

DUPLEX PLOWS THROUGH MUD

Remarkable Haulage Feat in Oregon Canyon and on Snowy Mountain

Reports have been received by President H. M. Lee, of the Duplex Truck Company, of Lansing, of a remarkable haulage feat accomplished by a Duplex truck, which during March pushed through the Pass Creek canyon, Oregon, which had been impassable to all vehicle traffic since the rains last fall.

The highway is never open to traffic until early in the summer, and predictions were made that the truck would become buried in mud.

However, the Duplex, according to Portland newspapers, pushed through oceans of mud and then negotiated a narrow snow-banked road from

Grant's Pass to Crescent City, which was declared to be a boulevard compared to the Pass Creek canyon highway. This road is never used before May, according to the newspapers, the mail being taken over the mountains meantime on horseback.

A Portland newspaper reports this part of the truck's journey as follows: "A Duplex four-wheel drive truck has again wiped the word 'impossible' out of the road vocabulary of Oregon. The same Duplex that plowed through the mud of Pass Creek canyon completed its journey across the Coast Range mountains."

"Its long trip from Portland ended March 8, when it was delivered in good condition to the County Commissioners of Curry county at the town of Brookings, after a run of nine days and approximately 450 miles.

"Across the mountains the truck had to follow a narrow mountain road covered with snow two to four feet deep, and with such sharp turns that several times it was necessary to stop the Duplex, back it and go ahead again before it could negotiate the snow-banked roads.

"Once one of its rear wheels missed a culvert on a curve, hidden by the snow. Down dropped the wheel over the edge of the culvert until the axle bumped on it. In this emergency the power in the two front wheels pulled the truck out of difficulty in a moment."

EAGLES VOTE A WAR TAX

Nashua, Pa., May 18.—A special war tax of 50 cents a member was decided upon at the state convention of the Knights and Ladies of the Golden Eagle here. This will be used to pay the death benefits of any members killed in the service of their country. The per capita tax for this year was reduced from \$4 to 50 cents. Wilkes-Barre was chosen as the place for the next meeting.

SAXON PLACES 531 CARS IN HALF DAY

Spring Orders Surpass Those of Same Period in Former Years

The marked increase in motorcar sales which characterized the mid-winter season of the Saxon Motor Car Corporation has been followed by an opening of the spring season even more propitious. Although the warm days of the year have been so few to date that they can be readily counted, dealers in every section of the country report big jumps in sales, while the orders at the factory indicate a mammoth season to come.

A week ago a new record for a half-day's business was established on Saturday morning, when the factory received requests for 531 six-cylinder cars between opening time and noon. The orders did not come from a single distributor nor were they from a single locality.

On the contrary, they came from various sections of the country, indicating a most healthy demand for Saxon motorcars all over the United States. The extreme eastern seaboard, the southern states, the great middle west and the northwestern grain country were all represented in the orders.

Daily since this huge order of 531 cars was received the factory has been working on orders for cars in various other quantities, making in all a grand total that will necessitate top-speed production to supply the short demand which the dealers say they can allow if the cars are to be placed in the hands of waiting patrons for the spring driving season. With the factory output kept at full speed all winter by the never-ceasing demand for Saxons, regardless of season or weather, the problem of increasing production to meet this much larger spring business is not a small one. However, the Saxon Motor Car Corporation is prepared for it.

Since the first of the year some changes and additions have been made to the factory's quarters and equipment, which insure a much larger production than has heretofore been possible, and these innovations have now been completed. The factory is running at full strength and to date is able, by this method of operation, to keep the unfulfilled orders down to a fair number, although the quantities in which the new orders keep arriving results in a continual list of requests for cars which are awaiting their turn to be supplied.

Sunshine Garage Busy at New Location

Automobile activities have not decreased in the least, according to J. L. Rigazio, proprietor of the Sunshine garage. This firm recently moved to larger quarters and has been crowded with all kinds of repair work, with no prospect for a lull for some time to come. This shop is one of the best equipped in Central Pennsylvania for general automobile repairing.

