

# Automobile Show Among the Finest

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as for the mechanical skill and artistic possibilities it suggests.

About one hundred and twenty-five models from forty-two different manufacturers are on display. These include the most well-known names in the motor world, and range in price from the little cars that sell for a few hundred dollars, to the more luxurious models with prices running up into the thousands—depending on the extent of power, range and luxurious appointments one cares to pay for.

With the two floors having a combined space of seventeen thousand square feet of floor space, which is about seven thousand more than last year's show, one can readily see the growth of the motorcar business in Harrisburg. Even at that, there isn't a dealer that could not have used more space to greater advantage and others who wanted to show their cars could not secure space. All outsiders were excluded, making it strictly a Harrisburg show, under the supervision of Harrisburg men.

A feature of this year's show will be the attendance of Harrisburg's leading organizations. Monday the members of the Motor Club of Harrisburg will be admitted on presentation of their membership card. Tuesday the members of the Chamber of Commerce will be admitted on their credentials and Wednesday the Rotary Club members will be guests of the Capital City Motor Dealers' Association.

The members of the association have worked hard to make the annual show a success, and before the doors close next Saturday night it promises to be the most successful motorcar exhibition ever conducted in Central Pennsylvania. That is saying a great deal considering the many successful shows that have been held since the first one in 1910. The show committee consists of P. Driscoll, R. C. Barrett and George G. McFarland, working in conjunction with J. Clyde Myton, manager of the show. The annual exhibit of motorcars makes it possible for prospective buyers to go where a variety of makes are shown under one roof and make such comparisons at leisure as may seem advisable, which would not be possible under any other circumstances. The glib-tongued salesman of fiction fame is not the kind you see at the motor shows to-day. The salesman of to-day earnestly strives to give such information as may be desired and back up his assertions with facts that will bear the closest analysis. He is an earnest student of mechanical efficiency and endeavors to enlighten the layman and render such service as will win confidence. Dependent upon the good will of those in the community in which he does business, he realizes that if he wins and holds the confidence of those with whom he deals, the satisfied patron will put him in touch with other prospects. Therefore the salesman endeavors to render the best service possible.

The prospect for a prosperous year in the automobile trade is more promising than at any time. This is the consensus of dealers, who are busy making the present exhibit more attractive than any given before. Manufacturers and others interested in the trade are of one opinion as to the future of the automobile industry. There probably will be more cars sold in 1917, they say, than in any year since the automobile became such an im-

portant factor in the industry of this country.

Although the prices of the individual models have mounted upward, dealers point out that the advance in automobile prices has not been commensurate with the exorbitant cost of materials or with the high prices of other products. Automobiles, comparatively speaking, are not as expensive as, for example, eggs or flour or shoes or coal. The upward climb of automobile prices has been held in check by development of efficiency to a high degree in motorcar making and by the application of economy in all its branches. So perfected has become the art of making automobiles that never before did the public receive its money's worth of automobiles in such measure as it does to-day and even though gasoline prices have been raised to some extent, the greater economy of operation because of greater mechanical makes the present car more economical than even at the slight increase in price than the cars purchased a year ago.

Almost the entire lot of new cars shows certain tendencies in common. They possess an undeniable amount of good looks and have good materials in the body, which is mounted on a chassis composed of standard units. Passengers have more comfort in 1917 bodies. Occupants can generally sit as they please, and not as they have to sit. There is also a greater choice in bodies for all purposes.

Among the body developments of the year are the club roadster, the touring sedan, movable and adjustable seats, better upholstery, better arrangement of instruments and gauges, better tops, windshields and tire carriers and more luxurious fittings. An important improvement is a wider choice in painting colors and trim. Many makers are getting away from the solid black and are offering instead blues and grays as standard or options.

