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America's Greatest "Light Six"

Power Economy Service

An inspection of its mechanical parts will reveal that no stone has been left unturned in the field of motor production to give driver and passenger motor satisfaction. 54,513 miles and a wearing of only five ten-thousandths of an inch in the crankshaft bearing.

It is master both of by-ways and main traveled roads.

The engine is silent, powerful and smooth running; unconscious of the motor you travel in the arms of the wind.

The motor is flexible — you may ride a mile an hour in congested city traffic or a

mile a minute over outlying roads.

The body and equipment bear out the sterling excellence of the Haynes motor. The upholstery is of hand-buffed leather.

The entire car weighs but 2950 pounds. This spells economy in fuels, lubricants and tires. 18-20 miles per gallon of gasoline.

In it are the brains and craftsmanship of twenty-three years of motorcar building.

In addition to beauty, the Haynes roadster has mechanical excellence, luxurious appointment, economical upkeep and the guarantee of the Haynes name.

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Harrisburg, Pa.

Your Most Critical Inspection Invited.

In Attendance at the Show.

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**GREAT WILLIAM PENN HIGHWAY
OUTGROWTH OF POSTROAD OF 1799**

Was Used For Distribution of Mails West From Harrisburg;
E. E. C. Gibbs, Booster of Route Compiles History

An interesting account of the early history of the new William Penn Highway as the original postroad from Harrisburg to Pittsburgh has been written by E. E. C. Gibbs, member of the William Penn highway committee and the Huntingdon Chamber of Commerce. It is derived from original letters and records of John Cadwallader, the first postmaster of Huntingdon, in 1797 and one of the pioneer residents of the Juniata Valley.

The history of the postroad as arranged by Mr. Gibbs follows:

The Old Postroad of 1799

"On the twelfth day of August, 1799, a joint agreement was signed by John Wyeth, printer, of Harrisburg and John Cadwallader, attorney and at that time, postmaster of Huntingdon, with Joseph Habersham, postmaster general of the United States. This agreement covered the transportation of the mails between Harrisburg and Alexandria on the Franks-town branch of the Juniata and was to take effect on October first, 1799. The route was to commence at Harrisburg, then by way of Clark's Ferry, Millerstown, Thompsontown, Mifflintown, Lewistown, Culbertson's Mills and Huntingdon to Alexandria, returning over the same route. The compensation was to be at the rate of six hundred dollars a year and the trip was to be made weekly. John Wyeth agrees to engage a rider for one year and procure a horse to ride with the mail on the Harrisburg and Alexandria route, the rider to also carry newspapers from Alexandria to Captain M. Beatty's at Water Street Gap, Judge Stewart's Mill, to Williamsburg, thence by New Frankstown to Hollidaysburg, returning the same day to Alexandria. John Wyeth also agrees that he will print or cause to be printed, weekly as many newspapers (The Oracle of Dauphin) as will accommodate all subscribers on the

route and also as many German newspapers as shall be required on the route or in the adjoining settlement and forward them by the mail carrier weekly from Harrisburg at two dollars each subscriber—agreement witnessed by John Porter.

New Contract in 1803

"This service was continued by Wyeth and Cadwallader and on the first day of July, 1803, a new contract similar in form was made between John Cadwallader of Huntingdon and Gideon Granzer, postmaster general, at the same rate (\$600.00 per annum). This contract specifies that a penalty of one dollar for each hour's departure from schedule arrival time at any postoffice and five dollars for missing connections at junction points or passing a post office. Thirty minutes to be allowed postmasters to make up mail after the arrival of the carrier. The contractor to furnish portmanteaus and bags, and to be allowed to carry newspapers outside the regular mails. The route and instructions to the carrier, Thomas Priestly, son of Jonathan Priestly read as follows: Leave Harrisburg when the mail is closed on Wednesday at 2 p. m. First Station; Mr. Lockhart's, thence to the ferry and cross to Second Station; Mr. Robert Clark's, drop the mail on arrival, wait on the postmaster and take lodging, breakfast at Juniata Ferry. Third Station, Mr. Joseph Pitterman's at Millers Town, drop the mail and take it up without delay under direction of Mr. Craven, the postmaster. Fourth Station, Mr. Grathouse in Thompsontown, Dine, Fifth Station, Mr. William Craven in Mifflin Town, drop the mail at Mr. Davidson's office on arrival and take lodging. Sixth station, Mr. David Williams in Lewis Town, wait on the postmaster, Dine. Take up the mail at Mr. Walters office.

