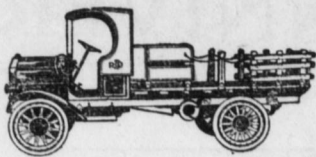


The Truck that does the Trick



It's a Reo

THE three factors that should govern your truck-purchase are capacity—low operating cost—modest investment.

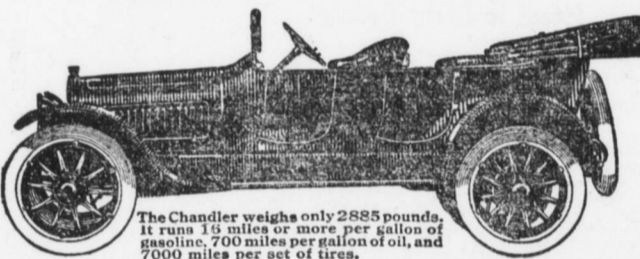
The Reo carries a load of 4,000 to 5,000 pounds.

It has been operated at a cost of 78 cents a day for three months.

It costs \$1650—chassis. Want anything better? Call or write.

Harrisburg Auto Company

An Automobile Should Weigh Less Than 3000 Lbs.



The Chandler weighs only 2885 pounds. It runs 19 miles or more per gallon of gasoline, 700 miles per gallon of oil, and 7000 miles per set of tires.

CHANDLER \$1595 LIGHT-WEIGHT SIX

WE mean the average type of car, the five-passenger automobile of 120-inch wheel base. That is the correct length of car for comfort. Less length is not enough. More is unnecessary. Some disturbed competitors have said that light weight comes from cheap materials. Not at all. Cheap iron is just as heavy as good iron.

Chandler has cut out the iron. Why should you buy gasoline and tires to carry around a lot of heavy iron castings that add weight, but do not strength, to a car? Well, you shouldn't.

And it's the people who haven't cut out the iron that are warning you against light weight.

They warn you, but they don't tell you how much their cars weigh. Why not? Because they know they're too heavy.

If they are proud of 3700-pound weight or 4000, or 4500, why don't they say so in figures. The only cars whose weights are advertised weigh less than 3000 pounds. Mark that fact. It is vital.

Chandler uses fine aluminum castings and pressed steel, wherever possible, instead of iron. That's modern engineering.

The Chandler is durable, safe, comfortable and economical.

Come See Its Marvelous Motor ANDREW REDMOND

Third and Boyd Streets CHANDLER MOTOR CAR CO., CLEVELAND, OHIO

MILLER NON-SKID TIRES

Grip the Road Like a Cog-Wheel STERLING AUTO TIRE CO. 1451 Zarker St.

VULCANIZING

TURN YOUR OLD FURNITURE INTO MONEY. SELL IT THE WAY YOU WANT AD WAY SOMEBODY WILL WANT IT.

SAXON ANNOUNCES NEW MODEL FOR 1915

Full Running Boards, Molded Fenders and Other Refinements but no Radical Changes

A number of added refinements and conveniences are noted in the new model of the Saxon car which has just been announced.

Prominent among the new features are full running boards with molded oval fenders, headlights in front, change in color to dark blue body with black running axles, three hinge bonnet and gasoline filler cap extending through the cowl.

Refinements have also been made in the mechanism of the car but nothing in the way of radical change. Standard motor car practice has been followed in all the essential features of the car, such as the four-cylinder engine, sliding gear transmission, dry plate clutch, semi-floating rear axle with pressed steel housing, drop-forged heat-treated I-beam front axle, standard type of steering gear, and standard tread.

The new car is noted for its roominess. Comparative measurements show that it possesses as much leg room and as great width as high priced cars.

Because of large output the Saxon officials have not found it necessary to raise the price of the car, despite the fact that the new features give it a greatly increased value. At \$395 the equipment includes lamps, top, adjustment windshield, baggage box, tools and tire kit.

