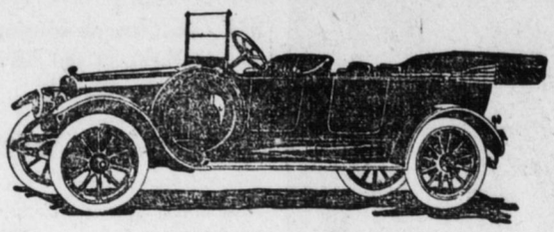
HUDSON Six-40 for 1915
With 31 New Features
New Price **$1,550** F. O. B. Detroit



Your Model Car
At an Unexpected Price

The HUDSON Six-40 for 1915 brings out 32 surprises. There are 31 new features—each an important refinement. And there is a new price—$200 less than last year—due to a trebled output.

This new-type Six came out last year to mark the HUDSON conception of the coming car. The HUDSON Engineers—headed by Howard E. Coffin—had devoted three years to the model.

By clever designing and better materials they attained a remarkable lightness. By a new-type motor they reduced operative cost about 30 per cent. under former cars of like capacity.

It was the handsomest car of the year.

It offered many new ideas in equipment.

And the price—$1,750—was the lowest price quoted on a quality car, either Fours or Sixes. That car was so welcome that the enormous factory output was 3,000 cars oversold.

31 Refinements

Now these same engineers—48 of them—have spent a whole year on refinements. The new model—for 1915—with 31 important improvements.

The output has been trebled. And the quantity saving—$200 per car—has been taken from the price.

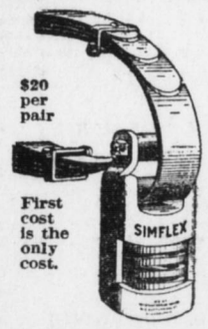
Now this quality Six—the finest HUDSON production—sells for $1,550, f. o. b. Detroit.

This new HUDSON Six-40 will meet your ideals of a car. There was never built at any price a more exquisite Six. It will place any four-cylinder car out of the question at a price above $1,200.

This new model now here. Don't buy until you see it.

I. W. DILL
East End of Mulberry Street Bridge
BELL 1396R

THE POPULAR CAR THAT SELLS
REO
HAYNES
NATIONAL
Reo and Chase Trucks
HARRISBURG AUTO CO.



$20 per pair

First cost is the only cost.

SIMFLEX
Shock Absorbers Have Made Good!

The number of SIMFLEX sold since the local Auto Show is rapidly reaching the 100 mark. And NOT A KICK FROM ANY OF THE SATISFIED OWNERS.
We now have SIMFLEX for "Ford" cars.

The Touring Season Is Now On
so why not tour in comfort? Simflex give it.

Eureka Wagon Works, Agts.
A. H. Bailey North St., near 7th

MILLER NON-SKID TIRES
Grip the Road Like a Cog-Wheel
STERLING AUTO TIRE CO. 1451 Zarker St.
VULCANIZING

CALL 1991-ANY 'PHONE.
FOUNDED 1871
Bowman's
HARRISBURG'S POPULAR DEPARTMENT STORE

Automobile Tires and Accessories
CHEAPER THAN ANYWHERE ELSE

Our stock of accessories includes the Mossberg line of Wrenches, Pliers and other tools.

Klaxon Horns, Red Head Spark Plug and other standard make accessories.

TIRES
Guaranteed 3,500 Miles

	Goodyear Plain	Goodyear Non-skid	Tube	Kelly-Springfield Plain	Kelly-Springfield Non-Skid		Nassau Plain	Nassau Non-skid	Imperial Plain	Imperial Kant-slip
30x3	$ 9.49	$10.98	$2.49	$11.49	$13.98	30x3	$ 9.01	$10.43	$ 8.39	$ 8.98
30x3½	12.69	14.69	2.98	15.19	18.49	30x3½	12.05	13.95	10.98	11.98
32x3½	13.69	15.69	2.98	16.39	19.98	32x3½	13.00	14.90	11.98	12.98
34x4	19.49	22.98	3.98	24.98	29.49	34x4	18.51	21.83	15.98	16.98
37x5	33.69	39.49	6.39	40.49	47.60	37x5	32.00	37.51	27.98	28.98

Third Floor—BOWMAN'S.

