

JANUARY 26, 1916

## THE BULLETIN

MOUNT JOY, PA.

J. E. SCHROLL,

Editor & Pro'r.

### MANY FARMERS OWN AUTOS

This County Leads in Number of Motors Among Counties in State

On every tenth farm in Pennsylvania there is an automobile. Farmers as a class have more pleasure cars than any other social or economic division of individuals in the Commonwealth.

For the year just closed 14.1 per cent. of the cars registered in the State were in the hands of farmers. Last year 159,984 automobiles were registered and of this number 22,608 were owned by agriculturists. There are no statistics on hand, the Bureau of Statistics of the Department of Agriculture points out, showing how many registrations were issued to non-residents. If such figures were at hand, it is probable that the percentage would be much higher.

Farmers made a big gain in 1915 in the number of cars owned by them. It is estimated that the year before only 15,000 cars were in use on the farm. Growing popularity and usefulness is given as the cause for the big increase in one year.

In the richer agricultural counties the number of cars owned is very large. Lancaster county, the Garden Spot of the United States, leads with 18 per cent. of the farmers owning 1,842 automobiles. Chester county is with 1,019 cars, and Bucks third with 963 cars actually in the hands of farmers.

In ten of the 67 counties between 15 and 18 per cent. of the farmers drive their own cars, while in almost half more than ten per cent. own cars. Several counties report gains of 150 to 200 per cent. in the number of cars on farm, while gains of 100 per cent. are common.

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**NOW THEY MEASURE THEM**

**Another New Rate for Autos Over  
The Bridge at Columbia**

The Northern Central Railway company which controls the bridge over the Susquehanna river between Columbia and Wrightsville, has issued a new tariff of toll rates for automobiles which becomes effective on Tuesday, January 25.

The first reduction in toll was put into effect on December 16, but it applied only to pleasure cars. The old rate was 40c and this was reduced to 20c. Automobiles used for traveling salesmen who carried sample cases were classed as commercial cars and were compelled to pay the old rate of 40c. Many salesmen entered protests and as a result the rates were adjusted. The new rates are as follows:

Motorcycle, 8c; with side car, 15c, and 3c a head for each person over the operator.

Auto-taxi-cab, hansom, brougham, or ambulance, with 1, 2 or 3 cross seats and operator, 20 Folding seats when in use counted as one cross seat.

Auto passenger vehicle with more than three cross seats or with seating capacity for more than six people; auto tally-ho or sight-seeing car and operator, \$1.00.

Auto bus wagon not over 11 feet in length and operator, 20.

Auto bus wagon exceeding 11 feet in length, 40c.

Auto truck or van regardless of length, 40c.

The toll collectors at each end of the bridge have been supplied with tape lines and there is no getting away until after they have taken your measure if there is any question as to the length of the auto you are driving.

**FEBRUARY 23, 1916**

**THE BULLETIN**

MOUNT JOY, PA.

J. E. SCHROLL,

Editor & Pro'r.

**Its a Beauty**

Mr. Thomas J. Brown yesterday received a 1916 twin six Packard touring car. This is the first Packard in the town. A twelve cylinder is quite unusual around here. Mr. Brown will retain his Abbot.

MAY 31, 1916

**THE BULLETIN**

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Editor & Pro'r.

**Three a Minute**

On Sunday and just as a matter of information Elizabeth Hostetter counted all the automobiles that passed thru the toll gate at Florin. From 9 a. m. to 9 p. m. or twelve hours there were 243 gasoline wagone passed thru. This was an average of one machine in a fraction less than every three minutes for that time.

**AUG. 16, 1916**

**THE BULLETIN**

MOUNT JOY, PA.

J. E. SCHROLL,

Editor & Pro'r.

The charges of running a car without a tail light burning, reckless driving and failing to blow his horn at crossings, against J. R. Missemer of this place, by the Columbia authorities, were withdrawn when he paid all the costs and a small fine.

November 8th, 1916.

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**Auto Notes**

Mr. B. W. Brown had a clover leaf 3 passanger body placed on his Ford chassic and it looks real nifty.

Mr. Fred A. Farmer, local representative of the John Deere Plow Company, is about with a fine new 1917 Ford roadster.

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November 15th, 1916.

