

**FORECASTS AUTO
TOURING IN 1919**

**Motorists Told How Easy It Is
to "See America First" Be-
fore Visiting Battlefields**

The outstanding feature as regards the probable motoring conditions for the coming season, relates to the increasing tendency on the part of the motoring public to go farther and farther afield in search of interesting things to see. The slogan, "See America First," is at last beginning to bear fruit in the greater increased demand for information relative to touring conditions throughout the entire western portion of the country. The inability of motorists of means to take their cars to Europe, as was the almost universal custom prior to the outbreak of the war, has made it necessary for them to confine their touring to this country. As a result, thousands of motor car owners are beginning to realize at last that America has no peer as a scenic playground. Not only can this country duplicate practically everything in the way of mountains and lake scenery which is to be found in the Alps or the Highlands of Scotland, but also it has many features which are peculiar to itself. Where, for instance, is it possible to find a replica of the far famed Petrified Forest in Arizona, or the prehistoric cliff dwellings which dot that section of the country? The Grand Canyon of the Colorado river certainly needs no introduction to any one who has studied his school geography, while nearly every one has either seen depicted in Yellowstone Park, and the glaciers in Glacier National Park.

Without attempting to go further into details in this connection, the demand for information about the motoring possibilities through the Far West is increasing to a large degree.

There exists in the minds of a great majority of the tourists an unreasonable dread of what has been unfortunately designated the Great American Desert.

Secretary W. D. Rishel, of the Utah State Automobile Association, has very aptly said: "The average motorist has visions of miles and miles of sand, with almost unbearable heat, through which he must push his way to reach the Pacific ocean. He has read columns and columns of press agent 'slush' where this car or that truck made the trip after hardships worse than could be found on the western front, and that the driver came through alive due only to the strong construction of the particular car he drove or the make of tires the car had on or the kind of lubricating oil he used."

"Now, what are the actual conditions? The tourist may follow any one of the central routes and have a bed to sleep in under a roof every night. He can eat his meals at a table to eat his three meals a day. He will find gasoline, a garage and automobile supplies at frequent intervals, or as often as he needs them. The lighter he is equipped the faster time he can make. Instead of heat he will find an overcoat comfortable if he drives at night, and he will encounter more sand at the old river bed crossing near his farm in the mid-continent country than he will encounter between the Rocky Mountains and the Pacific coast.

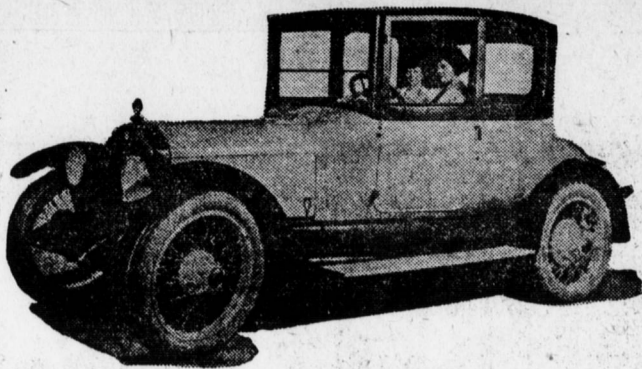
Whenever water can be turned on the so-called desert land, he will see crops of wheat and potatoes, fruits and vegetables, that will far surpass the yield per acre of his eastern farm. And, what is more, he will rarely ever be out of view of another automobile occupied by a man and his family traveling to see the country."

It is not the intention to give the impression that such trips are free from difficulties, but merely to convey the idea that such difficulties are not nearly as overwhelming as many believe to be the case. Bad stretches will be found in various places, but there are a surprising number of good roads also, and much additional road improvement is being contemplated for the coming season. Active highway departments have been formed in practically all of the western and middle western states. Such improvements will, of course, take time, but the satisfying features lies in the fact that a beginning has at least been made.

As regards the touring in the eastern states, there is little which can be said at this time having a direct bearing on the situation. This is mainly the result of the lack of activity in highway improvement due to the exigencies of war requirements. The state and county engineers have as a rule contented themselves during the past year in maintaining the trunk roads in a fairly presentable state. This has been by no means an easy problem as a large number of motor trucks have been traveling over these routes during the past twelve months.

In view of the existing situation, therefore, it would be wise for all tourists who are contemplating trips, of no matter what length, to secure up to the minute information about the roads over which they propose to travel. Otherwise they will most certainly come to grief, for they will find that roads which they suppose to be in excellent condition, have been literally cut to pieces since they last traveled over them, while other roads which formerly they would never have dreamed of using, are now the only one available.

PEERLESS CLOSED MODEL



**Pointer on When to Renew
Your Storage Battery**

Storage batteries wear out, and because they wear gradually there comes the time when every car owner must ask himself this question: "Shall I have my battery repaired or buy a new one?"

The average battery man will tell you that the storage battery has a life from 15 to 20 months. This means that given a moderate amount of care and freedom from abuse, the storage battery will last approximately two seasons.