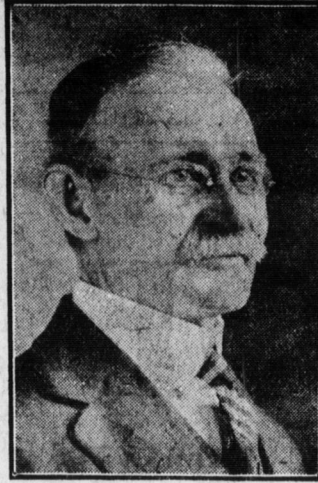
Most important of all the improvements in bodies is the better arrangement of seats. The front compartment of the touring car is now as comfortable as the rear, and is no longer neglected when the body is laid out. The close-coupled touring car has about passed out of existence, and in its place is the club roadster, so that in the pure touring design there is always plenty of room in the tonneau.

Most of the year's improvements in automobiles are reflected in the motor. The greater speed range, snappier pick-up and increased economy are the three most important points. More power is being secured from smaller motors. The manner in which it is being done is by filling the cylinders more full of gas. Less dead space is left in the cylinder. Each suction stroke of the piston is doing more work and hence each power stroke has increased. Larger valve passages, clearer ports and better carburetion are responsible. Compression pressures are slightly higher and this, taken into consideration with the fact that there is more gas in the cylinder, gives a snappier engine. A cylinder can never be completely filled on the intake stroke. The nearer the engine approaches this complete filling the better its performance and the more power it will give. Efforts to smooth out the intake passages and to cut down the dead pockets

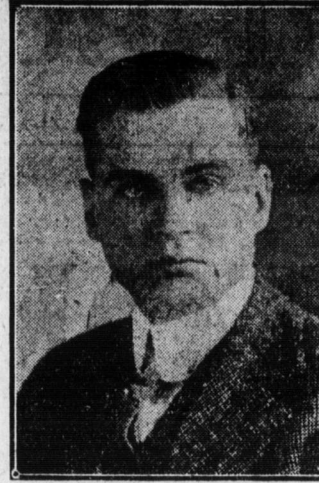
# COMMITTEE IN CHARGE OF AUTOMOBILE SHOW



J. CLYDE MYTON  
Managing Director of Auto Show



P. DRISCOLL  
Chairman of Show Committee



ROSS C. BARRETT  
Secretary-Treas. of Show Committee.



GEORGE G. MCFARLAND  
Member of Show Committee.

## Exhibitors at Auto Show

- AUTOMOBILES**
- BENTZ-LANDIS AUTO COMPANY, Jeffrey, National, Standard.
  - CONOVER & MEHRING, Case, Briscoe.
  - E. L. COWDEN, Apperson, Paige.
  - CRISPEN MOTOR CAR COMPANY, Cadillac.
  - DENBY SALES CORPORATION, Denby.
  - ENSMINGER MOTOR COMPANY, Dort, White.
  - FORD SALES COMPANY, Ford, Studebaker, Brockway.
  - GENERAL AUTO SALES COMPANY, Pathfinder.
  - HARRISBURG AUTO COMPANY, Reo.
  - HUDSON SALES COMPANY, Hudson, Saxon.
  - HUPMOBILE SALES CORPORATION, Hupmobile.
  - P. H. KEBOCK, Jackson.
  - KEYSTONE MOTOR CAR COMPANY, Chalmers, Peerless, Dodge Brothers.
  - KING CAR SALES COMPANY, King.
  - MILLER AUTO COMPANY, Haynes, Maxwell.
  - MONN BROS., Crow-Elkhart.
  - W. J. MARKS, Bell.
  - OVERLAND-HARRISBURG COMPANY, Overland, Willys-Knight.
  - PACKARD MOTOR CAR COMPANY, Packard.
  - PENN MAR AUTO COMPANY, Premier, Republic.
  - PULLMAN SALES COMPANY, Pullman.
  - A. REDMOND, Chandler, Oakland, Vim.
  - E. W. SHANK, Franklin.
  - VELIE-HARRISBURG COMPANY, Velie.
  - GEORGE B. ZECH, Buick, Chevrolet.
- ACCESSORIES**
- ATLANTIC REFINING COMPANY, Oils and Greases.
  - WILLIAM S. ESSICK, insurance.
  - EXCELSIOR AUTO COMPANY, Exide batteries.
  - FRONT-MARKET MOTOR SUPPLY COMPANY, accessories.
  - GLOBE REFINING COMPANY, oils and greases.
  - E. MATHER COMPANY, accessories.
  - MYERS ACCESSORIES HOUSE, accessories.
  - PENNSYLVANIA INDEMNITY EXCHANGE, auto insurance.
  - STERLING AUTO TIRE COMPANY, Miller tires.
  - H. G. ZIMMERMAN, carburetors.

