



TRUCK NUMBER.

HARRISBURG, PA. SATURDAY EVENING, MARCH 22, 1919.

AUTOMOBILE SUPPLEMENT.

FIRST ALL TRUCK AND TRACTOR EXHIBIT OPENS IN HARRISBURG MONDAY MORNING

INTEREST NOW TURNS FROM PLEASURE CARS TO THE BIG TRUCKS

Show Opens in Overland Warerooms Monday Morning at 10 A. M. for Benefit of Work-a-day Folk

IMPROVEMENTS ARE SHOWN IN THE MANY NEW WORKING CARS

"Out with the pleasure cars, and in with the tractors and trucks" was the sharp order at the tip of J. Clyde Myton's tongue, hinged, as usual light, to make the announcement carry all over the huge Overland plant this evening after the passenger car show was an event of history.

It will run through three days of next week and, while the passenger car week beat all records it is believed that agricultural and industrial Pennsylvania will go after this, as Mr. Myton so aptly puts it, "like a Great Dane eating cream-puffs."

Everything about the machines is new and up-to-date. Here are some of the improved features as manifested by a dozen exhibits of tractors: enclosure of friction parts; weight not over 4,500 to 5,000 pounds; drop-forged or rolled-steel gears; accessibility of parts; price of \$1,500 to \$2,000 for three-plow machine; fitting of tractor to local conditions; anti-friction bearings and vast application of automobile knowledge.

Everybody interested in this, the first show of its precise kind here, realizes that transportation and distribution in the future will be largely by automobile service, thus relieving the short and long-haul passenger and freight business from the railroads. The motor is no longer an experiment as Uncle Sam evidently believes, for he intends to distribute \$200,000,000 in the next three years, in addition to the \$66,000,000 already provided, among the several States engaged in road building.

Recognize Need of Good Roads Are the local dealers aware of this? You bet, and if the Governor and legislators responsible for passing the \$50,000,000 roads bond were to appear at the show arena they would get an impetuous reception.

Contracting of all kinds, soon as the weather settles," declared one manufacturer, "will again take new life and here will be a big field for those who have models fitted for this work. But good roads may do more than all, indicating a sure demand for trucks of all sizes."

Work to Take on New Life "Contracting of all kinds, soon as the weather settles," declared one manufacturer, "will again take new life and here will be a big field for those who have models fitted for this work. But good roads may do more than all, indicating a sure demand for trucks of all sizes."

Record Made by Armleder Truck

Ran 21 Months With Less Than Fifty Dollars Repair Bill

One of the best records made in truck operation in this vicinity recently was that made by an Armleder Truck and reported to the local distributors for Armleder Trucks, The Harrisburg Welding and Machine Company at 98 South Cameron street.

The particular truck in question was purchased from the Harrisburg Welding and Machine Company twenty-one months ago and has been in constant operation since covering a distance of more than eighteen thousand miles.

They have vertical four-cylinder engines in front.

The rear wheels are driven through a live axle shaft just as in a truck or motor car.

It is true in not a few cases and the gearboxes housing the gears is very bulky, but it is a great tractor improvement to see the gears all housed and oiled as in a motor truck and to find the shafts carried on roller or ball bearings.

The unparalleled record for sales right off the bat in the passenger car show is taken as sure indication by the Harrisburg dealers that the same will take place at the three days exhibition beginning Monday morning, with trucks and tractors, so its farewell Friend Horse.

The Show Committee That Put Harrisburg on the Automobile Map



CHARLES H. BARNER



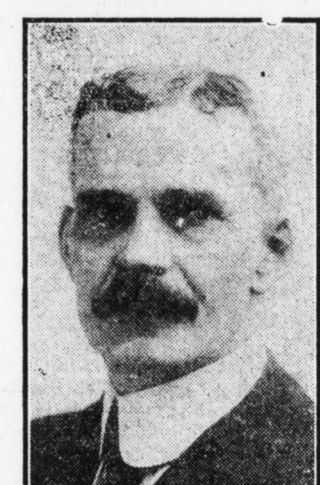
J. CLYDE MYTON, MGR.



