

# GORSON'S

To visit our show rooms means that you see here every conceivable make of car on the market.

Satisfied customers are our best advertisement.

1915 Little Six Touring, good as new, very pretty, make offer.	1915 ROADSTER, brand new, at half price.
1915 BUICK Roadster, very solid car, owner will sacrifice.	1915 E O H Touring, very motley car, \$300.
1915-16-18 FORD Touring cars, all condition, in good order, \$200 to \$250.	AMERICAN TRAVELER Touring car, Cadillac, electrically equipped, very good condition, owner will sacrifice.
1914 "22" HUPP Touring, Duesenberg equipment, used very little, owner will sacrifice.	1915 MICHELAN Touring, overhauled and repainted, \$350.
1915 CHEVROLET Roadster, practically brand new, make offer.	1914 Six-cyl. HUDSON Touring, can be bought at a snap.
1915 LOCOMOBILE Touring, very good shape, equipped, \$450.	1915 CHALMERS Little Six, practically new, owner must sell at once.
1915-16-18 MAXWELL Roadsters, all equipped, \$200 to \$300.	1915 OAKLAND 40 H. P. snap at \$250.
1914 OVERLAND Touring, run very little, big bargain, \$300.	Six-cyl. 7-passenger OLDSMOBILE, overhauled and repainted, exceedingly good shape, make offer.
1914 OAKLAND Touring, a big bargain for \$200.	PIERCE-AROW Limousine, very elegant affair, must be sold this week.
1915-16-18 OVERLAND Touring cars, all fully equipped, overhauled and repainted, \$250 to \$300.	"18" PACKARD Touring in splendid condition, can be bought right.
MARION Roadster, overhauled and repainted, a snap at \$225.	1915-16-18 KRIE Touring cars, \$300 to \$350, fully equipped.
REGAL Understone Roadster, overhauled and nicely equipped, \$325.	1915 STUTZ Touring, elegant shape, \$350.
1915 CADILLAC Touring, overhauled and repainted, \$250.	1914 CADILLAC, in very good order, make offer.
1914 "20" H. P. BUICK Touring, electrically equipped, must sell at once.	MARION Roadster, at a snap, \$225.
1915 MERCER Roadster, overhauled and repainted, very classy car.	STUDEBAKER Touring, \$250 to \$300.
STUDEBAKER Touring cars, 12-13-14, most of them overhauled and repainted, all equipped, \$200 to \$300.	24-PASSENGER 1913, fine shape, at a bargain, \$750.
1915 HUDSON Touring, equipped, \$300, good shape.	MORA Roadster, top, glass front, good shape, \$175.
1915 LOCOMOBILE Limousine, overhauled and repainted, will sell at bargain.	Six-cylinder KLINX Car, very good order, demountable fuses, \$300.
	1915 BUICK Roadster, very good shape, at a bargain.
	"18" STUDEBAKER, seven-passenger, at a bargain.
	E O H Roadster, overhauled and repainted, in good shape, \$275.

AND HUNDREDS OF OTHER TOURING CARS, ROADSTERS AND DELIVERY WAGONS FROM \$150 UP.

**Gorson's Automobile Exchange**  
238-240 N. BROAD ST., PHILADELPHIA  
BRANCH, 206 N. BROAD ST.  
Open Sunday, 10 to 2. Agents Wanted. Send for Free Bargain Bulletin.

## INTERNATIONAL HAS TWO NEW MODELS

### 1,500 and 2,000 Pounds Capacity With Sealed Governor That Limits Speed

The International Harvester Company of America has added two new delivery trucks to their line, Model E of 1,500 pounds capacity, and Model F of 2,000 pounds capacity, and now have these models, together with their Model M, 1,000 pounds capacity on display at their new show room, 613-621 Walnut street.

Following the policy adopted by the Harvester Company with their other lines of machinery, these trucks have not been placed upon the market until they have passed the preliminary stage, and have been found to be successful. The manufacturers claim many advantages for their truck, chief of which is the sealed governor, it being a protection to the owner against the abuse of his truck in the hands of reckless drivers, as it eliminates the possibility of speeding. The governor closes down the gasoline supply when the truck reaches a certain speed.