Father Finds Missing Son Dead in Trunk

Brookville, Pa., May 18.—Jammed in a trunk in the second floor of a stable, Lee Heisel yesterday found the body of his 11-year-old son, Harry, who had been missing since last Sunday. The body was found by accident after a search for the boy lasting all week had been unsuccessful in finding any trace of him. The father, desperate after a fruitless hunt for his missing son, looked in the trunk by accident and found the doubled-up body of the boy. Though the hair and clothing were wet, a medical examination established that the boy had not met death by drowning.

The Status of the Light Car Used For Deliveries

The process of educating the average merchant of to-day is going on rapidly and the task has been made easier by reason of the enormous amount of publicity that has been given the motortruck. Scarcely a newspaper or magazine in the country has failed to deal with the situation more or less at length in the past few months and not a few have gone into a detailed discussion, warranted by the size and importance of the industry.

It has not been so very long ago that merchants, looking for speedier delivery and a way to secure more business than the now antiquated horse-drawn equipment could furnish, began to experiment by putting commercial bodies on a chassis built primarily for carrying passengers only. Many of these makeshifts answered their purpose for the time being and really did succeed in saving a great deal of time and in securing a great decrease in new business.

But, like all other makeshifts, these devices had to give way to the deliverycar so designed and constructed to bear the strain and overload that inevitably comes. Most of the users of such devices found that, whereas they gained in time and in new business, they were losing money because of the tremendous repair bills that had to be met.

It stands to reason, and most merchants are learning if they have not already learned, that if their delivery car is to be an asset rather than a liability they must use equipment designed for the purpose. One sees very few heavy trucks in the pleasure jaunts through the park and countryside, and also one sees very few passengercars used for delivering coal, although they might have been some few during this past winter.

The horse has now entirely yielded his place as a factor in the economic situation of to-day and the merchant who has any delivery worthy of the name is in line for a deliverycar. But if he wishes to gain the maximum of efficiency at a minimum cost he will have to invest in a deliverycar built for the purpose—a car built to withstand the pounding and jars of the road, as well as the strain of axles, springs and other parts, and if he realizes this at the beginning he will save himself a great deal of money and annoyance. Having realized this he must adapt his mind to the fact that he must adapt his delivery unit to the size of his business and secure a truck whose capacity is such that it will enable him to carry a full load rather than a constant underload or a constant overload, because when he begins to use his truck for burdens not adapted to it he begins to lose money. And, in the final analysis, most people are in business for other things beside their health.

American Built Military Roads to Endure

"When the history of this war has been written," says D. O. Skinner, International Motor Company, "it will be more fully realized what a vital part good roads have played in the great struggle. At the start motortrucks leaped to the front as the modern peacemaker of flexible transportation and even in the most desperate hours have demanded new roads and better roads as most necessary for the proper backing up of fighting forces.

"Motortrucks by the thousands will contribute an enormous advantage to United States road engineers engaged in new construction back of our lines. It is estimated that 200 miles of highways will be built in 1918 by American road engineers in the rear of the fringing line in France. To the special road-building battalions is delegated the important task of keeping lines of communication constantly open, and Mack trucks working in conjunction with modern American road machinery will help to build new strategic lines and keep communicating roads in constant repair. The Mack fleet will be composed of several thousand dump-trucks, hot road rollers, pressure-sprinklers for making waterbound macadam, gasoline tank trucks, printing press trucks for printing blueprint instructions, plant reports, etc., machineshop trucks, blacksmith and tool-repairing trucks.

"Although France is particularly well served by good roads, it is often necessary for military reasons to construct many new lines. An estimate places the present mileage of French roads at one mile of road for each one and one-half square miles of ground surface. The tremendous task of keeping these roads in perfect condition and building new ones at the same time can well be imagined when it is realized that so far as wear and tear are concerned war traffic is ten times as great as that on Fifth avenue, New York.

"Most of the roads of France are built of waterbound macadam. The peculiar nature of the French soil, which is of limestone formation, lends itself readily to compaction under the roadroller and makes a very good road-building material, although it requires constant maintenance. The British, however, introduced the tared surface road and an increasing mileage of that type is found back of the British lines. One of the principal objections to the waterbound macadam road near the front is the dust, which rises from it in dry weather under heavy war traffic. Clouds of dust draw artillery fire from the enemy, and for this reason the United States is planning road construction and maintenance near the American front will probably utilize large quantities of tar coating, which is freely obtainable in France.