## THE BULLETIN

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J. E. SCHROLL, Editor & Pro'r.

# COLORED MAN HAD QUITE A TIME

**WILLIAM GANTZ, COLORED HAD  
HIS MOTORCYCLE STOLEN  
AND WAS LATER AR-  
RESTED FOR RID-  
ING HIS OWN  
MACHINE**

William Gantz, colored, of this place, better known among his friends as "Billy Piff," had a very unusual experience a few days ago and one that he will not soon forget.

About ten days ago he went to Philadelphia on his motorcycle. On his way home he broke his motor at Parksburg and then put his motorcycle into a garage for repairs and returned home on the trolley. A few days later he went down for his machine but when he arrived at the garage, some young fellow had taken it out for a ride. Mr. Gantz waited until night and the man did not return so he came back to Mount Joy.

One week afterward Gantz received word that the fellow returned to the garage with his machine after being gone with it for one week. Gantz then went down and when he wanted the motorcycle the fellow that had ridden it wanted over \$10 for repairing it. Gantz took the machine and started for home. He stopped at the first toll gate and paid his toll but when he arrived at the next gate it was closed and he was obliged to ride down over the trolley tracks.

He continued on his homeward journey until near Lancaster when two city policemen drew revolvers on him. They placed him and the machine in the patrol and he was taken to city hall. The Cops claimed he stole the motorcycle but when he told them his story they gave him his machine and told him to go home.

What Gantz should do now is have the fellow arrested who stole his motorcycle and rode it for a week.

January 31, 1917.

**THE BULLETIN**

MOUNT JOY, PA.

J. E. SCHROLL, Editor & Pro'r.

**A Fine New Truck**

Yesterday Mr. J. W. Shrite, who has been the local representative of the Atlantic Refining Company for years, received the finest auto truck in this town. It is a White truck of 3½ tons or 725 gallons capacity, which sells for \$3,200. Mr. Shrite has increased his business to such an extent that he could not get around by the old method and this will enable him to cover a much larger territory. Mr. James Deeck, of Philadelphia, is here instructing Mr. Shrite for the next two weeks.



July 25th, 1917

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J. E. SCHROLL,

Editor & Pro'r.

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**EDDIE IS SURELY AN  
UP-TO-DATE FARMER**

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We doubt whether there is a man in Lancaster county that uses more modern methods in farming than does Ed Coble at Bellaire. He put iron wheels on a Ford and uses it to plow all his land, harrow, roll, etc. He cut all his wheat with his Ford tractor and while going thru that village yesterday Mr. E. F. Baker of this place, says Mr. Coble was cutting grass with his twentieth century method. He put a short tongue in the reaper, attached it to his Ford and down goes the grass. He even used this power to cultivate his corn, potatoes, etc.

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August 29th, 1917

**THE BULLETIN**

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**TRACTION ENGINE DROPS  
INTO A SINK HOLE**

While threshing on the small farm of Mr. Albert Strickler, near town one day last week, Mr. Daniel Derr met with an unusual experience. He was backing his traction engine around near the barn when the ground gave way under a rear wheel and the engine went down into a hole until the bottom of the big iron horse rested on the ground, almost upsetting it. Large jacks and a lot of lumber were pressed into service and the engine was raised and moved.

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July 3rd, 1918

**THE BULLETIN**

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**EAST DONEGAL FARMER  
RAKES HAY WITH A FORD**

John Preston, the dairy delivery man for H. C. Druck, who tenants the Duffy estate farm in East Donegal township, near Marietta, pulled one over on Mr. Druck, who was making hay, and complained of not enough horses to rake the hay. John hitched the "Henry Ford" to the hay rake, and raked up the whole field in a short time. Mr. Druck was dumbfounded, as he thought "Henry" could not pull a rake, but he can dispense with a couple of horses now, and was glad to pay Preston a bet he had made on the stunt.

August 7th, 1918

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**BIG TAX ON GASOLINE  
AND ALL AUTOMOBILES**

Washington, D. C., Aug. 1—Additional revenues estimated at \$170,000,000 will be paid in taxes on gasoline and automobiles in the hands of users under schedules agreed to yesterday by the Ways and Means Committee.

