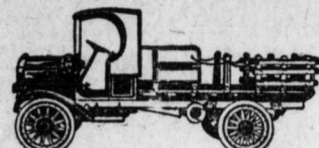


ALFRED P. DAVIES, AUTOMOBILE EDITOR

AUTOMOBILE SECTION

AUTOMOBILE NEWS AND ADVERTISING



SPECIAL FEATURES EVERY SATURDAY

SHAFFER WILL FLY FROM PHILA. TO NEW GROUNDS

To Pilot Liberty Aero Service Corporation Airplane to Dauphin Field

Speeding plans to have an airplane on the grounds before the weather becomes severe, the Liberty Aero Service corporation announces that a Curtiss machine will be brought here before November 1. The machine which is being purchased is at Philadelphia. It will be piloted by Walter J. Shaffer, vice president of the organization, who saw service over the western front during the war as a member of the French flying corps. He will probably fly over Coatesville, Lancaster, Middletown and other important Central Pennsylvania towns and cities, on his way here. The plane, it is announced, is of a superior type, especially designed for both passenger and freight carrying. During

the winter it will be used in connection with instruction in the mechanical classes which it is proposed to open on the flying field of the corporation at Dauphin.

Hangers and School
If possible, the firm plans to erect hangers and school rooms before the first of the new year. When they are completed classes will be immediately opened so that when the students in the training school have advanced sufficiently far to take the advanced course in flying, the weather will permit of their being taken into the Liberty Aero airplane. The course will be as complete as any in the country, comprising a thorough study of motors, airplane construction, assembling and flying.

Competent Flyers
Among the instructors so far recruited are Walter Shaffer, who has had several years of flying experience; Eugene C. Bowers, who was an instructor in the American Army flying corps, and John H. Keller, who has studied airplanes from their construction to the art of flying. All three have had many hours in the air and are regarded as among the most competent aviators in Pennsylvania.

Forecast Future
An ambitious future is forecasted by the Liberty Aero Service Corporation. Founded and backed by many Harrisburg and central Pennsylvania businessmen, it proposes to jump into and hold the lead in this new field of endeavor. Passenger and freight carrying to points in the eastern United States, exhibition flying at fairs and municipal celebrations and a school in aeronautics on the model flying field, which they have secured at Dauphin are a few of the activities proposed. The company which is chartered for \$50,000 announces that it is issuing but \$15,000 in stock. Officials say that the outlook points to a speedy financial return, so that no larger issue of stock is necessary.

Battle Stunts
Early in the spring, according to present plans, two double-seater Curtiss planes are to be purchased. Later a small high speed Oriole will be purchased. This machine is especially designed for exhibition purposes and will be used to perform the "falling-leaf," "nose dives," spirals and spins which Allied aviators used successfully to outwit the Hun on the western front in thrilling "solo" exhibitions.

MEMORIAL PARK ADDITION
The Suburb Unparalleled.—Adv.

HOW DRIVERS CAN MAINTAIN GOOD ROADS

Chief Engineer of the International Motor Company Talks on Roadwear

"Drivers can do as much, almost, for the maintenance of good roads as highway engineers," declares Alfred F. Masury, Chief Engineer of the International Motor Company, manufacturer of Mack trucks.

"Did you ever notice," asked Mr. Masury, "in going up a hill, particularly one paved with asphaltic concrete, that the surface on the right hand side of the road is wavy and rough, while that on the left hand side is smooth?"

"Well, the reason is this: The extra traction required to climb the hill wears and tears the surface, while there is little or no traction down hill. "Another thing, the right hand track of the road in either direction is the one which is worn most. This is because of the arched surface of the road which throws the greater weight and strain on the right hand side of the vehicle and consequently the right hand side of the roadway. Truck builders and wagon makers have even adjusted their axles and springs so as to withstand the greater strain on the right hand side of the vehicle.

"The custom of arching the roadway was formed in the early days of road making when dirt and porous-surfaced roads were the ones mostly in use, and it was necessary to give sufficient pitch to the surface of the roadway to drain off the water and prevent it from penetrating the surface of the road to soften and weaken the roadbed. With modern watertight surfaces, the necessity for arched roads does not exist and engineers are designing roads with very slight pitch.

