

### COAST-TO-COAST RECORD BROKEN

#### Dispatch Rider on Motorcycle Carries Message From Los Angeles to New York

For the purpose of determining the effectiveness of the modern motorcycle for transmission of military data of kinds which cannot be sent by telegraph, a record-breaking ride across the continent has just been completed by Alan T. Bedell, of Los Angeles. He arrived in New York City at 6.16 p. m., June 13, having made the 3,296 miles from ocean to ocean in just 7 days 16 hours 16 minutes.

Bedell made this test in order to supply the military authorities with the information they desire as to the best way of sending maps, specifications, photographs and other kinds of military papers of such nature that they cannot be sent by telegraph. It is important to get them to the right place in the shortest possible time.

The efficient service which motorcycles have given in many ways in the great European conflict made plain that the two-wheel machine would be well adapted for work of this nature, but it was found that the authorities had no definite data at hand on which to base their calculations. Therefore, Bedell started from Los Angeles at 11 o'clock at night on June 5, riding a four-cylinder Henderson motorcycle, to make this trial trip as a practical demonstration so that the military experts will know just what they can count on.

From Los Angeles he sped eastward with only a few brief stops for food and fuel for his machine, until after dark the next evening. Then, with 54 miles of road reeled behind him he stopped at Flagstaff, Ariz., for a few hours' rest before continuing his dash. Though mountain passes, rocky trails and deserts had been crossed in this long first day's ride, he had only made a start on the big grind, and was to find the worst part ahead of him.

2,514 miles having been covered in six days' riding. He sped eastward through Dayton, Columbus and Wheeling, W. Va., on June 12, reaching Pittsburgh that night. From this point on his progress was steady, the improved eastern roads offering little difficulty for his machine, for while the steep grades of the Alleghenies loomed high, the road surfaces were good and the motor ate up the hills without effort.

On the last day's ride he left Pittsburgh early in the morning, rocketed through Gettysburg and Coatesville by noon, slipped through Philadelphia in mid-afternoon, and checked in at the finishing point in New York City at 6.16 in the evening of June 13, tired and dusty from 3,296 miles of riding, but full of the satisfaction of a good job well done and success accomplished in the face of tremendous difficulties.

In making this trip, Bedell also established a new transcontinental motorcycle record, chopping three days 19 hours 54 minutes from the former record, which had been made by E. G. Baker in 1914. The test was especially pleasing to the authorities because of the excellent condition in which both rider and machine finished, as Bedell was in fine shape physically and his machine was running smoothly as clockwork, so that he could have started right back to carry a return message if a military crisis had made it necessary. There was none of the exhaustion which is generally expected after a record-smashing performance, while the four-cylinder motor seemed to keep up the pace as long as might be wanted.

The information regarding the ability of a motorcycle for dispatch-bearing purposes is expected to be of great value to the War Department, as it will provide a basis upon which to calculate the work which can be done by the motorcycles that are being purchased for use by the army. The Government has just opened bids for ten thousand motorcycles of various types and within a short time it is expected that fully forty thousand of these machines will be in service, and this trial has emphasized the performance that can be expected of the motorcycle men at the front.

Counting out the time covered by his stops each night, Bedell's actual running time from coast to coast was 5 days 9 hours 30 minutes, which figures out a grand average of 25.45 miles per hour for the whole 3,296 miles of mountain desert, good roads and bad.

### Reo Motor Car Co. Wins Barber Valve Patent Suit

Another patent decision that will have a far-reaching effect on the automobile industry was that handed down by Judge Hazel, of New York, the other day in the case of William Barber vs. the Reo Motor Car Company, in which the learned jurist exonerated the big Lansing manufacturer of the charge of infringing Barber's patent on a valve mechanism.

This was the case in which the patentee sought to recover the huge sum of \$1,500,000 from the motor car manufacturer for alleged infringement of an ancient patent. In the preliminary skirmish, a decision adverse to the manufacturer was handed down—due largely to the fact that "The Reo folk" maintain that there was no similarity between the Barber patent and the well-known Reo mechanism—which, by the way, is itself of ancient origin—failed to treat the matter seriously.

Barber then attempted to have the Reo Company enjoined by an injunction, from continuing the manufacture of their motors. This injunction, sought in a Michigan court at Grand Rapids, was denied.

When the New York case finally came to trial, the Reo Company introduced additional evidence with the result as above indicated—a decision to the effect that the Reo valve mechanism does not, either in design or in application, infringe the Barber patent.

The real importance of this decision is in its bearing on automobile manufacturers generally. Similar attempts on the part of ambitious inventors, aided and abetted by unscrupulous attorneys, to mulct big manufacturers of large sums by similar means, have been all too frequent in the past and a number of such suits are now pending in the courts of various States.

The usual procedure is to claim precedence on some one of the six thousand parts of an automobile; institute suit for damages in which a million is usually the minimum; then by a flanking movement, obtain an injunction and thereby tie up millions of dollars worth of machinery in process of manufacture in the hope of forcing the manufacturer to a cash settlement.

In the past, manufacturers contented with this alternative, have deemed it best to settle rather than to suffer the tremendous loss of closing the factory down while the suit could be tried. In most cases settlement can be made for a small fraction of the damages claimed in the suit.

This method proved, however, to be only an additional encouragement to the practice, with the result that, of late, manufacturers are resolved to try such contentions through the courts regardless of cost or inconvenience.