The gasoline tax is placed at two cents a gallon, to be paid by manufacturers and producers. The tax on automobiles to be paid by owners is graduated, beginning with a \$10 tax on automobiles costing \$500 or less, \$15 on machines costing about \$500 and not more than \$750, \$20 for machines costing about \$750 and not more than \$1,000. On automobiles costing more than \$1,000 and not above \$3,000 an additional tax of \$10 for each \$500 in cost is levied, and on machines costing more than \$3,000 an additional tax of \$20 for each additional \$500 of cost is levied.

No exception is made in the case of motor trucks. The committee also placed a tax of \$5 on motorcycles.

The basis of the tax is the price paid for the machine by the original purchaser, and no deduction is allowed for the age of the car.

The committee estimated that the additional taxes on automobiles will produce not less than \$125,000,000 and the tax on gasoline will raise from \$40,000,000 to \$45,000,000.

September 25th, 1918

**THE BULLETIN**

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J. E. SCHROLL,

Editor & Pro'r.

**MADE AN ATTEMPT  
TO STEAL AN AUTO**

On Saturday evening two young men of near Manheim came to town in an automobile. They stopped their car in front of the Farmers' Inn and went into the hotel. They had only been in the place a few minutes when one of the young men heard the engine of his car running. He ran to the door and saw two men in the machine, one of them backing the car away from the hotel. When the thieves saw the owner of the car they both jumped out and ran up Market street at a 2.40 clip, making good their escape. The car was not damaged.

The same evening Mr. Paul Frank of near town, left his car on North Market street near the Central House. Two young men pushed the car over to the railroad, where they were trying to start the motor. Just then Mr. Frank put in an appearance and the thieves beat it.

October 9th, 1918

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WILL NOT LIFT BAN ✓ X  
ON GASLESS SUNDAYS

Washington, Oct. 4—Fuel Administrator Garfield today refused to lift the ban on the use of automobiles for the next two Sundays, as requested by Governor McCall, of Massachusetts, to aid in combatting Spanish influenza. Dr. Garfield's action was based on advice of Acting Surgeon General Richards of the army, that continuance of the gasoline-less Sundays would have little if any influence on the spread of the disease.

Prospects for the lifting of the ban on the use of gasoline Sundays within the next few weeks, were indicated by Dr. Garfield. A plan now is being worked out, he said, through which it was hoped to discontinue the Sunday ban, and substitute what virtually would be a rationing plan, so that gasoline conservation would fall on no one day in the week.

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March 26th, 1919

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## LARGE TRACTION ENGINE X FALLS THRU A BRIDGE

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There was a bad accident at Sechrist's bridge on the road leading to the Lancaster and Marietta pike on Monday that will be an expense to the supervisors of that township. A son of Clayton Bowers was crossing the bridge with his father's large traction engine and outfit and when about the middle of the structure spanning the creek, the bridge broke and the engine went through. Young Bowers went down with the engine and was thrown into the stream but fortunately he was not injured and waded out. The engine was badly damaged and it will be a difficult job to remove it. The bridge will have to be rebuilt.

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May 14, 1919

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**Many Autos on Farms** ✕

Farmers of Pennsylvania have taken out State licenses for 63,757 pneumatic tired automobiles and 635 with solid tires in four months against 69,593 taken out during the whole year of 1918. In 1917 farmers registered 46,091 machines and the year before 32,944.

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May 21, 1919

**THE BULLETIN**

MOUNT JOY, PA.

J. E. SCHROLL,

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**ALL RESTRICTIONS ON  
OIL AND GAS REMOVED**

All rules and regulations governing the production, manufacture, distribution or transportation of oil in its various forms, including gasoline, and of natural gas were removed by an order of Fuel Administrator Garfield.

Wednesday, July 16, 1919

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**Sells the Bush Cars**

Mr. Witmer Hossler, of East Donegal, has taken the agency for the Bush automobiles, which are manufactured in Chicago. The cars are made in fours and sixes and come thru roadsters and touring types. He has a demonstrator and will be pleased to show the car to prospective buyers.

Wednesday, September 3, 1919

**THE BULLETIN**  
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J. E. SCHROLL, Editor & Pro'r.

**Both Purchased Packards.** ✕  
Messrs. Thos. J. and Benj. W.  
Brown of this place, each purchased  
new 1920 seven passenger Packard  
touring cars last week