

LIGHT CHANGES IN THE PEERLESS

Second Series Model 50 Shows Very Few New Characteristics

Very slight changes have characterized the Peerless Model 56, second series, according to W. R. Dickland, chief engineer of the Peerless Motor Car Company. All of the improvements are made from the time during the year so that they will not interfere with production. These changes have been made in tests covering a period of three years and are based on the research

work which is carried on constantly at the factory. "In developing the present eight-cylinder Model 56, the keynote has been, as it was originally, the production of a light car by proper proportioning of all parts," said Strickland, "so that, like the 'One Hoss Shay,' every part is equal in length of life to the other, all being designed with great flexibility to resist the shocks of touring the roughest roads. Our wonderful success in gasoline mileage, tire economy and low-cost up-keep is the result of placing every ounce of metal in the best relative position, thereby securing the light-weight with the flexibility to resist the severe strains to which the chassis of the automobile is subjected. "Combined with this extreme lightness and flexibility, is the wonderful performance of the Peerless two-power ranger; extremely economical in its loading range and speedy in its sporting range. This makes the Model 56 Peerless the embodiment of lightness, flexibility, economy and power. "In body design, the same general seating capacity and dimensions are retained. The windshield, however, is slanted and the Marshall type of upholstery is used throughout. As previously, the Peerless body work is of the most substantial character, consisting of body framework built up in a skeleton form as a basis for the application of steel pressings, which supplement the strength of the framing to a greater extent than on the bodies of most cars. This is accomplished by using steel pressings and fastening frame strips on the inside to brace it very securely. "The great popularity of the Peerless two-power range eight is justly traceable to the many points in which careful planning and great ingenuity have made it a car not only attractive but thoroughly practical."

Don't Worry

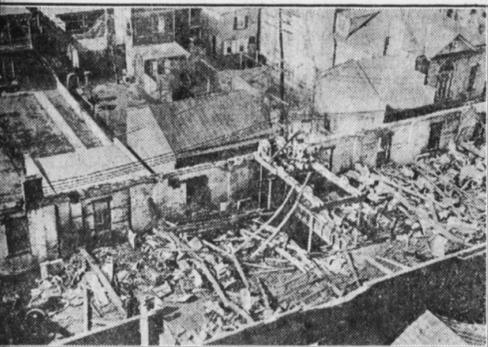
About anything when you take a pleasure spin up the river road.

STAHLER

Keeps All Kinds of Auto Accessories, Tires and Tubes—Atlantic Gasoline, Oils and Grease. Everything Guaranteed.

Stahler's Auto Repair Shop Ft. Hunter, Pa. DIAL PHONE

Automobile Insurance



The above illustration shows the remains of sixty-two automobiles.

This office promptly paid for seven of them.

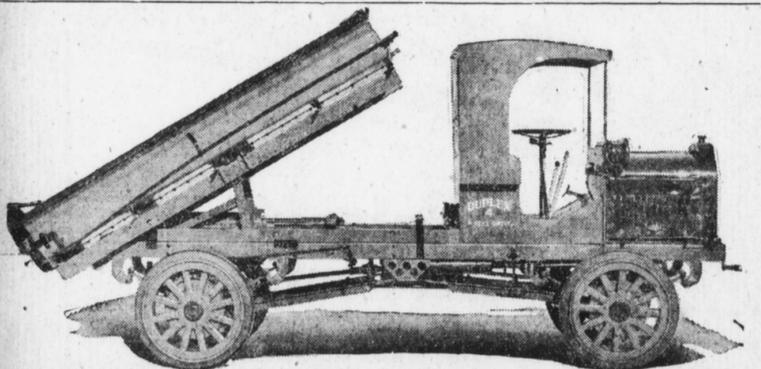
An Aetna policy covers in any place that a car may be from Maine to California, and an Aetna agent is always at hand, ready to be of service.

Prudent owners cover not only for fire, but for all hazards; liability for injuring persons; damage to property of others; collision; theft; injury to assured; and loss of use.