The motor of the new Saxon is exceptionally clean cut and business-like in appearance. It is of the "L" head type with fully enclosed valves. Cylinders are 2 5/8 inch bore by 4 inch stroke. The four cylinders and the crank case are made in one casting, giving a very compact motor and making possible economies in manufacture. This motor is noted for its quiet, smooth operation and for its flexibility.

Ignition is supplied by the Atwater-Kent system with six dry cells. Experience has shown that these six dry cells will last for the entire season without renewal. Replacement, when necessary, is very inexpensive.

The sliding gear type transmission gives two forward speeds and reverse. The use of this type of transmission and its location on the rear axle eliminate a number of pieces in the shifting mechanism. This is another feature of design making for economy in the building of the car.

The clutch is Raybestos-lined, dry plate, 5-disc type, very similar to the clutch on some of the highest priced cars. Insofar as smooth action and long life are concerned, it is fully equal to the clutch used in large cars, and at the same time contains less than half the usual number of pieces.

The Saxon axles, both front and rear, are of the same type of construction as used on large cars selling for from \$2,000 up. The front axle is a single piece drop forging, I-beam section. The rear axle is of the semi-floating type, with pressed steel housing. The live axles and drive shaft are high grade, heat-treated steel.

The Saxon car has the modern left-hand drive with gear shift and emergency brake levers in the center, permitting entrance from either side of the car. The clutch and service brakes are controlled by separate pedals, placed in a convenient position. The throttle is controlled on the dash and by the foot accelerator, which is so constructed and situated that it does not tire the foot. The spark control is automatic, thus leaving the sixteen-inch steering wheel entirely free from levers.

In body design as well as in mechanical features, the Saxon follows up-to-date practice. The body, which is exceptionally large and roomy, is of the genuine streamline type, from the tapered bonnet at the front to the capacious baggage box at the rear. The body lines are smooth and harmonious, giving a very pleasing appearance.

These bodies are of sheet steel and wood. The floor of the body which is covered with a good quality rubber mat is of pressed steel, a very economical and durable construction. The frame of the car itself forms the bottom of the body, another feature of economical design. An improvement is the addition of a tie rod from the radiator to the front axle.

The seat is forty inches wide and sixteen inches deep, well upholstered and exceedingly comfortable. Ample leg room is provided—thirty inches from seat to dash. Doors are 4 1/2 inches wide, neatly hung and well fitted. The doors have concealed hinges and door handles on the inside, thus leaving the outside of the body perfectly smooth.

The Saxon spring suspension is of the cantilever type, such as is employed in high priced English and French cars. This unusual spring suspension is chiefly responsible for the easy riding of the car, one of the most striking qualities of the Saxon.

Mitchell Six Is Official Pathfinder in Wisconsin

The fourth annual economy-reliability tour for the Sentinel trophy, to be held by the Wisconsin State Automobile Association, is booked for September 2, 3 and 4. A 1915 Mitchell "Special Six" has been designated as the official pathfinder car, and with M. C. Moore and newspaper representatives, will leave Milwaukee on August 8, 9 and 10 to lay out the route. The handsome Sentinel trophy will be the sweepstake prize for the dealers and motorists to go after.

There are four trophies listed in all. The Sentinel sweepstake trophy; Wisconsin Motorist trophy, for the economy end of the tour; the Free Press trophy, for the driver having the least number of penalizations; and the Emil Schadein trophy, for the private owners.

REMARKABLE ECONOMY TEST Over a course that was upgraded most of the way, Gregory Seabrook, of the Washington, D. C. Motorcycle Club, rode his two-wheeler over nearly four miles on one quart of gasoline. Seabrook carried a tandem passenger on his machine, the combined weight of the two riders being more than 300 pounds.

GARAGE EMPLOYS MOTORCYCLE A leading automobile company of Louisville, Ky., uses motorcycle for rescue work. When a call of distress is received at the garage, a motorcyclist is immediately dispatched to the scene with necessary repair parts. The company finds the motorcycle much more economical and efficient for this service than an automobile would be.

Tire Vulcanizing. Oldest established place in city. Only expert workmen. Harrisburg Auto Tire Repair Co. 127 SOUTH THIRD STREET Temporary location. New building soon completed.