The specifications on the Model F truck are the same as on the Model E, with the following exceptions: Regular express body, inside dimensions 108 inches long, 44 inches wide, 12 inches deep with 6 inch flare boards; capacity 2,000 pounds; 23 inch wheel base; four-cylinder motor, cylinders cast en bloc, 28 horse power.

Central pump and high tension magnets on cross shaft in front of motor. Valves on one side and valve mechanism enclosed. Renault type of hood with radiator behind hood, behind motor, leaving motor very accessible from front. Pump feeds oil to main bearings and troughs into which connecting rods dip. Cone clutch, Brown-Lipe transmission, three speeds and reverse. Clutch on left-hand drive, irreversible steering gear.

Rear drive through propeller shaft, with Spicer universal joints to internal drive rear axle. Weight is carried on dead axle. Power is applied to the wheels through pinions meshing with internal gears, on wheels.

Both brakes are on the rear wheels. Standard roller bearings on all wheels and Timken bearings in transmission. Annular ball bearings on rear axle shaft.

Wheels artillery type S. A. E. standard dimensions. Solid tires, 36-inch by 2 1/2-inch front, 36-inch by 4-inch rear.

Frame—Front, half elliptic; rear, platform.

Gasoline tank under seat. Capacity, 17 gallons, with reserve for emergency.

Pneumatic tires, self-starter, skid chains, windshield, storage battery, combined speedometer and odometer can be furnished on special order.

The specifications of the Model E truck are as follows:

Regular express body; inside dimensions, 90 inches long, 44 inches wide, 12 inches deep, with 6-inch flare boards; capacity, 1,500 pounds; 23-inch wheelbase; L-head motor, equipped with sealed governor, 20-horse power, four-cycle, water cooled, centrifugal pump, large vertical tube radiator and crankshaft bearings babbit-lined; camshaft has phosphor-bronze bearings. The crankshaft and connecting rods are high-grade steel, heat treated to give strength and endurance. Forced lubrication by means of a gear pump; double system of ignition, furnished by magneto and dry cells; chain drive; Holley, Model H, carburetor, 1 1/2-inch, with adjustable hot air supply, hand-control on steering wheel, also fuel accelerator.

Another feature which is a decided departure in the automobile industry is that the crankshaft is counter-balanced. Counter-balanced crankshafts have been accepted as mechanically correct and are used almost universally by the manufacturers of high-speed steam engines.

The wheels are of the artillery type, 36-inch diameter outside tire, front and rear with 2 1/2-inch S. A. E. standard, side flange detachable tires. Each wheel is provided with two Timken roller bearings. An oiling plug eliminates the necessity of removing the wheel for oiling. Front axle I-beam type, detachable fenders. Rear axle is stock nickel steel, heat treated. Front springs are half elliptic; rear springs, full elliptic.

Right-hand control, contracting band brake on differential by foot pedal, internal expanding brakes on rear wheels operated by hand lever. Twelve-gallon gasoline tank.

The model E truck is furnished regularly with seat having divided folding lazy-backs, fenders, magneto, two gas headlights and Prest-O-Lite tank, three oil lamps, horn and tools.

Other special order items that may be furnished: Skid chains, glass windshield, storage battery, combined speedometer and odometer, cab top for seat or full length top and three-inch tires on rear wheels.

# 5 Hupmobiles 5 Cups

This is some record to be proud of. No punctures or Mechanical trouble of any kind, in the three day Sociability Run of 408 miles. All cars finished ahead of time.

## MR. BUYER, This May Help You to Decide on a Car

# Ensminger Motor Co.

THIRD AND CUMBERLAND STREETS

### Inspect the Mechanical Parts With Great Care

"I heard of a new kind of bible the other day," said Ross Martin, of the local Chalmers Agency in a fanning bee with some automobile men the other day. "I was going through a big automobile factory and every once in while I heard a foreman say, 'what does the bible say about that?'"