In this case the big Lansing concern was offered several chances to settle the matter before it came to trial, but General Manager Scott was determined to make an example of it and to try the case on its merits.

The result was most gratifying and, as previously stated, will have a far-reaching effect on similar suits threatened.

"Big changes in the way we live do not come all at once," says George L. William, of the Studebaker Corporation. "We pass from one era into another without knowing that the transition is going on, but once the changes are made we cannot go back any more than we can go back from 'fair, fat and forty' to the slender days of youth."

"Stand on Michigan avenue, Chicago, any day, between seven o'clock in the morning and midnight, and you will see a steady stream of automobiles two abreast going in both directions at an average speed of twenty or twenty-five miles an hour, each car carrying an average of three or four people if a touring car, or a good-size double horse load if it is a commercial car."

"Supposing we had to handle the traffic on Michigan avenue to-day with a horse and carriage at six or eight miles an hour, and commercial traffic with plodding two-horse teams at four miles an hour. That means that we would have to have a street five times as wide, or five stories high, or five subways. You could not take this traffic on Michigan avenue and put it on Wabash, State or any other parallel streets, because they too are crowded with traffic, like Michigan avenue."

"Supposing the big Chicago department stores had to go back to the day of the horse and wagon at four to six miles an hour and a load radius of seven or eight miles, where to-day they use commercial cars at a running speed of twenty miles an hour, carrying two or three times the load over three or four times the distance. What is true of Chicago is true of every other city. The horse is being naturally eliminated; something better has taken its place. Machine power is superior. It not only has ten times the efficiency but also ten times the economy. It takes five acres of land a year to support one horse. The same five acres of land would support a good-size squad of soldiers and their hungry families. The ox team is a curiosity to-day—to-morrow the horse team will be equally a curiosity."

"The automobile, both pleasure and commercial, is an absolute necessity of this new era, and the automobile will continue as a necessity until something newer and better takes its place and up to the present time there is no one that even has an inkling of something better. That's the reason why automobile men laugh at this thing they call the 'saturation point.' That's why we are so sure that the business will endure—and that is why the great companies are spending their millions in factories and machinery to take care of the future of this great business and that's why any man can buy a motor car to-day as an investment. It is a far better piece of property than a team of horses was a few years ago, because the horses were likely to get sick and die, or injure themselves at any time. You can insure the automobile against accident and it doesn't get sick or die. It is an investment which is as sure and safe as that of any necessity in which you put your money."

Half the joy of motoring is the satisfaction of having a car that will respond to every demand you make on it. When you buy a used car from us you know what you are getting—particularly if the car is a renewed guaranteed Packard—you eliminate all risk of disappointment.

1916 1-25 Packard Twin Six Salon Touring, repainted and guaranteed \$2,300  
1916 1-25 Packard Twin Six Touring, repainted and guaranteed \$2,100  
1914 4-54 Hudson Touring \$3,500  
1914 Chalmers Master Six, 7-passenger Touring \$450  
1914 Pullman 7-passenger Touring \$400  
1913 Chalmers 5-passenger Touring \$300

Dillsburg, Pa., June 22.—Five committees of the Red Cross have been busy for the past few days soliciting funds, and they have succeeded in securing a nice sum. The following are the committees: First—Marietta Menear and Mary Allen; second—Mrs. M. W. Britcher, Mrs. Quay Nesbit and Helen Altland; third—Maud Klugh and Gretta Mayberry; fourth—Myrtle Mayberry and Katherine Graff; fifth—Mrs. J. B. Speece and Mrs. J. Harold IFearick. Arrangements were made to have

arrangements were made to have a parade and a festival this evening to help increase the funds already collected. A number of townspeople were at Wellsville Thursday evening, attending the big Red Cross meeting at that place. Robert C. Bair, of York, made an address.

G. W. SHREFFLER BURIED Blain, Pa., June 22.—Funeral services of G. Wilson Shreffler, who died of dropsy, were held yesterday, with burial in the Union Cemetery. Services were conducted by the Rev. J. C. Reighard, Lutheran minister.

Collecting Red Cross Funds at Dillsburg

Could Not Return to Horse and Wagon Method

Reo Motor Car Co. Wins Barber Valve Patent Suit

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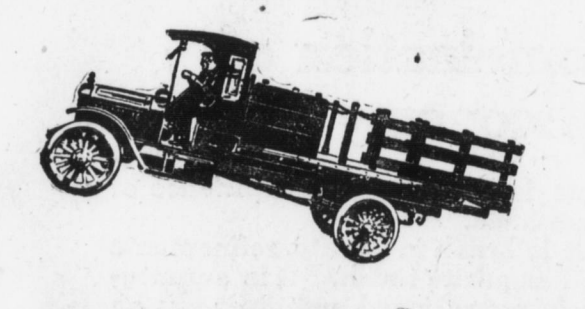
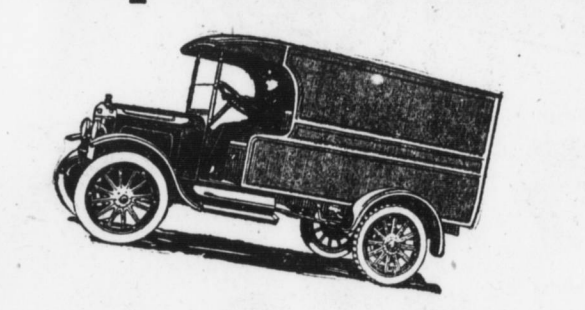
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