"Drivers can prevent wear to the surfaces of the roads and even improve their conditions, if instead of driving in one track or on the edge of the road, they will drive over the middle and other less used parts of the road when traffic permits. The one thing that is fatal about all things to road surfaces, whether dirt or paved, is driving in tracks, which subjects one small part of the road surface to all the traffic and damage that the whole road accommodates. Traffic should be evenly distributed over the entire surface of the road, and a little thoughtfulness and care in this respect on the part of drivers will do much to add to the permanence and excellence of our roadways."

OR IS IT THE TELEPHONE?
Personal in London Times: "Dick Ting-alin-alin-alin. Len." Which, translated from alarm clock language in the vernacular, means: "Wake up, Dick, and get onto your job."
—Boston Transcript.

An Influenza
is an exaggerated form of Grip. LAXATIVE BROMO QUININE Tablets should be taken in larger doses than is prescribed for ordinary Grip. A good plan is not to wait until you are sick, but PREVENT one small part of the LAXATIVE BROMO QUININE Tablets in time.—Adv.

INTERPRETATION OF NEW ACT ON NIGHT DRIVING

By H. H. Parker, Sales Manager For Macbeth Lens

While the recently enacted legislation governing the operation of motor vehicles within the State of Pennsylvania is becoming generally understood, apparently there still are some points upon which all motorists are not fully informed.

One section in particular which is the subject of many inquiries is that referring to the use and operation of lights. Under this new act the glaring or dazzling headlight, which long has been a dangerous menace to night driving, is eliminated. As a result numerous accidents occasioned by blinding reflections obviously will be avoided in the future.

Section 22 of the law clearly defines the restrictions under which motor cars must operate after nightfall. It prescribes that no lights of more than thirty-two candle power shall be used and that all lights in excess of four candle power, equipped with reflectors shall be so diffused or deflected that "no dazzling rays of light shall, at a point seventy five (75) feet or more ahead of the lamps, rise more than forty-two (42) inches above the level surface upon which the vehicle stands."

A preceding paragraph provides that all motor vehicles while in motion shall carry two front lights which will "clearly illuminate the road for a distance of at least 200 feet."

This makes it imperative that all front lights be so designed as to eliminate any upward beam which will tend to interfere with the vision of a driver in an approaching vehicle or blind a pedestrian, and at the same time be of sufficient power to illuminate the road for at least 200 feet.

The law makes it compulsory for all motor vehicles with the exception of a motorcycle without a side car, to show while in motion, at least two lights of approximately equal power from the front of the vehicle. In the case of a motor cycle without the side car attached, but one light is necessary. These lights must be visible for a distance of at least 200 feet. They must be shown during that period starting "one hour after sunset" and extending until "one hour before sunrise" or whenever it is impossible to see clearly for a distance of 200 feet.

The customary red light must be displayed on the rear of a vehicle and the registration plate on the rear must be illuminated. Where trailers are being towed by another, the red light must be displayed and the registration plate illuminated on the rear vehicle.

Spotlights on the front of any motor vehicle are prohibited. Movable spotlights or searchlights, or other lights supplementing the two headlights must comply with the restrictions outlined for headlights. Further, the rays from spotlights or searchlights shall not at any time extend to the left of the axis of the vehicle.

The State Highway Commissioner, under this act, has the power to make necessary road and laboratory tests to determine which lighting devices, lamps, lenses, etc., comply with the provisions governing headlights. These tests will be made under way. Manufacturers of lenses, lamps, etc., whose products are approved will be awarded certificates. These certificates will certify that such tests have been made and that the device when properly applied complies with the act. The buying public should be guided by these certificates.

Failure to comply with the various requirements pertaining to the law is an offense. Upon conviction the defendant is subject to a minimum fine of \$5 and a maximum fine of \$10. Failure to pay the fine means a conviction liable to a jail sentence not exceeding five days. Conviction for a second offense carries with it a minimum fine of \$25 and a maximum fine of \$50 or a jail sentence not to exceed 10 days.

This new act is a tangible interpretation of the "universal law of the road" which every fair-minded, sportsmanlike motorist should live up to. It is an application of the "golden rule" of the road. Properly enforced it will remove the dangers of night driving. Its requirements not only do away with the glaring headlights since the fine means the offender liable to a few somewhat careless drivers protect their own lives by using lights which properly illuminate their paths. Efficient way to enforce this law is for every motorist to take it upon himself to live up to its provisions. With the earnest co-operation of every car owner, its enforcement will be assured and its true intent realized.

