

INTERNAL GEAR DRIVE TESTS

Big Demonstration of Seven Different Makes of Motor Trucks; Various Drives

I. W. DILL, of the Pen Mar Auto Company, local distributor of Republic Trucks, says: "Ever since the motortruck received its well-earned recognition as one of the world's most efficient methods of transportation, there has been more or less discussion as to which form of drive has really proved itself superior. The various methods of propulsion have their enthusiastic backers, among the truck owners as well as manufacturers, and there are features of each which, of course, commend their use."

"Advocates of the internal gear drive, and there are legions of them, have recently had their judgment splendidly vindicated in a test that included the leading makes of trucks employing other forms of drives."

"Seven trucks were demonstrated recently for the benefit of the Coropolis Livery and Transfer Company, who were the favored bidders on a contract to haul paving bricks for a new stretch of road running out of Coropolis Heights, near Pittsburgh. From previous experience with work of a similar nature it was decided to handle the whole propo-

sition with motortrucks. Carefully prepared statistics, including the distance to be covered, the cubic yards of road to be paved and the quantity of bricks necessary to complete the work, and the length of time allowed for the completion of their contract, suggested the use of two-ton trucks, with trailers, as likely to be most efficient.

"Among the motortrucks tested in competition for this work was a Republic model 'A' two-ton truck, with internal gear drive. The other trucks, as mentioned above, represented various forms of drives. All of the trucks pulled three tons of brick up a hill chosen as a part of the testing ground, but all used low gear except the internal gear driven Republic. The Republic made its way easily up the grade in second gear, in much less time and with a very marked reduction in the consumption of gasoline.

"But the really remarkable feature of the demonstration, as Mr. Pannekoek of the Coropolis concern himself points out, is the fact that three of the trucks present had identically the same powered motor, and the same gear reduction, as the Republic. To even the casual observer this would plainly indicate the high efficiency of the internal gear drive. The internal gear drive used on all Republic trucks, transmits 92 per cent of the motor power to the wheels, which is from 12 to 26 per cent more than any other form of drive."

Harrisburg Can Supply Penbrook With Water Is Opinion of Dr. Hassler

Harrisburg's water supply system could easily supply sufficient additional water to meet the needs of Penbrook, whose people have started an agitation for city water, Dr. Samuel F. Hassler, superintendent of Public Safety, says. Penbrook, however, would be first obliged to prove to the Public Service Commission that a change in the water supply is necessary. The supply from the Hummelstown Consolidated Water Company to the municipal mains could easily be affected, Dr. Hassler believes. Another means of solving the Penbrook water problem would be to have the city extend a main to Penbrook, to be drawn on only in case of emergency such as a fire.

WHERE BATTERY "SHERLOCKS" FALL SHORT

It Is Impossible to Tell Condition of Battery by Looking at It on the Outside

"If anybody looks at the outside of your battery and tries to tell you what's going on inside you're safe in setting him down as a faker," says Mr. Wildermuth, president of the Front Market Motor Supply Company.

"Not long ago a patron of one of these battery fortune-tellers drove up and told me that his plates were all gone and that he needed a new battery. I could have sold him one, too—it was that certain.

"It seems that the son of one of his neighbors had looked at the battery and made a wild guess.

"After inspecting the battery I found that it was a clear case of undercharging caused by a loose connection. I added distilled water, charged the battery and had it put in a couple of days later in good condition for service.

"Another man who thought he was a Sherlock Holmes on batteries called on me. He formed his conclusion from performance instead of facts inside the battery. This fellow thought his plates were short circuited—that the insulation had fallen down because the water was that he had let his machine lie idle, and had failed to keep the charge up, so that the plates were so hard that a long charge was necessary.

"The only way to get from these diagnosis sharps is to disregard their opinions entirely. If you suspect there is any trouble the best remedy is to get a straight to the expert who knows how to make the few simple, necessary battery tests.