T. E. WILDERMUTH



GEORGE G. MCFARLAND



ANDREW REDMOND



H. J. WILLIAMS, TREAS.

THE DAY OF THE OLD GRAY MARE IS GONE FOR GOOD

Enter the Horseless Wagon and the Mighty Truck in Industrial Fields

"O the old gray mare she kicked against the shingle-tree!"

"Yes, sir, the old gray mare was plenty in these days, some 20 years ago," narrated Andrew Redmond, Harrisburg distributor of the Chandler car and the Vim truck, a pioneer agent for horseless wagons, as he looked up a foot inside one of his dapper touring cars at the big show.

Mr. Redmond does not mind telling that he is but an amateur; the first companies to inject the tractor in this section were the Frick Company, Huber and International. The beginning saw big clumsy four-wheeled affairs and builders soon discovered they must produce something smaller and more economical. Only about two years ago Rollin White discovered the animal which

THE TRUCK SHOW AT A GLANCE
Auspices—Harrisburg Motor Dealers Association.
Manager—J. Clyde Myton.
Dates—March 24-25-26.
Hours—Monday, Opens 7 P. M.; Tuesday and Wednesday 10.00 A. M. to 10.00 P. M.
Place—Overland-Harrisburg Company Warerooms, 26th and Derry Streets.
Accessory Exhibits included.
Music—Municipal Orchestra.
Special Exhibits—Army Tank, Aeroplanes, Liberty and Rotary Motors.
Admission, 30 cents which includes war tax.
Any Paxtang or Hummelstown Car takes you to 26th and Derry Streets.

GENERAL USE FOUND FOR BIG TRACTORS

Clod Busters Have It on the Cloud Busters For Bringing in Returns on Investment

Talk about cloud-busters, those nervous lads who flip and flop up in the air ten thousand feet, well, they are exciting, but have you ever seen Shirley E. Watts at his steady job of clod-busting, busting the placid earth with a tractor, the animal which is going to make America the garden spot of the world? An humble employe of the Harrisburg Automobile Company, at Third and Kelker streets, Mr. Watts took it upon himself only one year ago, so young a monster is the tractor in these parts, to become closely acquainted with this demon of the soil and last Spring saw him ploughing up war gardens for the citizens. It was only a teaser. The tractor will be a cynosure for thousands at the auto show, beginning Monday at 10 a. m. Those long wide spaces will be given up to myriad styles of trucks and tractors, which have proven their value and only wait now to be gathered in by the ambitious public.

PRODUCTION OF AUTO TRUCKS IS ON THE INCREASE

1919 Will Be Banner Year of Ever-Growing Industry Now on Peace Basis

By Windsor T. White, Chairman Motor Truck Committee, National Automobile Chamber of Commerce.

So great was the demand for motor trucks during 1918, that the annual production of American makers increased from almost 45 per cent over the previous year, making 56,410 for the war and more than 175,000 for civilian use as against 149,190, including 16,293 for the war during 1917.

While the War Industries Board, to conserve iron and steel required for shipbuilding, railroad work, guns, munitions, etc., required truck manufacturers not to exceed during the last half of 1918 one-third of their individual production during 1917 and the first half of 1918 for essential civilian uses, the aggregate output for all of last year was largely in excess of that for the preceding year. This was due principally to the great increase that had occurred in the first six months. How large this increase was is indicated by the fact that from January 1 to June 30, 1918, there were produced for civilian purposes 99,917 commercial vehicles as compared with 109,865 during the twelve preceding months—more than 80 per cent as many in one-half the time.