"Of course," my curiosity became aroused after a while and I asked the official who was with me what all this talk about the bible. He smiled and took me over to a great big book, one of the biggest and fattest that I ever saw outside of a museum.

"It was the shop 'bible' or instruction book on automobile building from A to Z and in all my career as an automobile expert I must say that I never saw anything like it anywhere. Every operation was detailed down to the minutest point. And after a description of each operation was the

one word 'inspect.' And that word 'inspect' appeared thousands of times. "I never saw such inspection anywhere. We are accustomed to look on inspection as a once-in-a-while necessity but in this plant were enough inspectors to man an ordinary factory. And they were right on the job with microscopes and delicate measuring instruments to make sure that every piece was just like its mate."

The factory in question is the Chalmers Motor Company.

#### MOTORCYCLE NOTES

In making recommendations for the better policing of Chicago, Chief of Police Gleason has suggested that two motorcycle officers be placed at each police station in the city.

One of the first motorcyclists this season to start on a coast-to-coast hike is Floyd Chandler, who recently left San Diego for a journey across the continent a wheel.

## Maybe It Isn't Fair

To give the eight-cylinder motor all the credit for making the new Cadillac "The Sweetest Running Car in the World."

For instance, give up one item alone—the noiseless spiral bevel gear—and you have lost that silent gliding sensation, like a boat on the water after the power has been shut off.

Then too, there must be that perfect harmony and balance of mechanical parts, and accuracy of workmanship which gives the name Cadillac a world-wide significance.

The easy, positive and steady steering, the short turning radius, the velvet clutch, the convenient gear change, the comfortable foot throttle, the automatic spark control, the easy application of the powerful brakes, the tilting steering wheel, the wide doors, the disappearing tonneau seats, and the wonderful finish, are all necessities that go to make up the whole in the most wonderful car in the world.

More purchasers are clamoring for the delivery of their new Cadillac right now, probably, than all other high-grade car buyers put together.

### Crispen Motor Car Co.

413-417 SOUTH CAMERON STREET

## Model "F"--2000 Pound Capacity-- 4 Cylinders--Bosh High Tension Magneto--No Batteries

International Motor Trucks made in three sizes—1,000 lbs., 1,500 lbs., and 2,000 lbs. capacity.

The International Harvester Company is in the motor truck business to stay and is prepared to furnish parts or service as long as the truck lasts. From every point of view you are safe when you buy an International Motor Truck.

Call and investigate the new models and note the many advantages.

DEMONSTRATIONS GIVEN ON REQUEST.

### International Harvester Company of America

(INCORPORATED)

Motor Truck Department, 619-21 Walnut Street

Other branch houses at Pittsburg, Philadelphia, Baltimore, Elmira and Parkersburg.

### MEMORIAL DAY EVENTS

Scores of motorcycle clubs will take advantage of the two holidays which come on endurance runs. Follow are some of the clubs which are planning Memorial Day events:

Indianapolis Motorcycle Club, three-day sociability run to Wyandotte Cave, Niagara Falls, Motorcycle Club, two-day endurance run.

Los Angeles Motorcycle Club, annual endurance run.

Rockford, Ill. Motorcycle Club, three-day Good Fellowship tour.

Maryland Motorcycle Club (Baltimore), annual Spring tour.

Schenectady Motorcycle Club, two-day endurance run to Sabie Rock, Conn.

New Jersey Motorcycle Club, annual two-day endurance run.

Blair County Motorcycle Club (Altoona, Pa.), endurance run to Harrisburg and return.

### Auto Owner Does Not Have to Be a Mechanic

The popularity of the automobile has not bred a race of mechanic owners, men who can delve into the motor, diagnose its troubles and make needed repairs.

As a matter of fact the average owner does not expect to have to do any work of this kind. When he buys a car he figures that his purchase will run with such uniform consistency that he will have no repairs or adjustments to bother with. The occasional attention the machine may need he figures he can get from the service department of the company that sold the car.

In the early stages of the motor car industry there was quite a little of the "get-out-and-get-under" action from chauffeurs and owners. It used also to be the remark of a large number of men without money to hire drivers that they were deterred from buying automobiles by the doubt that they had the necessary mechanical skill to keep them running.