OVERLAND FACTORY LARGEST IN WORLD

Additional Buildings Will Make Total of Sixty Acres of Floor Space

Extensive enlargements now in the course of construction by the Willys-Overland Company, Toledo, will make that factory the largest in the world devoted exclusively to the manufacture of automobiles. The enlargements will add more than a million feet of available working space to the enormous plant.

When completed the factory will consist of sixty-four buildings, containing an aggregate of more than sixty acres of floor space. It will be more than one-fourth again as large as any other motor car factory in the world. The phenomenal increase in Overland business has forced a corresponding growth in the size of the factory. The production of 50,000 cars in a single season crowded the plant to the utmost. A greater amount of space has been rendered necessary to make room for the manufacture of the new Overland six-cylinder car, which will be ready for delivery to purchasers in the early fall, and by a further increase in production.

Since the Toledo factory was purchased, in 1909, by John N. Willys, there has never been a time when less than half a million dollars' worth of construction was in progress. Among the new additions is a single building which has a greater area than that of the entire original Toledo plant. It is a structure 410 feet wide and 500 feet long, consisting of four stories and a basement. The building is constructed entirely of reinforced concrete, erected on a foundation of concrete piling. The basement will be used for storage, while the remainder of the space will be used for body building, upholstering, painting, assembling and machine shops. Construction has already been completed as far as the third floor. The entire building will be ready for occupancy in a short time.

Another large building, which will be devoted entirely to building coupes and open bodies, is 400 feet in length and 200 feet wide. Its two stories and basement have been completed and all the new machinery has been installed. Like the majority of the new buildings of the Willys-Overland factory, this structure is of reinforced concrete, with large exterior areas of glass, allowing the maximum amount of light during the day.

At the rear of the new body plant is an enormous drying kiln 236 feet long and 144 feet wide, with a capacity for handling 12,600 feet of one-foot lumber in a workday of twenty-four hours. The ten separate kilns which make up the unit plant are kept supplied by means of an ingenious system of tracks which facilitates the handling of the lumber.

A new power plant, 162 by 134 feet, is being built of structural steel faced with brick. Power will be furnished by four McNaul water tube boilers, each of which is capable of developing 500 horsepower. The huge chimney is 205 feet 3 inches high, measuring 18½ feet across the base, with a diameter of 12½ feet at the feet. The plant will heat the new additions to the factory and supply steam for the drying kilns and the powerful hammers of the drop forge shops.

A two-story addition to the blacksmith shop will contain 7,000 square feet. There is also under construction a tunnel under the railway tracks near the shipping platforms which will enable mechanics to take cars to and from the testing oval without crossing the tracks.

When completed the Willys-Overland factory will contain the very latest facilities for manufacturing automobiles and their parts known to the mechanical world. Many new machines and labor-saving devices are being designed and erected to handle the great production of the plant.

MacManus Affiliates With Dunlap-Ward Co.

Announcement of the affiliation of Theodore F. MacManus, formerly president of the MacManus company, with the Dunlap-Ward Advertising company of Detroit and Chicago has been made to Detroit business circles. The move is regarded as one of the most important developments in the advertising agency business in some years and is being widely discussed by the advertising fraternity in this city.

Mr. MacManus has a national reputation both as an advertising counselor and as a brilliant writer, and has been notably successful in supervising the advertising campaigns for several of Detroit's largest motor car concerns. His experience embraces practically every phase of advertising and sales promotion. It is understood that he brings several large accounts to the Dunlap-Ward company.

James M. Dunlap, president of the Dunlap-Ward company, who has also been very active in the field of motor car advertising, expressed great pleasure at the affiliation of Mr. MacManus with his company. As a result of the arrangement, Detroit gains one of the strongest agencies in the middle west.

Plans are under way to increase the staff of the Detroit offices of the Dunlap-Ward company in order to take care of the increased business. One of the strongest assets of the company in the past has been the personal service rendered to clients and increased effort will be put forth to maintain this enviable record.

Mr. MacManus transferred his headquarters to the Dunlap-Ward offices on July 13th, matters having been so arranged as to permit no interruption in service to his clients.

USES TORPEDO ON ROAD HOG MOTORIST

"Uncle Dan" Schnabel Finds Sure Remedy For Common Motoring Pest

One of the summer touring annoyances is always the motorist who monopolizes the center of the highway, regardless of the rate at which he is traveling, and thereby compels those who want to pass him, to do so at either inconvenience or considerable risk.