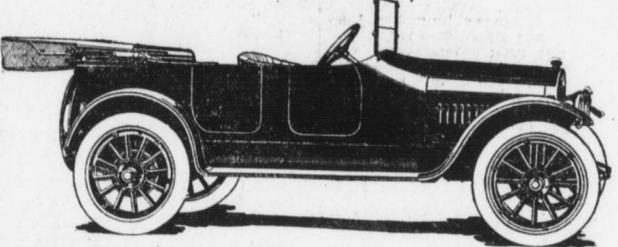
(Note. The former route from Lewistown to Huntingdon ran by way of Culbertson's Mill and Drake's Ferry, but was changed in this contract to go by Reedsville and Belleville on the up-river trip.) "Seventh Station, Mr. John Reed's at Bellville. Take up the mail when he is done with it. Eighth Station, Mr. Dittwiler at head of Kiskocquillars Valley, lodge here, take breakfast at Col. Pee's and be in Ninth Station, Huntingdon post office at 11 o'clock in the forenoon. Dine at J. McConnell's.

"Tenth Station, Alexandria. Deliver mail to Mr. Walker at Mr. Fish-er's office before 2 p. m. The returning mail left Alexandria on Sunday and followed the Juniata river to Lewistown, the mail carrier dining at Huntingdon, lodging at Drake's Ferry, getting his breakfast at Culbertson's New Mills and arriving at Lewistown in time for dinner. The mail at Harrisburg was to be delivered at Mr. Hastings's house and the carrier was to stop at Mr. David Elder's. The carrier's entertainment bills are quaint reading: 'Super' 1 s. 'Hay' 1 s. 3d. 'Breakfast' 1 s. 'Lodge' 4 d. '1 Gill Whisk' 2 1/2 d. '12 qts Ots' 3 s. 3d. '1 Pt. Beer' 4 1/2 d. and a bill from Richard Thomson for repairs reads: 'Dec. 3 To Alexander the Seat of a Saddle and Stuffing the pad 3 s. Dec. 15th To a Pair of End Straps for the mail 2 s. 6 d. and a horse-shoeing bill to Paul Dowlin, Dr. To 2 Removes and 2 New Shoes 7 s. To Steel to-ing 3 s. 7 d.' The mail carrier received the princely salary of sixty dollars a year and his expenses. That he was faithful on his trips is shown by a bill from Jos. Pitterman in which the regular dating shows a bill every five days for 'Gowing and Coming, 4 s. 8 d.' "A letter from David Davidson enclosed a bill for riding post in place of the regular driver 'who could not travel on account of a Boile and your hors was lekwise Done out.' Charge

Jackson Model "34" -- \$985

A Revelation and Delight
is this Jackson Four. Its road performance is astounding to those familiar with ordinary high-grade four. It flies up hills and pulls through sand with an ease and freedom from laboring of any sort that makes the driver loathe to believe it is only a "four."

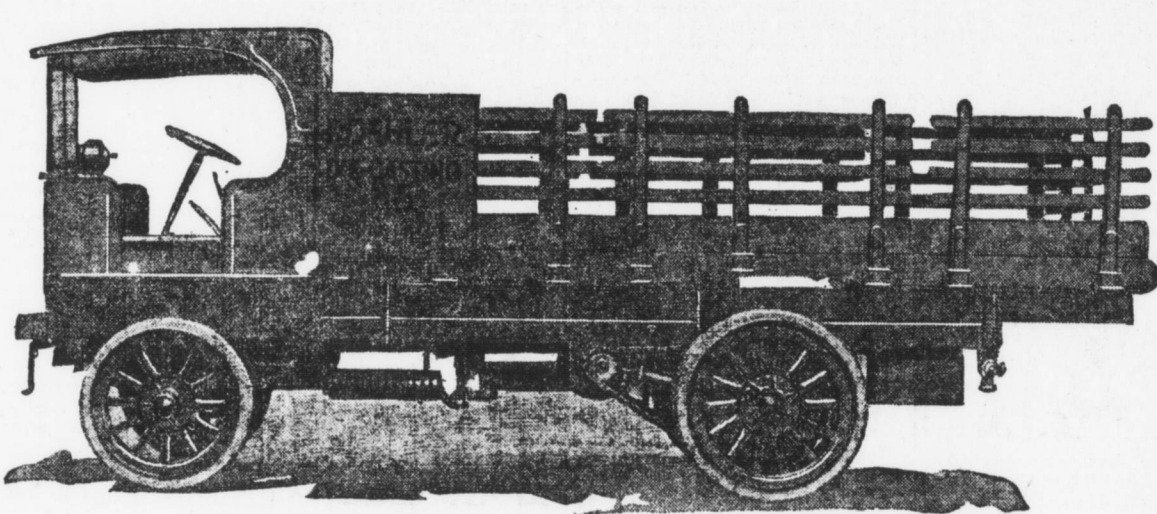
Vibrationless at 55 Miles per Hour
with the motor turning at 2700 r. p. m. When you see this test you'll begin to appreciate that you're getting an extra-ordinary car in the Jackson Model "34."



