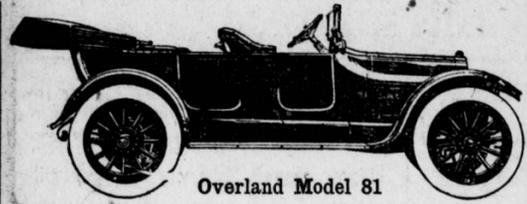


MOTORING



Overland Model 81

In the Harrisburg Motor Club run Thursday Overland—model 81, touring car—made

26.9 MILES

per gallon of gas.

Being the best record of all thirteen contestants. This wonderful showing beats every previous mark for touring cars in any contest.

She carried five passengers and ran like a clock.

Two carloads on the floor for immediate delivery to your door at

\$885.00

Complete with all equipment.

Andrew Redmond

Third and Boyd Streets

Distributors for Dauphin, Perry and Cumberland counties—agents wanted.

THE HAYNES

America's First Car

Thanksgiving Day, November 26, 1914, carrying a passenger load of 951 pounds, covered the entire contest route of 111 miles and used only

4 Gallons, 2 Quarts, and 1/2 Pint of Gasoline

Averaging 24 2/3 Miles to the Gallon

The best six-cylinder car in the contest.

HARRISBURG AUTO CO.

Auto Transportation Machine Shop

No. 5 North Cameron St., Harrisburg, Pa.

Repair and Remodel Automobiles of Every Make. All Work Guaranteed.

Let Us Estimate on Your Repairs.

OPEN DAY AND NIGHT

When in trouble on the road, 'phone us—Bell 'Phone 1710—and we will tow you in free of charge.

The C. A. Fair Carriage and Auto Works

East End Mulberry Street Bridge

Manufacturer and repairer of Auto Tops, Bodies and Springs of all makes. Quality is our motto.

Automobile Painting—Rubber Tiring, etc.

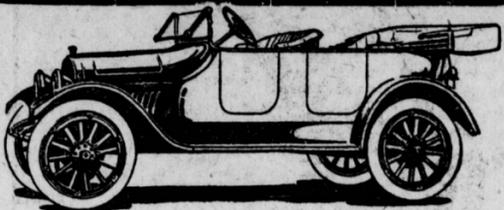
PROMPT ATTENTION TO REPAIRS

Furnished Gasoline for Run

The gasoline used by the numerous contestants in the Automobile Economy run of Thursday, held under the auspices of the Motor Club of Harrisburg, was all furnished by the Atlantic Refining Company from their tank wagon and was of their "mid-continent"

product. The showing made by the cars was exceedingly satisfactory to E. M. Singer, the local manager.

Frank J. Patrick, a rural mail carrier, of Utica, S. D., says that he averages 12,000 miles a year on his motorcycle.



THE EXTRA TONNEAU SEATS DISAPPEAR WHEN NOT WANTED

HISTORY REPEATS ITSELF Hudson 6-54 Seven Passenger Wins

Motor Club Economy Contest

Weight of Winner With Overload, 5750 lbs.—Miles Per Gallon, 21. The Winning Car Was Driven by Owner-Driver.

Entry No. 1 Light 6-40, winner of third place, weighed with 7 passengers and baggage 4425 lbs. and averaged 22.6 miles per gallon. When a better car is built it will be a HUDSON.



SOLD BY
I. W. DILL
Harrisburg, Pa.

Autocar Truck Classes With Touring Cars

Nobody expected that a business car—built for big and little business, for all lines of business, would go the Economy Run route with its lighter and more demure sister—the touring car—But it did.

A ton-and-one-half Autocar truck, carrying six passengers, went the entire distance, scoring in at every point with the touring cars, at the rate of 11.1 miles per gallon of gas.

Proving again that the Autocar is the service truck for the Business Man.

Andrew Redmond THIRD AND BOYD STS.

Distributors for Dauphin, Perry and Cumberland Counties Agents Wanted

AUTO TIRES AND TUBES

Select from the world's best makes—and from complete stocks of

Kelly-Springfield

Goodyear
Nassau

Imperial
Capitol

BOWMAN'S

316 Market Street

REDMOND CARS IN CLUB RUN

New '81' Model Overland and Autocar Truck Make Excellent Showings in Holiday Contest

One of the new '81' model Overland cars, which was entered in the economy of the Motor Club of Harrisburg Thursday made one of the best showings ever made by a touring car in any official test in this State. The car was driven by Andrew Redmond, local agent. It averaged nearly twenty-seven miles per gallon of gasoline for the trip, one of the best showings ever made here. The official averages give it 26.9 miles per gallon. It was the best showing made of any of the touring cars entered in the run. The entire trip was made with the wind shield up with several passengers in addition to Mr. Redmond. The car is one of the lowest in price entered.