Three or four such drivers, scattered along a dusty, narrow highway, can remove from the motoring pleasure of others so much that there is little left.

Since July 4, however, such experiences have not befallen "Uncle Dan" Schnabel, a veteran motorist of Johnstown, Pa. "Uncle Dan" now takes the road prepared for just such emergencies.

His Independence Day celebration took the form of a jaunt from Johnstown to Altoona—a famous mountain road. He had also provided himself and party with a plentiful supply of noisemakers and fireworks.

Several miles out of Johnston, on a narrow part of the highway, "Uncle Dan's" Studebaker "Six" caught up with a roadhog. In vain "Uncle Dan" manipulated his electric horn. The car ahead kept doggedly in the center.

In sheer pique "Uncle Dan" reached into a handy sack and extracted a giant torpedo which he hurled toward the other car. It hit the stone road under the car ahead, and let go with a bang. The roadhog immediately pulled out at the side of the road. "Uncle Dan" and the Studebaker swept by. As he looked back, "Uncle Dan" saw the crew of the other car frantically inspecting all four tires to find the suspected blowout.

One experience was enough. As he picked up car after car on the narrow mountain road, "Uncle Dan" never hesitated. One torpedo and he had the road. Since then, he never takes his Studebaker out on any of the mountain highways without full equipment of torpedoes.

His experience finds a parallel in the case of the Ohio motorist who found his Studebaker "Four" often blocked by a load of hay. According to his veracious narrative he has equipped the car with a horn which neighs like a horse. Driving close up under the rear of the load, he neighs his horn. The pilot of the load immediately infers that his cargo is furnishing a free lunch to some neighbor's trotter. He pulls out and, with one more neigh, the motorist whirls by.

Packard Make Forty-One Hour Non-Stop Run

One thousand and fifty miles in 41 hours of elapsed time is the record made by E. C. Patterson, vice-president and general manager of P. F. Collier & Son, the publishers, in a non-stop run from Chicago to the heart of New York City.

The motor was sealed when the Patterson seven-passenger Packard left the Windy City under the eyes of officials of the Chicago Automobile club. Two observers were appointed by the club to accompany the car and their report will show that the motor was not stopped until after arriving in New York. Nor did it undergo the slightest adjustment, the seals being unbroken at the end of the run.

As the run was made under the auspices of the Chicago Automobile Club, it is understood the record will stand as official.

The Patterson car carried four passengers, Mr. Patterson, Ed Imms of Detroit, the relief driver, and the observers, J. E. Williams and William Gollan. Relays of pilots were recruited from cities along the route. The passengers ate their meals in the car and took what little sleep they could get on the road.

The distance, according to the official route book, is 1,032 miles, but the speedometer indicated 1,050 miles. Mr. Patterson made the trip in the Packard Six which he has driven for more than a year.

1800 Cars Shipped in June Is Saxon Record

Records for previous months in the shipments of Saxon cars were broken during the month of June, when 1,800 machines, or an average of seventy cars a day for twenty-six working days, went forward from the factory in Detroit. These cars were shipped to all parts of the country, and brought the total number of Saxons delivered in the past four months to 5,000. The biggest day produced a high mark of 102 cars, that number being the output on June 22.

The June output which was in excess of the production schedule showed an increase of close to 100 per cent. over the record for May. It was necessary to turn down some orders, a number of dealers requesting double and triple their original allotment. One dealer in the east asked for a carload a day, while another in the west put in a bid for an entire trainload of cars during the month. Throughout the south and middle west the demand was also unusually brisk.

This showing by the Saxon Motor company is unprecedented in the history of the automobile industry for any concern during its first year after starting production. According to C. F. Jamison, sales manager, the biggest task, despite the size of the shipments, was to keep up with the flood of orders that came in to the factory.

The remarkable records in shipments are attributed largely to a number of unusual performances to the credit of cars now in service, particularly the 3,389-mile trip across the continent by the Lincoln Highway Saxon car, and the average of 34.53 miles per gallon of gasoline made by more than one hundred Saxons in as many cities on the occasion of the nation-wide 200-mile nonstop runs.

