lewis street, turn right on Franklin street, and follow the trolley tracks to Skaneateles. Turn left on State street, up hill, and follow State road to Camillus and back to Syracuse.

PLOWING WITH AUTO

Dodge Owner Turns Under 2 1/2 Acres in One Day.

A. H. Long, an experienced truck gardener of Belmont, Mass., solved the labor and horse problem in a simple manner. He hitched his plow to his Dodge Brothers motor car, wrapping the springs with burlap and equipping the rear wheels with tire chains to insure traction in the soft earth. With a friend at the wheel, Mr. Long turned over approximately 2 1/2 acres the first day. His average with a team has been less than half as great.

GENUINE SOCONY GASOLINE

On your way south, north, east or west, get your gasoline here. Mileage, purity and easy starting is in every drop.

Full 26c Gallon

"Fill Up at Bissell's"

Bissell Garage Co.
S. State and E. Water Streets
Oldest Established Garage in City

President of New Company.

J. Elmer Pratt, formerly general sales manager of the Pierce-Arrow Motor Car company, has been elected president of the Higrade Motors company, which has its executive headquarters in Grand Rapids, Mich., and temporary plant in Harbor Springs, Mich., and sales and advertising offices in Buffalo. The Higrade company will specialize in three-quarter ton motor trucks, building this type exclusively.

RIDE TODAY!

Know the velvety operation and new 1917 advancements of the 9-Year Chassis in this super-beautiful Cloverleaf four-passenger Roadster—one of the finest automobiles ever built.



Custom made in colors at \$845; with wire wheels, \$895; Touring Car, \$945. A superior value. Exquisite body produced in Crow-Elkhart coach shops. Saves fuel, runs 20 to 25 miles on a gallon gasoline.

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R. M. CORNWELL
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Desires Wanted in Great Territory
65 SOUTH SALINA STREET



Old methods were wasteful—so they had to make way for new

Men can no longer afford to sow wheat by hand—nor burn good gasoline in wasteful motors.

Those inventions have served the world best which have enabled it to do more work with less expenditure of time, energy, money.

Because the Twin-six motor gets more miles out of every gallon of gasoline—performs an important service at less cost—it has taken its place in the ranks of those notable inventions which really set new standards in human advancement.

More power—smoother power—and the saving of gasoline! The time had come for a more economical motor—and the Twin-six met the need.

And a three-fold production, to satisfy the greater demand, was the immediate result.

There are twenty and more body styles to select from—all with that matchless splendor of finish which helps to give the Packard its marked distinction.

Ask the man who owns one

Stowell Motor Car Company, Incorporated
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TRAIN DRIVERS AT CHICAGO SPEEDWAY

Dario Resta May Be Chief Instructor for Army Pilots.

Within another month the Chicago speedway will be the Campus Martius, not the Circus Maximus, of the city. Officials of the speedway, aiming to make the local course the American Brooklands and as valuable to our military authorities as is the English track to the war lords of Britain, already have established an aviation school there and now announce that they will use the tamarack oval for the instruction of army chauffeurs.

The school for military drivers is somewhat of an innovation. The course consists of lessons by correspondence in motor car mechanics, followed by practical application of this knowledge on the speedway. Dario Resta has been offered the position of chief instructor, and, if he accepts, will choose his assistants from the galaxy of race drivers that now are awaiting the call to the colors.

Students in the Military Chauffeurs' school will be taught how to drive a car at high speed and on graduation expected to be so well versed in the car that when in the field they will be independent of the garage if a tire should burst, a carburetor adjusted or faulty ignition corrected, work that must be done quickly and sometimes under fire.

ASSOCIATION TO MEET AT GENEVA

Will Discuss Co-operation With the State Military Authorities.

Auburn, June 23.—One of the most important subjects to be dealt with at the midsummer meeting of the New York State Automobile association at Geneva on July 23 will be a comprehensive plan of co-operation between the local automobile clubs, composing the State association and the National, State and Home Defense Military organizations in the transportation and mobilization of troops and in the various ways in which these clubs may assist the military authorities in their respective communities.

The creation of district directors of the State Automobile association organization will be discussed with the prospect of 10 to 15 directors being added to the executive committee and thus give direct representation to localities now indirectly represented in the administration of the State association affairs.

Will to Aid Government.

Wm. Guy Wall, an Indianapolis engineer, has been selected by the

THE LATEST STYLE CHALMERS JUST RECEIVED; Every Inch a Quality Car

This Chalmers of today is a car any man—millionaire or miner—proudly may own. For it not only acts quality, but looks quality.

\$500 more buys no more quality than you can get in this Chalmers. Possibly more car—yes; but more quality—no.

And why should anyone want a heavier car? These are days to be sensible in purchasing. Remember a heavier car costs more to run.

It is well, to bear in mind that \$500 less places you in the dangerous position of buying a skimped or "starved" automobile. To pay \$500 less is to postpone the day when you will own a quality car.

Just let us punctuate a few remarks about the Chalmers. Take the wheelbase—117 inches. Plenty of size there. Then the 5-inch frame. No weaving of body or frame now in crossing car tracks or turning a corner. Instead, severe rigidity—so severe that squeaks, rattles or chassis noises are not audible.

Underneath the rear seat a heavy, formidable rear axle. Overhead a Pantasote top that comes close to finality—and with four bows; not three.

A tilted windshield with plate glass. A front seat that is only 13 1/2 inches from the floor. A rear seat that is only 14 inches. Tell that to the women of your home.

Better brakes—2 inches larger, if you please. And when you push down with your right foot you get results.

A larger steering wheel, dustproof bearings in the front wheels, all wiring encased in flexible armored tubing so that a short circuit in your ignition, or lighting, or starting is well-nigh impossible.

All Chalmers cars are six-cylinder cars

5-Passenger Touring Car or Roadster, \$1250; 7-Passenger Touring Car, \$1350
7-Passenger Touring Sedan, \$1975

(All prices f. o. b. Detroit and subject to change without notice)

Weight of 5-Passenger Chalmers, 2790 Pounds

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