in the combustion space have had effect this year.

Other features such as decreased weight in pistons and connecting rods have cut down the mass of the moving parts and thus permitted the engines to run at higher speeds. The crankshaft balance has been looked after. Accessories on the engine are better mounted and more accessible for adjustment and oiling.

Few companies have made radical changes in the mechanical construction of their new models, the changes in most cases being reflected in the body design and minor refinements in the chassis and engine or in the equipment.

From the not wholly beautiful mechanism of a few years ago, this season's motorcars as shown in the exhibition, are a development into things of luxurious beauty. In any exhibit—in any direction nothing but beauty from an artistic as well as an engineering point of view is to be seen. The new cars combine the features of comfort and elegance to a degree heretofore unthought of, and, at the same time, have been developed mechanically during the last year in many minor ways—none of them of radical quality—and none that could be termed a real feature of mechanical radicalism.

Merely to fill this bit of unoccupied space, permit me to tell you that every tenth citizen of Greenland and Iceland wouldn't know the difference between a monkey wrench and a differential even if you explained it to him, so what's the use.—American Motorist.

### MIX-UP IN FIGHT PLANS

New York, Feb. 10.—Jack Curley, who is associated with Tom Jones in the management of Jess Willard, world's heavyweight champion pugilist, to-day confirmed the announcement from Albany that a ten-round boxing bout between Willard and Fred Fulton had been arranged for March 28 at Madison Square Garden. A Chicago dispatch, however, quotes Tom Jones as saying that Willard would not fight Fulton or anybody else on March 28.

## AUTOMOBILE MANUFACTURER

U. S. Census Reports on the Industry

	1904	1909	1914
Automobile factories .....	121	265	500
Persons engaged .....	11,246	58,142	91,997
Capital invested .....	\$20,555,247	\$134,592,965	\$312,876,000
Salaries and wages .....	7,255,375	39,854,578	84,901,000
Cost of materials .....	11,658,138	107,731,446	292,598,000
Cars manufactured .....	22,830	127,289	573,114
Value of products .....	4,266,154	20,871,639	503,230,000

Body and Parts Manufacture

(U. S. Census Reports)

	1904	1909	1914
Number of factories .....	57	478	971
Persons engaged .....	2,087	27,217	53,954
Capital invested .....	\$2,528,613	\$39,244,146	\$94,854,000
Salaries and wages .....	1,160,842	18,318,713	54,552,000
Cost of materials .....	1,493,227	23,914,290	63,610,000
Value of products .....	3,388,472	55,378,967	129,601,000