Lewisburg People Will Spend Month at Atlantic

Lewisberry, Aug. 10.—Mrs. Purvis, wife of the Rev. Dr. Samuel W. Purvis, son Robert, and daughter, Ruth Purvis, left for their home at Philadelphia after spending several months here with the former's parents, Mr. and Mrs. Ellis Hammond. They were accompanied by Mr. Hammond, who, with the Purvis family, will spend the month at Atlantic City. Miss Evelyn Harlacher returned home Wednesday after spending several weeks with relatives at New Cumberland and Ocean City, N. J. She was accompanied by her aunt, Mrs. Holler, and two children, of New Cumberland, who are guests at the Harlacher home.—A party was held August 1, to Mr. and Mrs. Elmer C. Wise and his wife, named Raymond Charles Wise. Mrs. Wise was Miss Elsie Kunkel prior to her marriage.—Robert Bell, son of Mr. and Mrs. P. C. Bell, of Goldboro, is visiting his grandmother, Mrs. Alice Stonessfer, and uncle and aunt, Dr. and Mrs. H. C. Hetrick.—James Spangler returned from a visit with his grandparents, Mr. and Mrs. Shirey, of Jersey Shore.—Mrs. Ella M. Sutton returned home Wednesday from a visit with her sister, Mrs. George Ottway, at York.—A party was held Tuesday evening at the country home of Mr. and Mrs. Alfred Fetrow, in celebration of the birthday anniversary of Mr. Fetrow.—Miss Laurabel Armstrong, of Monday returned to her home at Harrisburg after spending a few weeks with her grandmother, Mrs. Laura Kline. She was accompanied by her parents, Mr. and Mrs. J. W. Armstrong.—Mrs. Ella Warden, of Philadelphia, who spent three weeks with Mr. and Mrs. Lewis Zelders, will return home the latter part of the week.—Mr. and Mrs. George Snyder and children, Annie and John Snyder, of Oyster's Point, Camp Hill, spent Monday with Mrs. Snyder's parents, Mr. and Mrs. John H. Leas, and Mr. and Mrs. Lincoln Zelders.—Mr. and Mrs. Miller Hoover and children, Robert and Ruth Hoover, of Leeburg, were Tuesday guests of Mrs. Hoover's grandmother, Mrs. Matilda Parks.—Mrs. Smith, of Lisburn, is spending some time with her daughter, Mrs. Frank A. Downs.—Mrs. Mary Coover returned Tuesday to her home after spending a month with her sister and brother-in-law, Mr. and Mrs. Luther Sutton.—Miss Mildred Taylor, of Mechanicsburg, was a guest of her grandmother, Mrs. Annie Laird.

Passenger Cars Used By Salesmen on the Road

It does not require a great deal of digging below the surface to prove the wonderful utility of the passenger automobile.

Here is a case in point: The Mutual Oil Company, with headquarters in Kansas City, has bought within the last year 21 Dord cars for the use of its salesmen who travel in Missouri and Kansas territory. "It would, the management say, take four times as many men to cover the ground with automobiles as it does with the Mutual Company standardized on Dords in May 1917," says the local dealer in Dord cars. "They had therefore been using a smaller car but tried out a Dord and found it cost less to operate in the large run. Their 21 cars have made an average of 23 miles to the gallon.

LETTERS TO THE EDITOR

Some time ago two other newspapers in Harrisburg printed news front pages with large headlines that the automobile industry was to be curtailed by the tax on gasoline.

The Front-Market Motor Supply Company endeavored to answer this piece of sensational news made out of pure rumor and wrote the editor of these papers, stating that this was an injustice to the business, and gave facts that were in defense of the automotive industry.

This was not printed by the papers, for what reason we do not know, as they have not even shown the courtesy to answer, either by letter, or in their papers; neither have they returned our article. It has since become known that this tax will be levied, and we have waited in vain for this paper to give the same prominence to the fact that it will be only a small tax of probably one cent on gasoline, which will in no way affect the operation of business cars and commercial trucks, but for some reason, this has not appeared. We surely thought that they would give prominence to their first page to the fact that the tax will be only one cent, and that it will be levied just about one-half that was suggested by the committee at Washington in its defense of the automobile industry.