Claims are adjusted right here without loss of time and without bother of any sort

The Aetna—biggest and best.

Wm. S. Essick
General Agent
Union Trust Building



DUPLEX

Equal to Any Emergency

Duplex-Adler self-locking differentials make practically impossible the stalling of the Duplex 4-Wheel Drive Truck under most adverse weather and road conditions.

The Duplex hauls capacity loads through mud and snow, and over ice covered highways—wherever one of its four wheels can find traction.

Operation under such conditions is possible because the Duplex-Adler differentials automatically prevent spinning of the wheels and divert all motive power to the wheel or wheels having a "footing."

The Duplex-Adler self-locking differential is but one of the many exclusive mechanical features of the Original 4-Wheel Drive Truck—features that make the Duplex equal to any emergency.

The Duplex 4-Wheel Drive principle makes possible the reduction of gasoline consumption and increases tire mileage. The Duplex lowers haulage costs to the absolute minimum.

HARRISBURG AUTOMOBILE CO.
Fourth and Kelker Streets

Cleveland and Beman Tractors Reo Hurlburt Trucks

DUPLEX TRUCK COMPANY -- Lansing, Michigan

HORSES SHIPPED ABROAD; MOTOR TRUCKS BOUGHT

Duplex President Says War Forces Purchase of Commercial Vehicles

"Demand for motortrucks is increasing daily," asserts H. M. Lee, president and general manager of the Duplex Truck Company, of Lansing, Michigan, who says that the number of inquiries received from prospective purchasers, who have been content to use horses and mules for haulage work in the past, is greater than ever before. "One of the reasons for this condition," continued Mr. Lee, "undoubtedly can be attributed to the fact that horses and mules are playing an important role in the war, and this country has supplied a vast number of the animals. "During the past three years ending in October of last year export figures show that a total of 1,490,000 horses and mules have been exported from the United States. "During the first year and ending in August 375,000 horses and mules were exported. The third year and ending October, 1917, saw 15,000 shipped. Of the total amount of 1,490,000, seventy-five per cent. represents horses. The value of horses exported to Europe during the first six months of 1917 is approximately \$25,000,000. Since August, 1914, and up to the end of July, 1917, the value of horses exported was \$215,000,000 and that of the mules shipped was \$66,000,000. The average value of the horses exported during the first year was \$231 a head; in the second year \$205, and in the third year \$215 per head. Mules averaged \$193, \$205 and \$206 per head, respectively, during these years. "It is said that a majority of the mules and horses shipped abroad have come from the southern and western states, and it is also true that the bulk of the inquiries received from prospective motortruck buyers are also coming from these two sections of the country. "More motortrucks are being sold to contractors, lumber operators, mining companies and roadbuilders than ever before and these various fields of industry—many of them forced to motorize in self-defense because of scarcity of mules and horses—are finding that motortrucks are enabling them to materially reduce their haulage costs—often as much as fifty to 100 per cent. "Then, too, one truck will often replace from twelve to twenty mules or horses and with the prevailing high prices for the animals a motortruck costs no more than the quadruped replaced and released for work with the armies in France."

Optimism Keynote of Auto Industry, Says Redmond
America is at war for the first time since the motorcar proved itself a practical vehicle, but the automobile is too important and essential a factor in our daily life to be garaged for a single minute in these days of uncertainty and stress. This is the verdict of the 1918 automobile shows, according to Andrew Redmond, local distributor for the Oakland Motor Car Company, manufacturers of the Oakland "Sensible Six."