But this hesitation has disappeared. It is no longer a factor. The man tinkering a car on street or roadside is becoming such an exceptional spectacle that small attention is given to the possibility of a car going wrong anyway.

"The reliability of the American automobile is the explanation," says D. R. Ream, of Ream & Son, local distributors of Mitchell cars.

"Take a car like the Mitchell Light Four. Its cost is small, yet it is a complete, handsome car, adequate in every respect in reliability. It is capable of more than the highest-priced of cars of six or eight years ago.

"This statement does not rest on my unsupported word. It is backed by strongest proofs. A stock car of this model underwent last Fall a test of one month that for strenuousness has never been matched. In one month this car covered 751 1/4 miles, running night and day, an average of 250 miles every twenty-four hours, for thirty days, irrespective of road conditions.

"The run was made with a sealed bonnet. There were no adjustments of any kind. The most unskilled of mechanics, the man least expert in motor car construction and operation, could have piloted the car through the entire test. He knew how to drive, for there was never any occasion to do work of any kind on the engine.

"In this test the car did amazing things, more than could ever by chance be exacted of it in actual operation.

"It tackled every kind of road. It ran night and day. Except when a tire was replaced a wrench was never used on the car. The tool chest could have been left at home. It remained unopened. Over gumbo roads, through mud, despite rain and even floods, up hill and over mountains, this was the varied experience, and yet there was no repair work, adjusting or tinkering of any kind.

"The experience of users of the car during the past six months has borne out the record made by this particular Light Four. It is because the Mitchell-Levis Company, of Racine, Wis., with its wealth, organization and years of practical experience, can turn out at small cost cars of such superior reliability that a man no longer feels that he needs to have a chauffeur or to be a mechanical expert to run a car. He just gets the machine, and knows that his experience will be the same as that of other laymen, the car built right is so reliable that it will pretty nearly take care of itself."

## BRICK

Common or Face Brick, 100 or 1,000,000, Quick. Delivered on site of work. Glazed Building Tile cheap. Pleased to quote and send samples.

### RICK-RYAN Brick Company

EXHIBIT ROOMS  
8 N. Second Street  
Bell Phone 127-W

### Taxation of Motor Cars Feature of A.A.A. Meeting

Automobile taxation in general is a subject which will command paramount attention in the annual meeting of the board of directors of the American Automobile Association, to take place in Boston next Monday and Tuesday.

The winter sessions of the State Legislatures betrayed a wholesale tendency to call upon the motor car owners for increased registration fees, despite the fact that in 1914 the total contributed by motorists exceeded \$2,000,000.

"An automobilist should pay only one tax on his vehicle—either for registration purposes or as personal property—but we find in our national membership a difference of opinion as to which is the most useful, but not necessarily consistent, for motor car taxation to bring about roads improvement, comments President John A. Wilson, who is the unopposed candidate for re-election as to the head of the American Automobile Association.

"Ultimately it will be conceded," says Mr. Wilson, "that the road is a general expense and the cost of its construction and maintenance should come out of general funds. Furthermore, it is a certainty that finally a motor-driven vehicle will be looked upon like any other piece of property and subject simply to equal and not special forms of taxation."

Chairman G. C. Diehl, of the A. A. A. Good Roads Board, will ask the Boston meeting to decide what plan of Federal aid will assist the several States to cooperate most advantageously with the counties in a maintenance of market roads. Mr. Diehl is confident that Congress will act at the session to begin in December next, and he desires that the A. A. A. shall advise its 600 clubs throughout the country as to the consensus of the country on this important matter, so that A. A. A. members may consult with their Congressmen who are home for summer vacations.

The facilitating of roads travel will be brought forward by Chairman Frank X. Mudd, of the A. A. A. Touring Board, who will have several new ideas to put forward for the approval of the meeting.