A Four of Amazing Flexibility
Flexibility virtually means motor elasticity. It means SUPPLENESS—the power to exert and recover without effort. But you must let the Jackson "34" tell its own story; we'll gladly offer you the opportunity.

Model "348" \$1,195—Model "68" \$1,685

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Garford Efficiency Proved

When you seek plain, unvarnished facts regarding the efficiency of any piece of machinery you go direct to the user—the man who has paid his good money for its installation.

This applies to motor trucks just as much as to any other mechanical equipment.

We sell Garfords on an out-and-out basis of efficiency.

And we ask you to believe only what we can actually prove by performance.

Garford owners in a great many distinct lines of trade attest their remarkable value.

We quote the Doehler Die Casting Co., Brooklyn, N. Y.:

"As to the comparative results in service rendered by the motor truck as against horse-drawn equipment, our re-order for another Garford truck is conclusive proof of the satisfactory results obtained.

"During nine months of constant service the truck has more than equalled our expectations and has not been out of service a single day.

"The average haul has been about four tons per trip to all points of shipping via all leading railroads and steamboat lines."

A single Garford not only does the work of several teams but does it in the truck way instead of the horse way.

It is faster—entirely independent of weather and fatigue—stays on the job 24 hours a day if necessary—involves no expense when not working.

If you have deliveries to make—if you have transportation troubles—you need a Garford.

Our complete range of styles and sizes enables us to fill any trucking requirement.

Commercial Car Co., Distributors
E. J. CAVENDER
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The Garford Motor Truck Company, Lima, Ohio
Manufacturers of Trucks of 1/4, 1, 1 1/2, 2, 3, 5 and 6 ton capacity
Distributors and Service Stations
New York, Boston, Philadelphia, Baltimore, Pittsburgh, Chicago, Minneapolis,
St. Louis, Kansas City, Denver, El Paso, Dallas, Houston, San Francisco.

for horsehire, one quarter of a dollar per day and three shillings for the driver's day. The Harrisburg-Alexandria route connected with one running from Alexandria to Hollidaysburg, to foot of Allegheny, to Cannum's on top of mountain, to Shara's beyond the mountain, to Beala, to Crawford on Chestnut Ridge mountain, to Bradford on Conemaugh river, to Denniston's Town and to Greensburg, still following the easy grades of the now William Penn Highway.

AID SOCIETY BANQUET
Special to the Telegraph
Dauphin, Pa., Feb. 23. — Last evening the annual banquet of the members and their families of the Ladies' Aid Society, of the United Evangelical church was held at the home of its president, Miss Cora Coffrode. After the banquet two dollars, which they earned during the year, was contributed by each member and many amusing incidents were told of how it was earned. About fifty people were present.

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"The Car of No Regrets"
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Radiators, Windshields and Lamps or Any Brass Parts For Your Auto
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The best-liked car in the country

The Briscoe is the one car that combines in an equal degree all the essentials of motor-car satisfaction. No factor of motoring enjoyment has been slighted.

You can have a Four-cylinder car with a sweet-running motor that develops 38 horse-power on an amazingly small allowance of fuel and oil.

Or, if you prefer, you can have an Eight-cylinder motor in your car that has been designed and built by men with years of experience in the construction of multi-cylinder power-plants.

The same beautiful distinctive Briscoe-line body in each; the same sturdy chassis; same cantilever spring suspension, deep cushions, ample room. Full equipment and electric starting and lighting, of course.

De Luxe Four 38 \$750
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Come in and see why the Briscoe is in truth the best-liked car in the country

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