There are many reasons to be optimistic over the future of the automobile industry," he said. "The demand for the efficient, economical car is greater than ever, with the unusual timing of a premium on manpower and precious hours. This was conclusively proved by the attendance at the automobile shows held in New York, Washington, Philadelphia, Cleveland, Milwaukee, Detroit and Chicago, and by the large number of orders for immediate delivery. The motorcar looked at these large distributing centers. "And not only are there thousands of prospective purchasers with money ready to spend, but the oil wells of the country are furnishing the gasoline with which to run them. All petroleum output records were shattered last year, when the production totaled 441,800,000 barrels, an increase of fourteen per cent. over the yield for 1916, and there is no probability of a gasoline shortage for the surface reserves of crude oil at the first of the new year was estimated at 153,000,000 barrels. "The automobile manufacturer and dealer is only now beginning a serious problem to solve. That is the problem of deliveries, made more acute than ever before by the freight congestion on the railroads, the shortage of cars, the priority orders of the government and the paralyzing blizzards of December and January. The motorcar dealer can sell them if they can be brought to the point of distribution. "Present transportation problems have put the wonderful resourcefulness of the automobile industry to the acid test, but the resourcefulness of the industry has yet to crack under the most severe strain. Hardly a day passes in the Oakland plant but a new and novel means of moving automobiles is devised and deliveries are being made in the face of the worst obstacles. "There is a train of three box and twenty-seven flat cars running between Kansas City, Omaha, Minneapolis and the factory at Pontiac, Mich. The west was leased from a wild west show while the circus is in the winter quarters. Another train of thirty flat cars, double-decked to double their carrying capacity, is operating continually between the factory at Pontiac and Chicago, the Oakland being unloaded at Elsdon, twelve miles outside of the city, to avoid the congestion and delay in the main freight yards. "On the first of the year, a train of fifty new automobile cars, built in Chicago shops for the Northern Pacific railroads started on their maiden trip with a cargo of 250 Oakland, consigned to Seattle, Spokane, Portland and other distributing points of the Pacific Northwest. "Such resourceful means of shipping cars is a guarantee to the Oakland dealer that he will have "Sensible Sixes" to sell and assures the prospective Oakland buyer that he will have his automobile to use with a minimum of delay."

Don't Hide License Plate in Carrying Spare Tire

Motorists should be careful that the spare tire on the rear of the automobile does not hide a part or all of the number on license plate, advises the B. F. Goodrich Rubber Company. Owners of automobiles should also see that the plate is properly lighted at night. The police in many sections are rigidly enforcing the law and motorists will find that paying a fine is an expensive way to learn of such mistakes.

SCHWAB 'MOVIE' STAR; 1,000 PERSONS WITNESS

Washington, April 20.—Charles M. Schwab in his new role of government official, had his first public experience late yesterday when he faced a crowd of nearly 1,000 persons who blocked the street in front of the shipping board building to see the new director general of shipping building photographed for motion pictures. He took the ordeal good-naturedly.

Purchase of Automobile an Investment Rather Than an Expense

"You know fifteen men 'over here' are necessary to feed and equip one man 'over there.' How well are you doing your part as one of the fifteen? E. C. Ensminger, Dort distributor. "Look about you and you will find that those who are doing most to help keep Uncle Sam's soldiers healthy and efficient are men who drive automobiles. Not only do they have the backbone of all direct activity in connection with the war, but in their private pursuits they are performing their work more speedily and better because of their cars. "Those who subscribe most liberally for Liberty Bonds and for Red Cross, Y. M. C. A., Knights of Columbus, and other war philanthropies, are the same folks. The means they contribute are in part, the dividends they draw from the motorcar in health and the ability to do things quicker. "One believes that a census would disclose a predominant percentage of car owners able to show a large amount of valuable time saved and employed through the employment of their cars. Therefore the purchase of a car in these times is to be looked upon as an investment rather than an expense."