Granted that the car owner starts the season with a new battery and takes advantage of all the service that is offered—such service as the Willard Storage Battery Company offers—he may reasonably expect that battery to run the first year and give complete satisfaction. Now if the car owner is battery wise, he will put it in the hands of a battery expert at the beginning of the second season and have it re-insulated and generally overhauled. This will allow him to start the second season with a battery thoroughly efficient, perfectly sound "in the wind and limb." None the less, it is a year old.

A battery is primarily a chemical apparatus. It will wear out in time in spite of all the care that can be given to it, however good the care. It wears out because the chemical elements entering into its make-up gradually lose their power of reaction. When, therefore, the battery starts on its second year of life it has lost a certain amount of "come back." It may not hold the charge so long. It may not turn the start-

ing motor over with its accustomed vim.

Gradually it becomes worn down and it is at this point that the car owner is faced with the problem of having it repaired or buying a new battery.

Naturally, however, far gone the battery is it can be repaired. New plates can be put in, new insulation can be put in, new battery box supplied, but the cost of these repairs, one after the other, is more than the price of a new battery.

When, therefore, a car owner has had from 18 months to two years of steady service from the battery and then is called upon to take it to the service station for definite repairs, he may be sure that his battery is nearing the point when it ought to be pensioned off. A battery does not last forever and there comes the time when the cost of constant repairing will amount to far more than the cost of a new battery.

**Black's Garage to Feature
Vulcanizing at the Show**

Black's Garage, whose large vulcanizing plant at 205 S. 17th street, has been turning out vulcanizing jobs will feature certain kinds of vulcanizing work at their booth at the Auto Show. One of the main features will be retreading tires.

They will also make demonstrations on repairing the large pneumatic truck tires.

Special equipment has recently been added to their shop to take care of the increasing work on these large pneumatic truck tires. This equipment is all special and has been added to their regular equipment for taking care of all kinds of vulcanizing work.

**How First American
Motor Car Was Built**

By Elwood Haynes
It was during the delay in the work of constructing the pipe line for the Indiana Gas and Oil Company at Greentown, Ind., that it occurred to me that some better means of locomotion over the highways than the horse and buggy might be procured, so I accordingly laid plans for a mechanically operated vehicle.

In the fall of 1892 I moved to Kokomo, and the following summer had my plans sufficiently matured to begin the actual construction of a machine. I ordered a one-horse power marine upright two-cycle gasoline engine which weighed 180 pounds.

When the gasoline and battery connections were installed the motor, after considerable cranking, was started, and ran with such speed and vibration that it pulled itself from its attachments. Luckily, however, one of the battery wires was wound about the motor shaft and disconnected the current.

In order to provide against vibration I was obliged to make the frame of the machine much heavier than I first intended. The "horseless carriage" was built up in the form of a small truck. The framework in which the motor was placed consisted of a double hollow square of steel tubing, joined at the rear corners by steel castings and by malleable castings in front.

At that time no figures were accessible for determining the tractive resistance to rubber tires on ordinary roads. In order to determine this as nearly as possible in advance, a bicycle, bearing a rider, was hitched to the rear of a light buckboard by means of a cord and spring scale. An observer seated on the buckboard recorded as rapidly as possible the "drawbar" pull registered by the scale.

The total weight of the machine when completed was about 820 pounds. July 4, 1894, when ready for the test, it was hauled into the country about three miles behind a horse carriage and started on a nearly level turnpike. It moved off at once at a speed of about seven miles per hour and was driven about one and one-half miles into the country. It was then turned about and ran all the way to the city without making a single stop, and thus America had its first successful motor car.

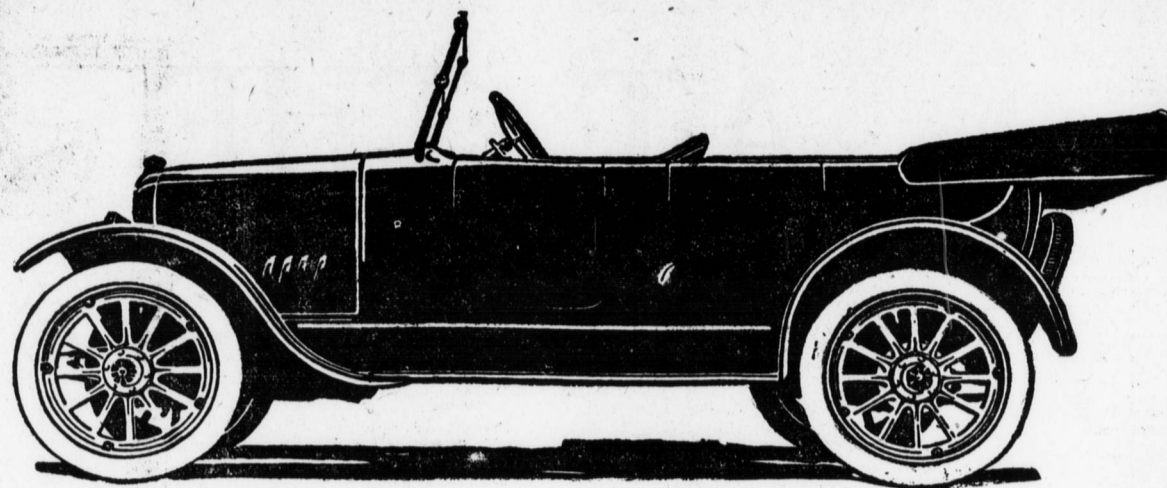
**Packard Company
Resumes Making of
Passenger Car Models**