"Made in Germany" Symbol Disappears From German Goods

London, Oct. 18.—The one familiar "Made in Germany" is not appearing on products of German manufacture since the armistice. It is being found their way into continental markets. An American salesman who has just returned in pieces of the roads German firms are distributing there. Each bears some symbol but none the three old words. A cutlery firm has its name in a semicircle at the base of the blades and under it is stamped a lion. The salesman told the Associated Press: "I saw many new German-made articles in Italy priced far below what American manufacturers can produce them for. I was surprised to find that the Germans were offering from twelve to eighteen months' credit."

MEMORIAL PARK ADDITION
The Suburb Unparalleled.—Adv.

REVOLUTIONARY NEW WILLYS SIX

Quality Production to Bring It Within Reach of Moderate Incomes

The coming of the first six-cylinder car, to be given large quantity production, has awakened keen interest throughout the motor world. Rumors of a new light Six, embracing several revolutionary features have been current for months past; but, not until the preliminary announcement of the car, accompanying the public offering of preferred stock of the Willys Corporation was given out, was it known who stood sponsor for this car.

This is the first and only car produced by the Willys Corporation, which is the big concern headed by John N. Willys, devoted heretofore to the production of the Auto-Lite, the Willys light for the lighting of homes and farms, and the New Process transmission and differential gears.

It is reported that the difficulties, which have stood in the way of production of six-cylinder cars in large quantities, have been eliminated by radically new ideas of construction.

Just what these are has not been made public as yet; but a new principle of spring suspension is one of them. The new spring gives the car the riding qualities of a 142-inch wheel base, though the actual wheel base is but 112 inches. The car has been thoroughly tested out, over a period of two years, totalling a distance of 290,000 miles. During these tests, the new Six proved an average of 17 to 20 miles per gallon, and a weight of 2,100 pounds—and no efficiencies of the engine.

Production is being hastened in the Duesenberg Motors plant at Elizabeth, N. J., recently purchased and greatly enlarged and amplified by the Willys Corporation.

If the car even approximates the economies reported established by the two year tests, it will undoubtedly create a stir in the six-cylinder field; and with quantity production, it is freely predicted that it will rapidly become one of the widest and most intensively used cars in the world as the field for a Six within the reach of motorists with moderate incomes is simply enormous.

Two Steel Strikers Shot by Machine Gun, Police Are Told

By Associated Press
Cleveland, Ohio, Oct. 18.—Two steel strikers were shot, one perhaps fatally, near the Cuyahoga coke plant of the American Steel and Wire Company last night when they attempted to have attempted to intercept employees going into the plant. Charles Lutkus was shot in the back of the head and in the face, and Charles Lukus was wounded in the leg by a stray bullet. They were taken to a hospital where it was said Atkinson may die. Both were doing picket duty.

Two other strikers told police that Atkinson and Lutkus were shot by a machine gun within the coke works. Announcement is made by William P. Palmer, president of the American Steel and Wire Company, that the company's nine plants would resume operations Monday morning.

Plans also are being made by Otis & Company to resume operations on Monday, it was said.

CARVING FRENCH'S GREAT STATUE OF ABRAHAM LINCOLN
If the person who in his daily walks passes many times the statues and monuments which adorn the public places of our great cities, giving but little thought to them, were to push open, by chance, the great door leading into one of the studios where these works of art are in process of development, his first feeling would be, perhaps one of amazement at beholding an interior quite opposite to that which his imagination had pictured.

Here he will not find a trace of the artistic settings and luxurious surroundings associated in his mind with the studios of some of our successful painters. On the contrary, his impression is rather apt to be that of a vast workshop, where, amid the apparent confusion of great masses of marble, granite, stone, and plaster, fantastic shapes of plaster and clay (surrounded by scaffolding and ladders, forges and benches, and the indescribable litter of chips and broken stone) he may discern dimly through fine clouds of marble dust and smoke crowds of workmen in blouses, unconventional overalls and caps, busy and engaged with their humming pneumatic chisels, hammers, and measuring instruments in liberating from these crude blocks of stone the form of a graceful nymph, or, perhaps, the robust figure of one of our distinguished statesmen.