OVERLAND BUSINESS THE GREATEST EVER 50,000 Cars Were Made in 1914 and 75,000 to Be Built in 1915

The Willys-Overland Company has just completed the most successful year of its business in its history. During the past year, 50,000 cars were built at the plant in Toledo, and factory enlargements to care for an enormous increase in production for 1915 are now nearing completion.

John N. Willys, of the Willys-Overland Company, in an interview in London, recently made public the fact that the production of 1915 will be 75,000 Overlands would be built during the coming year. That Mr. Willys' confidence is well justified is proved by event of the past three weeks. In eighteen business days this entire proposed production amounting to \$75,000,000 worth of motor cars, has been contracted for by dealers in the United States and foreign countries. Every square foot of sales territory in the United States has been applied for and allotted to some Overland dealer.

The continued demand for Overland cars furnishes convincing evidence that in spite of all the talk we hear about hard times, the American people have the money to spend for automobiles if they can get what they want," says John N. Willys. "The Overland automobile is the fruition of a number of years of effort devoted to developing the type of car which appeals to the great majority of Americans. The optimistic manner in which our dealers have contracted for our entire next year's output leads us to believe that we have succeeded in our aim."

"The demand is centered on the less expensive car of proved capabilities. The average motorist wants a moderate priced car—one that is economical in operation and yet sturdy and smooth in action."

"Overland sale during the past year have shown a marked increase among buyers who already have owned automobiles. Each year are becoming more discriminating. The automobile market at present is composed largely of people who are conversant with motor cars and their workings."

"This fact explains why the field is narrowing down to a few good, reliable companies who endeavor to give full value for their customers' money. In the formative period of the industry it was not difficult to deceive the public. The market was flooded with cars of little or no worth."

"But the manufacturers who took advantage of that condition either have failed or are on their way out of business. To sell cars to-day we must build carefully and look beyond the present to the future. Business is best for those who have the best to sell."

WILL PROTECT MOTORCYCLISTS William M. Johnson, of Chicago, the newly appointed legal action chairman of the Federation of American Motorcyclists, has already put on foot plans whereby he expects to make membership in the national organization mean real protection to the rider. It is his plan to have an attorney appointed in each locality who will represent the motorcyclists in case of arrest or accident. This attorney will be selected by a committee of dealers in each community and will render his services on a contingent basis. In this way the motorcyclist will know that he is given justice, and if in the right will be backed by the whole national organization. Heretofore the work of the legal action committee has been confined chiefly to aiding in securing favorable legislation for the motorcyclists in different States and in recovering stolen machines. With the appointment of an attorney in each locality the riders will receive a more personal service from the F. A. M., and it is believed that this fact will make material increase in the membership of the Federation during the next year.

MOTORCYCLISTS' PICNIC About 1,000 motorcyclists attended this year's motorcycle picnic given by B. A. Swenson, of Providence, R. I. The event this year was noted for the large number of women who attended, nearly every motorcyclist carrying a tandem or sidecar passenger—wife, sister or sweetheart. The picnickers rode to Palace Gardens, where an elaborate luncheon was served, and the afternoon spent in a variety of games and contests.

ANNOUNCEMENT

NEW 1915

Hupmobile

\$1050

with Electric Starter and Lights, Oversize Tires, Demountable Rims. Former price \$1200

Non-Starter Model \$950

IMMEDIATE DELIVERIES

NEIGHBORS MOTOR CO.

HUPMOBILE DEALERS

116-118-120 MARKET STREET

PACKARD PAGEANT FEATURES PROGRAM

Sales Session Includes 60 Packard Managers and Dealers at Wheel of New Models

In some countries the populace scrambles for a glimpse of the Royal coach. It even pushed and jostled to see Thomas Jefferson's old White Horse of State.

Woodward avenue in Detroit will witness a procession of vehicles this week, every one of which will be more complete and more luxurious in its appointments than the finest equipage of royalty.

And pedestrians will barely glance at the passing parade in the blue vapor haze of one of the world's greatest automobile shows.