The day after the armistice was signed the Packard Motor Car Company resumed work to get under peace time production. Under the new production the 3-25 and 3-35 models are continued and the first of the new lot will soon be ready for delivery. Every third series Packard has for its power plant the

twin six motor of twelve cylinders. The power impulses overlap each other so as to produce the smoothest most agreeable action known to motordom. Wide range of ability is another characteristic of the twin six engine, it will throttle down to two miles an hour in traffic and from that walking pace pick up with remarkable rapidity to any desired speed. On either range of speed it operates with a smoothness and silence that marks a perfected mechanism.

There is a marked fuel economy of the twin six resulting from its excellent carburetion and uniform compression thermostatic control of engine temperatures and scientific arrangement of gas passages. It gets maximum results from the present low gravity gasoline, its smoothness of action results in low cost of upkeep, also a particularly economy on tires.

Perhaps it is only natural that the power, distinctiveness and comfort of the Packard twin six qualities, most apparent to the casual observer, have tended to overshadow its value as an investment in transportation. From every investment we look for returns and this applies to the automobile to-day as much as to another business outlay. Packard owners are not the type to be enticed by the charm of comfort and beauty unless backed by insured performance and absolute reliability. In other words, the purchaser of a Packard feels positive of securing the highest possible returns on his investment.



BRISCOE

**The Best Passenger Car Value, We Believe,
That Has Ever Come to
Harrisburg**

That's a strong statement, perhaps. But it's one that we make with full confidence; and we believe you will agree with us when you, too, have thoroughly investigated the car.

Why We Chose the Briscoe

We wanted a car on which we could stake all our reputation—back of which we could confidently put every effort of our sales organization.

Many cars were offered to us, and we investigated the merits of each.

The Standing of the Company

Some passenger-car concerns considered thoroughly established, were so weakened by war conditions that their survival now is doubtful. Some, on the other hand, were strengthened—and the Briscoe Motor Corporation was a leader among these. Possessed of millions of dollars of resources, it devoted the war period to making its great plants more efficient than ever before. So when these plants were released by the Government they were, we believe, more efficient than any in the world building high-grade cars.

Service to Briscoe Owners

We have had our troubles, in the past, in getting spare or replacement parts promptly on cars which were merely assembled. Weeks might elapse before the factory could get action from the parts maker.

So it was a great pleasure to find that in the 43-acre Briscoe plants, 99% of the car was produced from the raw materials.

See the Briscoe at the Show or at Our Salesrooms.

M. Brenner and Sons Motor Co.
Third and Hamilton Sts.

Cash or Deferred Payments.

Price \$885, F. O. B. Factory.

This means not only prompt service, but lower costs.

The Car Itself

The Briscoe Twenty-four has made a world-wide reputation in the two vital factors of economy and performance.

The gasoline mileage is astonishing for a car of its power. Twenty-five to thirty miles to the gallon is not unusual. And with the present high cost of gasoline, mileage will be a vital factor in influencing buyers.

Power. Too

We tried out the Briscoe on hills, in sand, in mud—under every conceivable condition of use. We put it through harder tests than you will ever give it. And we found always a reserve of power ready to carry the car triumphantly through every test.

Every Desirable Feature

In beauty line, in comfort, in roominess, in all the little refinements that make motoring satisfaction, we found the Briscoe dominant.

And so we offer the car to you, confident that if you will subject it to the same thorough and severe tests, you will endorse it as thoroughly as we do.

Open House All Week

Come in and get acquainted with the Briscoe. Compare it with your ideal car, and with any others you have seen. We're content to let it sell itself on your own judgment.

STEPHENS Salient Six

As you ride in a Stephens Salient Six, unconsciously comparing it with other cars you meet, you are filled with a happy sense of pride in your possession. For the Stephens is the peer of the finest cars that tread the highway, in appearance, performance and refinements.

The Stephens Salient Six Four-Passenger carries especial fascination, by virtue both of its advanced style and the many unusual novelties of its equipment. The top is a special semi-Victoria design, with beveled French plate glass mirrors in the sides and rear. A walnut paneled robe compartment is built into the double coil, and a touring kit, complete with brushes, trench mirror, etc., is concealed in the right hand front door.

The Stephens engine is a perfected over-head valve design that is a marvel of flexibility and power. It is especially designed to burn low grade gasoline, developing full fifty-seven horse power on the poorest fuel, with rigid economy.

The Stephens Salient Six invites comparison at every point. Inspection at your pleasure.

J. S. SIBLE, Jr.
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Third and Cumberland Sts., Harrisburg.
BELL 1003

That is salient which is strikingly manifest or which catches the attention at once. — Wheeler

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Stephens Motor Works
Moline, Ill.

Willard Storage Batteries

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OPERATED BY
FRONT-MARKET
MOTOR SUPPLY COMPANY

Half Square From the Square--Seven South River Avenue