"Of course, the pressing object of American road construction is to provide for the immediate needs of our forces, but the work carries with it both utilitarian and historic value. When Caesar's legions poured through Gaul and into Britain and returned to Rome again with all their waked military roads so carefully constructed that many sections remain to-day as permanent monuments at the present time. American system and modern methods likewise promise to contribute many enduring benefits to France. Our road-building battalions are going about their work scientifically, with an object fully as far-reaching as the work of Caesar. All is not destruction that comes out of war and many American-built highways will remain to become of immeasurable value to France in conducting her commercial and social intercourse."

83, IS DIVORCED FROM WIFE OF 15
Harrison, Ariz.—Marshall Willis, 83 years old, has been given a final decree of divorce from his first wife. The Chancery court ruled that he should pay her \$300 and also decreed that he should not marry again within a year. Willis was married more than a year ago to Miss Pearl Carphan, then 14 years old.

PEERLESS MODEL IMPROVEMENTS

Past Year Has Seen Many Important Changes Made

Although the later Peerless models are practically the same in all essential features that have characterized their general make-up and are entering their third season, there have been many improvements made on the sturdy chassis which have made it more convenient and efficient.

When this Two-Power Eight was first shown at the New York show at the beginning of the 1916 season both the officials of the company and the public were so strongly impressed with its possibilities that during the following seasons there has been no necessity for making any marked changes in either chassis or design. However, the engineering department has been at work during the succeeding seasons, adding every improvement that would tend to increase the comfort of the motorist or the economy of operation.

To provide for the better carburetion of low-grade fuel now in use, the gas mixture is heated by passing it through the exhaust manifold. This heating process quickly vaporizes the gasoline as it passes into the intake manifold and results in getting the full force of the explosive force, even with the lower grade gasoline.

Looking at the purely technical changes which have been made in the past season, the most noteworthy is the elimination of the rocker arms in the valve operation and the substitution of straight-line valves and push rods. This minimizes wear, gives greater clearance and makes the action practically noiseless.

Another improvement has been the change in the camshaft and cam design. This change provides a slow and constant speed lift at the time of contact. This makes the valve adjustment an easier matter. It also adds greatly to the power. Another Atwater-Kent closed circuit system of ignition is used instead of the open circuit system. This type of system is used on account of its simplicity of design and dependability at high speeds. These changes have been made after two and a half seasons of laboratory tests, but the Peerless is in all its main points the same car whose great popularity was evident from the start and whose performance since that time has, when up to the high standard originally set for it by its designers.

Upholds Boy's Right to Peek Into Circus

New York, May 18.—The inalienable right of every child to peek into a circus tent is an item of such ancient and honorable standing that County Judge McDermott, who presides in Brooklyn, may rest assured, after yesterday's administration of justice of Brooklynese, masculine gender, not to mention a few high spirited soulless tomboys, is with him to a man.

Judge McDermott frowned down from the bench when John Douglas, a circus hand of the Barnum & Bailey forces, was arraigned on a charge of assault. The assault, it was alleged, consisted of administering a sound thumping with a broomstick to that part of the anatomy of Robert Russell, of the circus age 11, whose home is at 564 Vanderbilt avenue, which the boy did not deem it necessary to drag inside the big canvas enclosure when he was stealing his peek. Douglas pleaded not guilty and then listened to the pronouncement from the kid loving judge:

"I appreciate the fact that these young lads sometimes become annoyed to their elders, but under no circumstances does that in the least justify an assault. Moreover, it cannot be proved to me that when the circus comes to town it is a crime for a little lad to steal a look under the tent. To beat a boy found doing so is the act of a cowardly bully." Saying which, Judge McDermott held Douglas for trial.

Harrisburg Auto and Tire Repair Company Under New Management

The Harrisburg Auto and Tire Repair Co. has recently changed hands under a new management. The present proprietor will conduct the business along progressive lines, handling a complete line of all kinds of tires and accessories and will do a general auto repairing and tire-vulcanizing business, besides maintaining a large storage garage.

HIGHLAND SCOT AGRICULTURE
Buenos Aires, May 18.—The Nelson liner Highland Scot, 7,604 tons, is grounded on a reef of coral six miles north of Rio Janeiro, and is considered to be a total loss. The passengers were saved.

Use McNeil's Cold Tablets. — Adv.