We think it would be only fair to the automobile industry to publish as rumors and suggestions, and NOT as facts when they know at the time that they are not facts, the business of those who are solicited by them for advertising space, which they are doing for a profit of running their paper.

It is a fact that the sensational copy made out of rumors, then we think that it should demand that we go to contradict these rumors. We wish to go on record again in stating that the tax will be only one cent on gasoline, which will in no way affect the retail gasoline price at all; and which is a just tax, and should go a long way towards helping us annihilate the barbarous Hummelstown tax, which is not a prohibitive tax on automobiles.

Yours very truly,
FRONT-MARKET MOTOR SUPPLY CO., T. B. Wildermuth, President.

Gears Must Run in Good Lubricant

"A nerve-racking noise of shifting gears is one of the worst faults a automobile can have," says a local garage man. "It just spoils a car for a woman."

"One of the first things a woman likes about a car is its easy-riding qualities and one of the first things she hates about it is the noise. She wants to have a feeling of luxury when she is riding and she gets this in a quiet, smooth-running car.

"Great shifts and bad habit of developing rasping, rattling noises. It is one of the most troublesome parts of the car in this respect. Gears must run in a good lubricant made especially for this purpose. Ordinary grease will not do. It must be something that is tough and durable as well as smooth. Graphite forms a coating over the metal and not only prevents metal-to-metal contact, but serves as a cushion for the meshing gears, deadening the noise. The Joseph Dixon Company gets out a graphite lubricant for this very purpose and it works like a charm in eliminating the noise of shifting gears."

Peerless Shows Advanced Ideas

Is a Combination of Reserved Power and Economy in Gas Consumption

"Now that public opinion has set its seal on the motor car as an essential factor in the development of more man power by its ability to save time and energy, the next step to be considered by the manufacturers is to build for combined power and conservative gasoline use." This was the recent comment of C. F. Barner, of the Keystone Motor Car Co., distributor of the Peerless Eight.

"To further explain how this can be done successfully," continued Mr. Barner, "the Peerless two power ranger furnishes the best example. Here we have the ideal combination in extreme economy at ordinary speeds with a reserve force and power when the occasion demands. For it is a car of contrasts, putting to shame the performance of many a lesser six; even many a four-cylinder car in the frugality of its use of fuel in its 'Loafing Range.'"

"Here, for the ordinary every day driving, the Peerless performs on half rations, thrifty with fuel and without a soft and agile that it adds new delights to motoring."

"Then let the emergency arise, the call to swift, unhesitating action be required. Then quick and true as the shaft from the bow, it is away like a flash. The vibrant response is instant like the warrior, scenting the call to arms your car is transformed in a twinkling. It will gorge itself on rapidly vanishing miles, and easily scale the steepest grade without a falter."

"This dual-personality fits aptly into the spirit of the times. The Peerless driver may be patriotic in the conservation of gasoline without having to sacrifice any efficiency when occasion demands instant and quick action. Considering the admirable performance at the present price, the Peerless affords a striking example of the motor car ideally adapted for present day demands."

"The workmanship throughout make it unnecessary to have a car each season. There is this fact to be borne in mind, many people are purchasing automobiles now and driving through so they will be assured of having their motor needs taken care of."

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One-cylinder Cadillac Helps Out Stalled Cars

Although the Cadillac Motor Car Company has not built one-cylinder automobiles since the early days—1903 and 1904—it is not at all unusual for it to hear from owners who are still running these old cars.

One of the most interesting of such letters lately received comes from a man in Washington, who says he uses his single-cylinder Cadillac in his sales work among the grocery jobbers in Washington and Alexandria, Va. The car is a 1903 Model A—one of the first Cadillacs built. The owner writes:

"I am not a mechanic, but I am a 'Jack-of-all-trades' and I keep the old box to it will run up hill and down hill and drag anybody out of a rut that I meet in one, and there have been some of them.