TRACTOR READY BEFORE THE WAR
Plays Big Part in Production of Food So Necessary at This Time
When a democracy long educated to the habit of peace enters a war, it is expected that a certain lack of preparation will be encountered. However, in some ways America was doubly well prepared for her tremendous task. As it gradually came to be appreciated that the food situation was critical, the farm tractor was a position of prominence in public thought. Many city people, unacquainted with recent farm developments, hearing of the tractor for the first time, have considered it something new and designed especially to meet the vast needs for more food. The tractor is not new. It is only its general appreciation which is new. One thing is sure, that will produce the tractor, but it did require some such crisis as that produced by the war to make the whole civilization of the Allied countries fully appreciate the importance of the farm tractor. New tractor companies are being organized so rapidly these days that it is hard to tell which ones are actually selling tractors and which ones are just getting ready to build them. One thing is sure, that more than 200 tractor companies now in existence, it is safe to assume that there were considerably more than 100 companies actually manufacturing and selling farm tractors at the time this country entered the war. Most of these companies are new to the business, but several have been long in existence. The International Harvester Company, for instance, manufactured its first tractor in 1902, and has been gradually increasing its tractor operations during the last twelve years. The Harvester Company now has three immense tractor plants in Chicago and one in Milwaukee, covering a total area of 135 acres, which are largely devoted to the manufacture of large tractors. From the time when it operated only on gasoline and was built on a scale providing a great number of horsepower, the selling price within reach only of the large farmer or ranchman, the tractor has been developed to the point where now it operates successfully on kerosene and is adaptable in price to the needs of the everyday needs of the average farmer. In England and France, of course, the tractor has been in use for years, but even more urgent than it has been in the United States. If the American tractor industry had not been so undeveloped as most of our other industries, we could not have gone to the rescue of our Allies so readily as we have been able to do. For more than a year past, American tractor operators have been sending tractors abroad that foreign farmers might gradually learn to use them. Since 1908, the Harvester company has shipped thousands of farm tractors into Great Britain, France, Italy, Holland, Denmark, Norway, Sweden, Australia, New Zealand and at least fourteen other foreign countries. It is due to the fact that the American farm tractor industry was prepared and that the European countries had a change of heart to learn the use of American tractors that so much has already been accomplished in so short a time to keep up the food production in the countries of our allies. Largely through the assistance of American-made tractors, Great Britain during 1917 was able to increase her normal cultivated area in the British Isles something like 790,000 acres, and by the help of American tractors already in Great Britain or on the way she expects to bring enough additional acres under cultivation during 1918 to raise the increase above normal to a total of 2,000,000 acres. The tractor industry is well developed and well prepared, the principal need now being a sure and guaranteed supply of raw materials. "Let the Government encourage and promote the making of farm tractors as a war measure," said a recent editorial in the Chicago American. "We appeal to the Government with all its worries and responsibilities to find a few minutes' thought and an efficient immediate plan for supplying the iron, steel and other necessities to those who manufacture farm tractors. "Farm tractors take the place of men. They do the place of oxen. They save all the grain and fodder that the horses would eat, releasing the grain and fodder to feed the men that give milk and butter, and cattle and hogs slaughtered for food. One farm tractor saves enough grain and fodder to raise and fatten ten steers. Luckily, in this war we do not have to depend on any new industry to furnish food for the world. Give the industry which has already been developed plenty of iron, steel and other materials and it will give the world plenty of tractors."

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PURPOSES for Paige products in transportation finishing rooms to transport platform. The third new building will be entirely a construction plant. The new structures will be built of brick, steel and steel sash, providing abundance of light. In addition to these new buildings, the Paige is preparing to add two units to its extensive building which will increase the space by 50 per cent. and which will provide for the requirements of the new Paige truck department officials as well as for other purposes caused by increased business.

AMERICAN SIX
THE CAR OF THE HOUR FOR AMERICANS
AMERICAN SIX

For beauty, comfort and economy, this car is the logical car. With its light weight, high tire mileage and small gas consumption are assured. Thousands of satisfied owners swear by the AMERICAN. IMMEDIATE DELIVERIES

AMERICAN SIX
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FIRE AT BRECKINRIDGE, PA.
Pittsburgh, April 20.—The main building and a number of smaller buildings of the plant of the Tarentum Glass Company at Breckinridge, Pa., were destroyed by fire yesterday. The loss is estimated at \$150,000.

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