It is in such a studio that the great statue of Abraham Lincoln by Daniel Chester French (the most monumental work in marble ever attempted in America) has been in process of development during the past year. So great a work as this enormous statue, which with its marble base rises to an imposing height of over 30 feet, could only be entrusted to the hands of marble-cutters of the greatest experience and for this reason the French brothers and in their spacious studios this great work, occupying a year of incessant labor has been successfully completed.—W. M. Berger in Scribner's.

ART OF READING
The printing press has helped liberalize and free the people from tyranny. Books and magazines and newspapers have done much to disseminate knowledge and bring information into the homes of the people. They have promoted the art of reading and stimulated the desire to read more.

CARE OF TIRES DURING WINTER

While in Storage They Should Be Given Special Attention

Many motorists will soon put their cars in the barn for the winter and think no more of motor riding until about the idea of March.

Many automobile tires will go into storage with thousands of miles of wear left in them, and car owners should take the few precautions necessary to keep them from damage while they are not in use.

Here are some recommendations made by the service department of the United States Tire Company to the motorist who wants to put his tires away and find them in good shape next spring:

1. Wash tires carefully on outside to remove oil and other harmful substances.
2. Remove tires from wheels and wrap in paper or old carpet.
3. Store in a cool, dry place away from light. Heat, light and moisture are enemies of rubber.
4. Cold has no bad effect on tires, but they should be properly housed.
5. If tires are left on car, jack up the car, deflate the tires, and wrap them in covers.
6. Don't let car stand on tires all winter. To do so means weakening them in the parts that rest on the floor.

GETS SPARK PLUGS
Mr. Chas. A. Rubasam, State Agent for the Gets Spark Plug, is at the Central Hotel, where he will remain until he establishes permanent headquarters in this city. The Gets Spark Plug is manufactured at Andrews, Indiana, and is extensively used in the west where it is said to be giving the best of satisfaction. Several claims of superiority are made for the Gets over other spark plugs. It is said to be constructed so that the porcelain cannot be broken by heat and so that short circuits from carbon are impossible. It is also said to represent the maximum of durability and efficiency.

Gets Spark Plugs are being used by a number of Harrisburg auto owners, and are for sale by the Keystone Sales Company, 108 Market street. Mr. Rubasam desires to interest dealers throughout the State, in his proposition.

Fewer Changes in Women's Styles Are to Be Discouraged

By Associated Press

Washington, Oct. 18.—Attorney General Palmer and his official associates in the fight on the high cost of living determined today to enlist the aid of the women of America.

By appealing to the controllers of household finances throughout the country, it is hoped to inaugurate an epoch of real economy which will offset the "buy now" propaganda of tradespeople. Furthermore, an attempt will be made to discourage the frequent changes in styles dictated by the makers of women's apparel and thereby effect a saving in clothes.

Another important decision taken at yesterday's meeting was to release more surplus supplies held by the government, if it can be done without embarrassment to the departments involved. Secretary Daniels reported that he had sugar enough to run the navy six months, but before he released any of it, he wanted to be assured of ample replacements.

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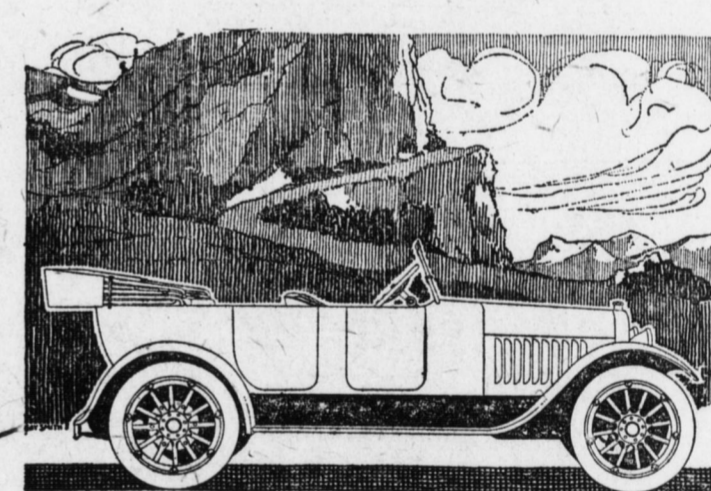
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