"Some time ago I met a party on Capitol Hill with an automobile carrying four men, and they had broken their crankshaft. I weigh 220 pounds and I had my brother with me, who weighs 265 pounds. I pulled this automobile with four men in it, while my brother and I were in my old single-cylinder machine, and I pulled the whole business over to Anacostia with no trouble whatever. I say he uses his single-cylinder Cadillac in his sales work among the grocery jobbers in Washington and Alexandria, Va. The car is a 1903 Model A—one of the first Cadillacs built. The owner writes:

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"A Car Is as Good as the Care Given It"

Car is as good as the care given it. The best car made will soon go to pieces when driven by a person who does not give it the proper care and attention.

"A car is as good as the care given it. The best car made will soon go to pieces when driven by a person who does not give it the proper care and attention. Just because an automobile is made of iron and steel is no reason why it can be abused and still go month in and month out. And likewise because it is so solidly and durably built—is no reason why it can be driven at a breakneck rate of speed over rough roads, up 'ruts' grades or through rock and gravel piles.

"It must not be forgotten that even the big giant locomotives on the transcontinental railroads—engines that weigh hundreds of tons and built so solidly that they look as if they could withstand the pounding of a French 75—are frequently overhauled and carefully taken care of each day.

"Recently we received a letter from a Kissel owner in the mining business in Texas. This man is the third owner of a Kissel car, and, as he states it: 'I cannot tell you how the early life of this car, but it has the reputation of being the best car that ever came to this part of the country. The speedometer was taken off when it registered 280,000 miles and it has been in hard service for four years since then. It has

made four trips to Arizona and back and is the only car that ever went through Apache Canyon, near Steeple Rock, New Mexico. In 1910 the back seat was taken off and it was used for hauling supplies to a mine ninety miles from the railroad. It made the trip in good time with a 3,000-pound load and could have

carried more. It certainly has been well tested, and when I get it overhauled, it will be good for several thousand miles more."

"Without a doubt, this car was given the right care when it was new and kept up year after year. It's the only way to get the maximum life from an automobile."

Drive this Republic Home—Today

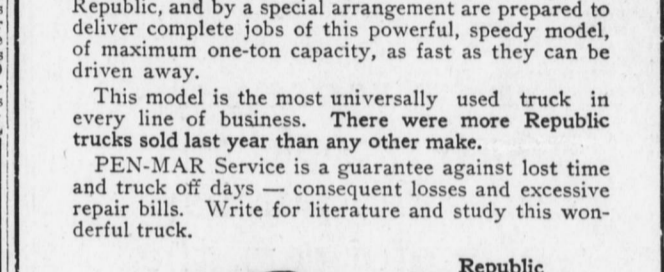
"INSTANT DELIVERY" means that you do not tie up your capital and then wait two, three or six months for your truck to come from the factory.

It means that the same day you take the money out of your business you can start it rolling back again in the form of truck earnings, time savings and Good Will.

We anticipated the demand for this popular 3/4-ton Republic, and by a special arrangement are prepared to deliver complete jobs of this powerful, speedy model, of maximum one-ton capacity, as fast as they can be driven away.

This model is the most universally used truck in every line of business. There were more Republic trucks sold last year than any other make.

PEN-MAR Service is a guarantee against lost time and truck off days—consequent losses and excessive repair bills. Write for literature and study this wonderful truck.



Republic Special 1-Ton Stake or Express Body \$1295 F. O. B. Alma, Mich.

There is any truth to be gained from comparison of specification, if dependence can be placed on road tests that have occupied nearly two years, we predict that on the score of sturdiness, the new Hupmobile will better the record of every other model of Hupmobile that has preceded it.

We don't know how we can make a stronger statement than that.

Six Models 3/4-Ton, 1-Ton, 1 1/2, 2, 3 1/2 and 5-Ton Capacities Instant Deliveries

Pen-Mar Auto Co.

I. W. DILL, Prop.
1133 Mulberry Street, Bridge, Harrisburg, Pa.

5-Passenger Touring Car \$925
3-Passenger Clover-Leaf Roadster \$925
Ensinger Motor Co.
THIRD and CUMBERLAND STS.
Bell Phone 3515

STORAGE BATTERY
Willard
SERVICE STATION
Copyright registered, 1918

Why Worry About Insulation?

There's only one time that you ought ever to think about insulation—that's when you buy your battery.