MOTORCYCLE AIDS MISSIONARY

The Rev. V. M. Wachs, a missionary in Korea, has found his motorcycle a valuable help to him in his work, both because of its low cost of operation, and the time it saves him in going from charge to charge. Mrs. Wachs, who is in Korea with her husband, also accompanies him on his trips.

"As an example of what our motorcycle means to us," says Dr. Wachs, "take this little trip which we made together recently. We left Yeng Byen a little after eight on Sunday morning, went out twenty-three miles, and I preached at two places and wife taught a Sunday School class, and we were both back before five in the afternoon. If I had made the same trip traveling the way I did before I got the motorcycle, I would have been gone the better part of two days."

HUDSON NEW MODEL RECEIVED BY DILL

Light Six Has Thirty-one New Features and Sold For Less Money

"Last year it was excellence, this year it is superexcellence," is the way I. W. Dill expressed himself in referring to the new Hudson Six-40, which reached Harrisburg to-day. This is the second year of the Hudson Six-40. It introduced a new type motor, small bore and long stroke, which had made new economy records in Europe. It set a new record in lightness, with a weight of 2,980 pounds. And, with its stream-line body, its finish and upholstery, it was among the finest cars of the year.

This year's car is even more beautiful, more powerful and more economical, according to those who have seen it and tested the power possibilities. It shows many fresh conveniences, numerous new ideas, frequent additions to comfort and luxury. Yet because of increased output, lessened cost of raw materials, improved machinery and by still more efficient factory management it was possible to reduce the price $200, so the Six-40 sells this year for $1,550 f. o. b. factory.

Thirty-one new refinements are featured this year, although the mechanical excellence attained last year makes the car basically about the same as last year. But they have added comfort and conveniences. They have simplified the starting and lighting systems. They simplified the wiring and run the wires in tubes. They attained better carburetion, added an automatic spark advance. The speedometer now is driven from the transmission. There are self-lubricating bushings in parts hard to oil. And there is still less weight. In thirty-one such ways the engineers have given to details their final touches to make simplicity, refinement and good motor car engineering.

F·A·M NEWS and NOTES

A motorcycle special delivery company has been established in Macon, Ga. And although in business but a short time, the company already has many patrons.

A single rider on a motorcycle is now doing the work of three bicycle deliverymen, at the Crosby Department store at Topeka, Kas.

About fifty motorcycles are used by the Bell Telephone company in Allegheny county, Pa. The county is very rough and hilly, and the two-wheeler is about the only vehicle which can successfully cover it.

Twenty-five thousand miles is the distance that has been covered by a motorcycle used for delivery purposes by Carson, Piral and Scott, of Chicago. And the machine apparently is good for another 25,000 miles.

Seven additional motorcycles have been purchased for use of the signal corps of the Second Division of the army station at Texas City.

Mr. and Mrs. W. B. Flaherty, of Atlanta, Ga., are making a honeymoon motorcycle trip to the Pacific Coast.

Volney Davis, holder of the ocean-to-ocean motorcycle record until Baker's recent transcontinental run, is making a motorcycle trip from San Francisco to Texas.

W. B. Haupt was recently graduated from the Agricultural College of Davis, Cal. Immediately after the graduation, Haupt mounted his motorcycle and sped over the 600 miles separating him from his home in Redlands.

About seventy-five motorcycles were in line to help celebrate Rose Festival Day at Portland, Oregon.

A number of the inspectors for the New York Society for the Prevention of Cruelty to Animals have been supplied with motorcycles.

A feature of the recent outing of the Quincy (Ill.) Motorcycle club was the number of women who attended, riding tandem, in sidecars and on single machines.

The Concord Motorcycle Club of Concord, N. H., recently affiliated with the Federation of American Motorcyclists.

A 25-mile endurance run is being planned by the Chesapeake Motorcycle Club of Baltimore. The event will be held under F. A. M. rules.

ERECT PRUDENTIAL GARAGE

A. G. Lehman will erect one of the Prudential all steel garages in the rear of 91 Grant street. It was Mr. Lehman's intention to construct one of wood or galvanized iron, but having seen the portable steel garage displayed by C. Pruden Co., in Market, below Second, purchased one of them.—Advertisement.