HELLO

If you have plating or polishing work to be done, phone us or drop us a card, or, better still, drop in and see for yourself the quality of the work we turn out.

Brass beds and chandeliers made to look like new. Jewelry and silverware replated.

Automobile work a specialty. Our prices are as low as first-class work can be secured for anywhere.

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Pershing's Request Interesting Example

"Although General Pershing has asked for 7,000 skilled automobile repairmen, only 120 of these are specified as tire vulcanizers and experts," comments A. C. Partridge, general sales manager of the Firestone Tire and Rubber Company, of Akron, O. "This small percentage—only 1.7 to the hundred—is a high tribute to the builders of modern passengercar and motortruck tires. It is proof that even the grueling work of rushing munitions to the front-line trenches, of literally dashing through barrage fire with a load of wounded, of meeting shell craters, devastated roads, wrecked bridges and the like as a matter of course cannot make American-made tires quit.

"And this is all the more noteworthy when one considers the high development of salvage in modern warfare. It is no longer a case of 'off with the old, on with the new' when a tire, a rifle, a hat or even a shoestring is concerned. It is instead 'save everything you can.' "These tire experts are being recruited to rejuvenate the thousands of tires worn out in the strenuous service of the world war. I regard it as one of the highest tributes to American manufacture and American ideals of quality that so few are demanded.

Germans Claim Napoleon As One of Themselves

Amsterdam. — Having already claimed Shakespeare as a German, the Berlin newspapers have now discovered that Napoleon Bonaparte was also one of them.

The claim to Napoleon is put forward on the authority of a Prussian anthropologist, Professor Otto Hauser, who notes among other "proofs" that Napoleon had blue eyes and cinder-colored hair, which are "called characteristics of the German race."

Napoleon's patronymic, he adds, was "Cadolighi," taken from his mother's word Kadellin, and his mother belonged to the Ramolin, "which is a debasement of Rammelein, an essentially German name."

MARMION 34

Advanced Engineering

Note the Wider Seats

In the New Series Marmion

The seats in the New Series Marmion are 49 inches wide, the sides unusually deep, allowing the passengers to sit well down in the body. Three passengers can ride in the rear seat without crowding.

The auxiliary seats in the tonneau are also large and comfortable. The whole arrangement allows sufficient leg room to insure the comfort of the rear seat passengers as well as those who occupy the auxiliary seats.

The front seat also is spacious and comfortable. It gives the chauffeur much more driving room than the method followed in ordinary cars.

Yet this sought-for roominess has not been secured at the sacrifice of lowness. Marmion engineers have been able to retain this feature and add these important improvements.

To learn what extra comfort these extra wide and deep seats mean, arrange with us to see the Marmion, and ride in it.

136-Inch Wheelbase—1100 Pounds Lighter

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Sturdy and dependable, with irresistible reserve power, Duplex 4-Wheel Drive Trucks begin their notable haulage tasks where other types of commercial vehicles leave off.

Exclusive application of the Duplex 4-Wheel Drive principle makes it possible for Duplex trucks to haul capacity loads under conditions that prevent the operation of any other type of heavy haulage vehicles.

Built for year-round service, Duplex trucks are on the job spring and summer, fall and winter—12 months of every year—performing satisfactorily under extreme weather and road conditions. They are opening up new territory to motor truck transportation—hauling raw and finished products overland from city to city—giving never-faltering service.

Duplex Trucks are built especially for contractors, road builders, manufacturers and jobbers—for out-of-ordinary haulage work—and are delivering capacity loads at lowest ton-mile cost.

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Top trimming—woodworking—blacksmithing—painting—Commercial bodies made to your specifications.

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THE Chandler Six has always been famous for its economy of operation—economy without the sacrifice of reserve power, without the sacrifice of roadability, without the sacrifice of beauty of design.

Thousands of Chandler owners all over America tell of gasoline mileage of fifteen to seventeen miles per gallon.

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The Chandler motor, designed and built in our own factory, distinguishes the Chandler chassis, marked throughout by its simplicity and its sturdiness. The life, pick-up, get-away and endurance of this motor will astonish you quite as much as it pleases you.

Bodies of most attractive design and of unusual comfort are mounted on the Chandler chassis.

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	Convertible Coupe, \$2195
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