Production in the last half of last year, because of the limitations set by the Board and the inability of manufacturers to secure parts and materials, just about the same as during the first six months, the total output of civilian trucks for the year being very close to 175,000. This does not, however, represent the sum total of activity of the industry. In the twenty months from the entrance of the United States in the war to the signing of the armistice, the truck manufacturers accepted contracts for the production of 294,759 military trucks. During 1917 they delivered 16,293 and in 1918 completed 66,410 on war contracts up to December 1.

WAR TRANSPORTATION PROBLEMS SOLVED BY MOTOR TRUCK CORPS

Delivered Men and Supplies to Gen. Pershing a Critical Times With No Delay and at All Times

BATTLES WON ON A WAVE OF OIL, BRITISH CABINET TOLD

By GEORGE M. GRAHAM, Chairman, National Motor Truck Committee of National Automobile Chamber of Commerce

The story of the motor truck in the war could best be told by someone in the Motor Transport Corps in France. Numerous reports of the work of the trucks abroad have appeared in the newspapers as cabled or written by American correspondents attached to the armies, but the complete story is yet to appear and doubtless will have to be in the form of a book, as it will be too extensive for publication in newspapers.

On this side of the water we know what has been done by the Government and the manufacturers to meet the huge requirements of the American Expeditionary Forces for motor trucks for army transport, but lack intimate knowledge of the tremendous service rendered by the thousands of trucks shipped overseas, the varied character of the work performed by them, the manner in which they met great emergencies, the success of the system organized by the Motor Transport Corps for handling them and making repairs in short, all the details from first-hand knowledge of the actual performance of the military transport service in the fighting area.

Depended on Trucks We know, of course, that for the first time in history practically all the supplies of food, clothing and ammunition required by the fighting forces were hauled in motor trucks from the supply depots on the railroads to the front line, that troops were frequently shifted in trains of motor trucks as the most expeditious method, that American reinforcements reached Chateau Thierry in motor trucks at the most critical period of the advance on the Huns last July and turned the tide of battle that in less than four months resulted in victory for the Allies and the United States.

Earl Curzon, of the British War Cabinet, recently remarked in a speech in London that "the Allies floated to victory on a wave of oil and the war could not have been won if it had not been for the great fleets of motor trucks." This is high tribute to the motor truck and was no doubt justified. The motor truck also enabled manufacture demands to be met to distances of 100 miles or more at times when embargoes had been declared against freight and express shipments by rail or when there was no certainty how long such shipments would be en route. Frequently a hurry shipment by motor truck obviated the necessity of a temporary suspension of some department of a big factory.

Back to Business All restrictions of new construction were removed by the War Board by the end of the year and the industry is now free to proceed without any governmental control. A careful analysis of the plans for 1919 show a scheduled output of about 350,000 commercial motor vehicles. Some companies are still working to complete army contracts but the ending of the war releases a production capacity of about 75,000 trucks a year that was devoted last year to manufacture of military trucks.

Big Orders Placed From the time the United States entered the conflict—April 6, 1917—to the cessation of hostilities, November 11, 1918, the War and Navy Departments placed contracts and orders for 204,760 motor trucks, of which 99,727 had been produced to December 1, 1918 and 36,227 were still due on orders that had not been cancelled. A statement by the statistics branch of the general staff shows that by November 11 there had been produced on War Department contracts a total of 83,320 motor trucks, including 55,563 two-wheel drive trucks, 16,934 four-wheel-drive trucks, and 10,823 ambulances. Of these there had been shipped overseas 30,417 two-wheel-drive and 9,420 four-wheel-drive trucks and 6,981 ambulances, a total of 46,818. A considerable number have been shipped overseas since the middle of November.

Table listing truck counts for various locations: HARRISBURG TO ALTOONA, VIA NEWPORT. Locations include Harrisburg, Dauphin, Clark's Ferry, Newport, Millerstown, Thompsettown, Mifflintown, Lewisstown, Reedsville, Bellville, Allensville, Huntingdon, Alexandria, Water Street, Birmingham, Tyrone, Mifflintown, Pincroft, Juniata, Altoona.

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