Freight Carload Shipments of Motor Vehicles

	1914	1915	1916
Carloads .....	130,114	192,375	270,550

## Ice Throws Train From Track, Killing Engineer

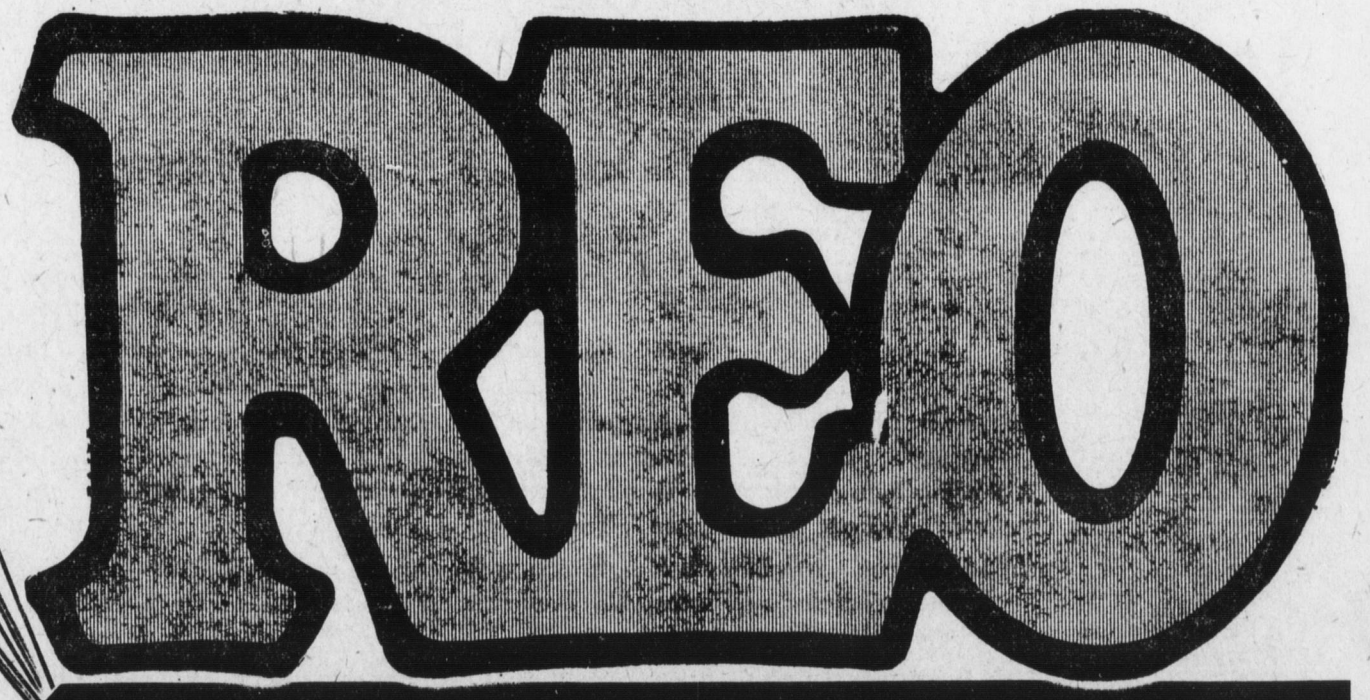
Hazleton, Pa., Feb. 10.—Benjamin Reynolds, of this city, engineer of the Lehigh Valley railroad train carrying silk mill girls from Hazleton to Weatherly, was instantly killed early to-day when the locomotive was dived and upset at Beaver Meadow. Patrick O'Donnell, the fireman, escaped injury. According to the company, the accident was caused by a broken rail, due to the frost, the temperature during the night registering 2 degrees below zero. Three of the cars were derailed, but outside of Reynolds nobody was hurt. Persons at the scene of the wreck claim that water dripping from a tank formed ice on the rails and that the

train left the tracks at that point, running on the ties about a hundred yards before it stopped.

### FAMOUS BANDIT DIES

San Francisco, Cal., Feb. 10.—The exploits of Chris Evans, leader more than a score of years ago of a notorious gang of California train robbers, were recalled to-day by his death at Portland, Ore., last night. He was paroled in 1911 from Folsom Penitentiary, where seventeen years of imprisonment had changed the former train robber into a broken old man. Later Governor Johnson pardoned him. He leaves a widow and four sons. Robbing of Southern Pacific trains and the killing of a member of one of the posses that pursued him were the crimes for which he was imprisoned.

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