A representative attendance of directors is expected, and they can bring with them as many club members as may care to attend. Not a few of the touring clubs will make the journey to Boston over the road, and Massachusetts Automobile Club, one of the pioneer organizations of the country, has courteously offered accommodations to the cars of the visitors. The Tuesday ride over the route of Paul Revere will be a feature of the meeting.

### Empire Sales Record Is 50 Per Cent. in Lead

"With our 1916 model announced early in April, sale for that month exceeded by far any like period in the history of our company," says F. A. Babcock, sales manager of the Empire Automobile Company. "On April 22, just two weeks after our new car was announced, our shipments passed the total for any previous month, and in the remaining days the average was increased daily. May has started out in a way that makes it almost certain that even April's record will be bettered."

"This volume of trade may be taken as striking evidence of the demand for our latest car. The result of the announcement of the new type, with its increased size throughout, was a rush of orders that has kept the entire Empire organization working at top speed. For over a month before the 1916 model was announced our entire manufacturing efforts were devoted to production of this car. We withheld the announcement until we had several hundred cars ready for delivery and our dealers were supplied with demonstrators. This plan of introduction, rather than letting the car follow months after the announcement has met with popular approval. Our dealers have been able to make deliveries promptly and although the number of cars we had built up in advance is

being decreased far more rapidly than we had expected, we will be able to continue such prompt shipments throughout the season by the heavy increase made in daily manufacturing schedules.

The Empire Company was the first to announce its 1916 model, bringing out a car larger than any of the company's previous offerings, and refined in various details.

LOS ANGELES SALESMAN WINS STUDEBAKER PRIZE

The essay contest in which several thousand Studebaker salesmen took part, writing upon "How to Sell a Studebaker Car," has resulted in first prize going to Paul G. Hoffman, of the Los Angeles branch. In addition to receiving \$100 as his own prize, Mr. Hoffman's success brought a silver loving cup to the Los Angeles branch to commemorate the success of its salesman. Mr. Hoffman has won every prize ever offered by Studebaker for which he was eligible to compete. He is one of the best salesmen in America, and makes a friend of every one to whom he sells a car.

Second prize went to W. S. Benson, Austin, Tex.; third prize to L. C. McElroy, St. Louis, Mo., and fourth prize to W. F. Seal, San Francisco, Cal. The judges commented on the excellent work of all the essayists, and awarded special mention to a number of contestants.

## Canvas Tread Tires

Non-skid. No Punctures. No Stone Bruises. No Loose Treads. No Blow-outs.

Patents Pending. 5,000 Miles Guaranteed. Ford Cars, 6,000.

This cross section of tire shows the improved way of making the highest grade Pneumatic tire tread. The tread is made from a series of canvas strips impregnated with rubber in such a way that it prevents the tread from separating from the air-cases, spitting, peeling off, or coming apart. It also prevents punctures and blowouts. The tread is so tough it will not split, peel off, or crack like other makes of tires. Each layer is a binder to the tread, which holds the rubber between the plys in its place. It takes more than 1,500 miles of road service to wear off one layer—each layer is non-skid. No chains necessary. Count the many thousand miles you can run. It saves 25 per cent. on gasoline and engine power. Don't buy any tires until you have examined this tire. Write for free booklet telling many other important features and agents' proposition.

### SAVE 50% ON YOUR TIRES BY DOUBLING YOUR MILEAGE

### TOURING CARS FOR HIRE

Lowest Prices—Best Service Special Rates to Day Parties

Also prompt and efficient taxicab service.

### W. J. GENZLER

Plaza Hotel  
Bell Phone—3762 and 2364J.  
United Phone—324.

## Harry P. Motter

1925 DERRY STREET  
Bell Phone 3955. Harrisburg, Pa.  
GENERAL AGENT FOR THE CANVAS TREAD TIRE CO. OF UTICA, N. Y.

## The New 1916 HAYNES

America's Greatest Light Six

With new improvements—new prices—will soon be here.

ARRANGE FOR EARLY DEMONSTRATION.

### Salesroom Central Garage, 334 Chestnut St.

ROBERTS & HOIN

## FRANKLIN

### Ensminger Motor Co.

Third & Cumberland Sts.  
DISTRIBUTORS