This motor pageant will be composed of the new season's demonstrators driven by Packard dealers gathered from 60 American cities. They will start to drive their cars overland to their respective places of business the last of this week.

The visitors will spend the greater part of their sojourn in Detroit in attendance at a special sales session at the factory. There will be a general discussion of the refinements incorporated in the new models. The dealers will also be given an opportunity for a study of manufacturing processes in the Packard plant, which covers thirty-eight acres of floor space.

Included in the entertainment program, are a lake ride and a dinner at the Detroit Boat club.

The attempt to localize all existing differences between the factory and sales organizations will take the form of a ball game to be staged at Belle Isle.

B. B. Harrington, local manager for the Packard Motor Car company, will be at the wheel of one of the cars in this motor pageant.



So satisfactory have the motorcycles used in the tour of the department of the Allegheny County Light Company of Pittsburgh been, that the company is contemplating the purchase of a number of additional machines.

Twenty-one days is the time it required Wilbur J. Hudson to ride his motorcycle from Tacoma, Wash., to Chicago. Hudson is an instructor in Manual Training at Tacoma, and made the motorcycle trip East as a vacation jaunt.

The Dominion of Canada motorcycle championship race meet will be held at Winnipeg August 8 to 10.

J. R. Schovill, a student at the University of Pennsylvania, is making a motorcycle trip from Philadelphia to his home in Butte, Mont.

W. L. Cook, of Jellico, Ky., is making a 4,000-mile motorcycle trip to Springfield, Mass., and return.

A number of motorcycle contests will probably be the leading feature of the annual Labor Day picnic of the Building Trades Council of Campaign, Ill.

Miss Irene Behrens is the first female motorcyclist of San Antonio, Texas. However, she is an enthusiastic rider, and expects to have many other girls converted to the sport before the close of the season.

"I laugh at the hills and sand now," says Bert Adams of Genoa, Wis., who recently purchased a motorcycle.

New System of Lights For Tail Ends of Autos

A combined rear-end signal, tail lamp and license number illuminator for automobiles is described in the Electrical World. The signal consists of a three-section translucent-glass sign on which are the words "Left," "Stop" and "Right." Each section is illuminated by its individual lamp which can be lighted independently of the others or in combination therewith. Attached to the lower side of the signal casing is a round-lens tail lantern, the lamp in which also serves to illuminate the license number suspended below. The glass in the left compartment of the signal is red, and that in the right-hand one green.

START ON LONG TOUR "Just for the fun of it." That's why two Cincinnati boys, George Beyerl and William Hader, are making a motorcycle trip to California. Mounted on sturdy two-wheelers, supplied with tent and complete camping outfit, these riders have headed for the western coast, which they expect to reach in about six weeks.

Another pair of long distance tourists who are traveling merely for the sport of the trip are Verne Johnson and Hans Dykstra, of Chicago. These tourists are also carrying camping outfit and hunting and fishing paraphernalia. They expect to spend some time in Wisconsin and Minnesota, and will then chug into Canada, where they will tour indefinitely.

Officials of the Panama-Pacific Exposition are promoting a mammoth motorcycle endurance run to center in San Francisco, next year. According to present plans, one contestant will be selected to represent each State in the Union on the run. Foreign riders will also be permitted to enter, making the event international. It is contemplated that the start will be from New York City the early part of May, the run to be made in stages of about 200 miles a day, finishing at the Exposition Grounds in San Francisco. Hand-some awards will be given the riders who finish with the best scores.

Table with 3 columns: Tire Size, New List, Old List. Includes sizes like 28x3, 30x3, 32x3, etc.

These tires are double cured and wrapped tread and are giving wonderful service.

FORD OWNERS Arrange now to convert your car into a comfortable limousine or coupe for fall and winter. Can be done in 30 minutes—Small cost. Get full particulars.

J. A. PLANK Next to Keystone Motor Co. 1017 Market Street Phone 3359.

Quality First. Master Light Six Touring \$1,800.00. Master Light Six Coupelet \$2,050.00. Above Prices are f. o. b. Detroit. Keystone Motor Car Co. 1019-25 Market Street.