Right then is the time to remember that Threaded Rubber Insulation is the most important battery improvement in years—and the greatest trouble-saver.

Remember that it can be had only in the Still Better Willard Battery.

You'll know the Still Better Willard by the Mark that stands for Threaded Rubber Insulation.

Come in and ask about this battery; and get a copy of the booklet "A Mark with a Meaning for You."

Front Market Motor Supply Company
109 Market Street

Peerless
TWO-POWER-RANGE EIGHT

Why not get something out of your commutation to the shore this summer? Go in a Peerless—make your own schedule—travel in real comfort—arrive in better condition—save money—relieve pressure on the railroads. Driving a Peerless Two-Power Ranger is like having two cars under one steering wheel.

Keystone Motor Car Co.
57-105 S. Cameron St.
Both Phones C. H. BARNER, Mgr.



Many Dauphin Visitors During Summer Months

Dauphin, Pa., Aug. 10.—Mrs. Bert L. Arthur, of Steelton, was the week-end guest of Mrs. Benjamin Gruber.

Miss Margaret Steese, Miss Evelyn Taylor, Miss Mildred Taylor, Lewis Steese and Herbert Taylor, all of Baltimore, are spending several weeks with Miss Elizabeth Gayman.

Mrs. Simon Oyster, of Harrisburg, was the week-end guest of Mrs. Thomas Poffenberger. Miss May Kline has returned home from Harrisburg, where she spent several months with her grandmother, Mrs. Phillip Kline.—William Daniel Fetoroff left Monday for Syracuse, N. Y., where he will go in training for limited service in the United States Army.—Miss Elizabeth Oyster, of Harrisburg, was the week-end guest of Miss Elizabeth Poffenberger.

Miss Susan Meyers, of Red Bridge, has been appointed teacher for the Clark's Valley school for the ensuing term.—Mrs. Ray E. Greenawald, of New York City, is spending the month with Mr. and Mrs. Harry B. Greenawald.—Mrs. J. W. Hawthorne and daughter, Sarah Margaret Hawthorne, returned home on Tuesday from a visit with relatives at Erie.—Edward Rhoads, of Camp Meade, Md., spent the week-end with his parents, Mr. and Mrs. James Rhoads.—The Rev. R. M. Ramsey, of Newport, spent Sunday in town.—The Rev. Dr. John Reed, of Lebanon, will preach to-morrow morning at the Presbyterian Church.—Edgar W. Forman, a member of the Quartermaster Corps, stationed at Camp Hancock, Augusta, Ga., is spending a furlough with his parents, Mr. and Mrs. Harvey C. Forman.—Miss Virginia Wallis returned home on Wednesday after a visit with the Dogwood Troop of Scouts, of Harrisburg, of which she is a member.—William Bell Clark, of Philadelphia, spent several days here with his family.—Miss May Williams, of Harrisburg, was a recent guest of Mr. and Mrs. Frank Ebersole Williams.—Mrs. J. W. Hummel and daughters, Kathryn and Annabell Hummel, of Philadelphia, arrived today to spend several weeks with Mrs. and Mrs. Frank Ebersole Williams.—Mrs. J. W. Hummel and daughters, Kathryn and Annabell Hummel, of Philadelphia, arrived today to spend several weeks with Mrs. and Mrs. Frank Ebersole Williams.—Mrs. J. W. Hummel and daughters, Kathryn and Annabell Hummel, of Philadelphia, arrived today to spend several weeks with Mrs. and Mrs. Frank Ebersole Williams.

GORSON'S USED CARS

are the result of sixteen years of determination to offer car buyers a superior used car at an economical figure. By combining our service with the faith of our customers, we have successfully sold good cars to thousands of buyers.