MOTORCYCLE HELPS CLEAN FARM

A. S. Thersen, Pitineau, S. D., uses a motorcycle to help him clear his farm. To remove the stubs and brush he simply loops a chain about the wood and attaches it to the motorcycle. The powerful two-wheeler soon yanks the brush to the pile for burning.

TIRES
EXTRA SPECIAL

36x4½ SS or QD .... $[illegible].00
37x4½ SS or QD .... $2[illegible].60
37x5 QD only .... $2[illegible].5

UNITED STATES

28x3 Non-Skids Automobile Tires for Motorcycles, $8.2[illegible]

FORD SPECIALS

Double Cured—Wrapped Tread	
30x3	$7.86
30x3½	$10.28
Over Size	
31x3½	$10.80
31x4	$14.58
Other Sizes	
32x3½	$11.18
34x3½	$12.72
33x4	$15.73
Double Cured—Wrapped Tread	
34x4	$16.33
35x4	$18.87
36x4	$19.45

ELECTRIC HORNS

Another lot of $10.00 Electric Horns, brass or nickel, at $2.98

J. A. PLANK
1017 MARKET ST.
Next to Keystone Motor Company
PHONE 3359

Greatest Automobile Values Ever Offered

Come in and look them over. The question of quality we leave entirely to your own judgment.

1910 Pullman Roadster	$450.00
1912 Maxwell Roadster	475.00
1910 Baby Maxwell Roadster	275.00
1912 Abbott-Detroit Roadster	600.00
1912 Oakland, 40 5-passenger	600.00
1912 Michigan, 40 5-passenger, electric lights	800.00
1912 Sebring, 6-Cyl. 5-passenger	550.00
1912 Zimmerman, 5-passenger	550.00
1913 Maxwell, 35, 5-passenger (electric lights and starter) run less than 500 miles	925.00
1913 Michigan, 33, 5-passenger (electric lights and starter) run less than 500 miles	875.00
1911 Glide, 45, 7-passenger	500.00
1912 Pullman, 6-Cyl., 7-passenger	750.00

These cars are all in good condition and it will pay you to inspect them, and save yourself money before buying elsewhere.

OPEN EVENINGS AND SUNDAY

HARRISBURG BRANCH

Abbott Motor Car Co.
106-108 S. Second Street
HARRISBURG PA.
PHONE 3593.

MORTON AT DETROIT

Robert L. Morton, manager of the Keystone Motor Car Company, is in Detroit this week attending the convention of Chalmers dealers and factory representatives.

ROYALTY A-WHEEL

Royalty has seen the pleasure and recreation in motorcycling. The first of the kings to become a motorcyclist is Albert I, King of Belgium. "His Highness" is enthusiastic over his motorcycle and takes his constitutionals in the saddle in the same way that his ancestors rode their horses. The Prince of Wales is also said to be interested in the two-wheeler, and it is expected that he will soon become a rider.

COVERS MAIL ROUTE IN 1 HOUR 15 MINUTES

C. V. Haines, a rural mail carrier of Baileyville, Kan., now covers his route on a motorcycle in almost one-fourth the time it took with a horse. His route is twenty-six miles long, and can be covered in one hour and fifteen minutes by motorcycle. With a horse, Haynes says, it requires five and a half hours to complete the deliveries.

$35

for this machine and the balance at the rate of $3.00 per week or $12.00 per month. Anybody can purchase one of our new motorcycles that way.

As the number is limited it would be advisable to call at once and put your order in.

Bicycles at Greatly Reduced Prices

Bicycles overhauled for 75 cents. Repairing of all kinds, Bicycle and Motorcycle, at the lowest prices. Get our price first.

EXCELSIOR CYCLE CO., 1007-09 North Third St. HARRISBURG, PA.
Open Evenings BRANCH: Bell Phone 1635 J
126 North Front Street, Steelton, Pa.

Chalmers Studebaker Saxon
KEYSTONE MOTOR CAR CO.
1019-1025 MARKET STREET
Robert L. Morton, Manager.

Cadillac
Standard of the World

CRISPEN MOTOR CAR CO.
413-417 South Cameron Street

RIVERSIDE GARAGE
Rear 14 North Front Street, enter to garage from either Riley or Calder sts. Supplies. Live and dry storage. Bell 3731R.
GEORGE R. BENTLEY, Proprietor