CONVENIENT TERMS ARRANGED
Largest Used Car Dealers in America

1918 WESTCOTT Touring, run only 1200 miles; mechanically perfect; will sacrifice. \$500
1917 CADILLAC Touring, 4-cyl.; excellent condition; 7-pass.; used very little. \$450
1918 CHANDLER Touring Car, Chummy Roadster, Coupes and Sedans at attractive prices.
1918 OAKLAND, 4-cyl., 7-pass. Touring, like new; splendid equipment. A snap.
1917 FAIRBANKS Touring, 5-pass. model; small tires; very economical; a bargain.
1917 CHRYSLER 8 Touring; top-top condition; new tires.
1918-17-16 BUICKS, Roadsters and Touring Cars, 4- and 6-cyl. models, fully equipped. As low as \$425.
1917 CHEVROLET 8 Touring; mechanically perfect; used only four months. \$450.
1917 SAKON SIX Touring; Continents motor equipped with bumper, spot light, slip wheels and tires. \$500
FORDS; Touring, 4-cyl. models; low prices.

1918-17-16 DODGE Touring Cars and Roadsters; fully equipped; lots of extras. As low as \$450.
1917 MERCURIES; Touring; wire wheels; 2 extra wheels and cord tires; exceptionally fast.
1917 MARMON 7-pass. Touring; equal to new.
1917 PACKARD Twin Six Touring; new tires; A-1 condition. Lots of extras.
1918-17-16 CHEVROLET Touring Cars and Roadsters; all models; early selection. As low as \$425.
1917 FAIRBANKS Super-Six Touring; 7-pass. also 2-pass. Roadster; excellent condition.
1917 THIRSCOPE Touring, also Chummy Roadster, light 4-cyl. models; very economical. Wholesale prices.
1918-17-16 MAXWELL Touring and Touring Cars; one of the best light cars made; big bargains.

GORSON'S AUTOMOBILE EXCHANGE
238-240 North Broad St., Philadelphia
Not Open Sundays. Agents Wanted. Send for Free Bulletin.

STEPHENS
SALIENT SIX

PRICE, \$1675
F. O. B. MOLINE
IMMEDIATE DELIVERIES
J. S. Sible, Jr.
THIRD, AT CUMBERLAND ST. BELL 1555W



'8 in 1' Convertible TRUCK BODY ON A Reo Speedwagon Chassis MOVES YOUR FARM TO THE CITY

The Reo Motor Car Company have put a new convertible truck body on the market on the well-known REO SPEEDWAGON CHASSIS. Unlike most convertible bodies, this "8 in 1" body has proven its practicability in actual service. It is CONVERTIBLE and easily so. It DOES fulfill the needs. It DOES stand up in hard usage. Else we would never recommend it. It must and does stand up to the reputation of "REO." It is one of the family that represents "The Gold Standard of Values" in motor cars.

ONE Truck With One Body That Can Be Adapted to Almost Any Kind of Farm Hauling

- 1-THE FLAT RACK-SCOOPBOARD DOWN. This arrangement is adapted to carrying lumber, water pipes, long poles or similar articles of longer length than the body.
- 2-THE FLAT RACK-SCOOPBOARD UP. A serviceable type of express wagon, adapted to hauling most any material too numerous to mention.
- 3-GRAIN-TIGHT BODY. Adapted to carrying loose grain. It is almost watertight in construction, solidly braced with channel steel.
- 4-HOG RACK. An ideal hog or sheep rack formed by folding the side section over the top.
- 5-FLARED BODY. Designed to carry a bulky load of loose grain, increasing the capacity by use of the flared sides.
- 6-FLARED RACK BODY. This illustration shows the body suitable for hauling light bulky produce and materials. It is exceptionally strong.
- 7-BASKET RACK. The range of usefulness is almost unlimited in this form of the body. Almost anything can be hauled with the body in this form.
- 8-STOCK RACK. The top section are straight up in this body, making a serviceable body for hauling stock.

This REO SPEEDWAGON equipped with the "8-in-1" convertible body will not only pay its way and earn its keep, but pay for itself in a few weeks by enabling you to dispose of horses and dispense with men.

We Will Be Pleased to Send You Literature or Show You This Machine at Your Convenience

HARRISBURG AUTO CO.
Fourth and Kelker Streets
Duplex 4-Wheel Drive, Hurlburt Trucks Cleveland and Beeman Tractors

'8 in 1' Convertible TRUCK BODY ON A Reo Speedwagon Chassis MOVES YOUR FARM TO THE CITY

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