Another performance gratifying to Mr. Redmond was that of an Autocar Truck, which had been entered at the last minute. This truck, competing against high class touring cars, averaged 11.1 miles per gallon of gasoline although no preparations had been made for entering it in the run. It has already covered more than 2,000 miles in service about the city. Stops with this car, driven by Charles Steele,

were made at Gettysburg, York and Columbia.

WILLYS-OVERLAND PLANT

President Announces An Increase of Facilities on the Erection of Two Large Buildings

The big plant of the Willys-Oxerland Company is to be still further enlarged. John N. Willys, president, has just announced that the company will immediately erect two large buildings.

The first of these, which is believed to be one of the largest factory buildings ever erected, is to be 1,000 feet long by 200 feet wide, two stories and basement. The other will be 200 feet square. These two buildings will add practically 17 acres of floor space, giving the Overland a total of 79 acres of floor space in their Toledo plant alone. It is said that this is a larger area of floor space than is contained in any other motor car factory in the world. The aggregate floor space of this and the affiliated Overland plants operated in other cities is just over 100 acres.

Additions to the Overland plant covering 25 acres of floor space have only just been completed, and it was thought until as recently as two months ago that, with the completion of these additions, the plant would be ample for the present, at least. There, however, seems to be no limit to the demand for the Overland.

October was the biggest month the company ever experienced. The sales represent a money value of more than \$5,500,000. This growing demand has required the immediate further enlargement of the plant.

Auto Gloves
\$1.50 TO \$5.00
FORRY'S THIRD AND WALNUT STS.

THE LIGHT-SIX HAYNES IN THE RECENT ECONOMY RUN

Popular Automobile Covers Itself With Glory Even Though It Did Not Win Cup in the Thanksgiving Day Contest

In the Economy Contest on Thanksgiving Day, the "Light Six" Haynes, sold by the Harrisburg Automobile Company, covered itself with glory from stem to stern, even though it did not win the cup. One car with a passenger load of 951 pounds equipped for touring purposes covered the distance of 111 miles on exactly five gallons of gasoline, 22 2/5 miles to the gallon. The other Haynes owned and driven by Andrew McElwain, of Newville, with a passenger load of not quite as much, consumed over the same course, four gallons, two quarts and one-half pint, averaging 24 1/3 miles to the gallon. There was no unusual or extraordinary adjustment done or made on either of these cars or carburetors. The carburetors were merely adjusted to get the most efficient mileage out of the gasoline consumed. The records of both these cars are more than gratifying because it is one that can be made by any owner under the same conditions at any time and is not a "factory test" reported with the car weighed down to practically nothing. The roads were in elegant condition and of the average kind found in this section of Pennsylvania, a sprinkling of hills and one small mountain to cross. The rate of speed was about twenty miles an hour, the safe and sane touring speed.

The test demonstrates that the contention of the Harrisburg Automobile Company and the Haynes Automobile Company, that their Model 30 "Light Six" Haynes selling for \$1,485, is the easiest six-cylinder car in the country on gasoline. When you can get from twenty to twenty-four miles on a gallon of gasoline with five passengers, it pays the public to buy an automobile of this character. We acknowledge that the carburetor on the Haynes is of a remarkably fine type, not usually found on a car of this price, the Rayfield, and that the Haynes is constructed from radiator to rear axle of the very best possible material, all of which is in perfect alignment and bearings ground to a micrometer fit. There isn't any doubt but that the Haynes is built not just to sell but to make the owner more enthusiastic than owners generally get and to have his enthusiasm increased instead of decreased.

Many a man is greatly pleased with his car when he gets it but has a different tune to sing six or nine months after he has owned it. It is not that way with the Haynes. The longer the customers have Haynes cars the better pleased they are. Our contention that the Haynes is the best and lightest six-cylinder car made at the present time, that it will go up any hill faster at high gear, faster at second gear, faster at low gear, also slower at high gear and that it will go farther on a gallon of gasoline than any other six-cylinder car of any weight made, has been proven under expert and mechanical tests by the Economy Run just finished. When we made these statements some time ago we made them because we knew they were correct. When we make them now, we make them because the public know they are correct. We are very well pleased with the Haynes. We know what it would do and it has done it.

Salient Points of Paige Car
George R. Bentley, proprietor of the Riverside garage and local dealer in the Paige car says:
"The pleasure and satisfaction given him by the performance of the Paige car at all times is far beyond any expectation. In driving this car, its handsome appearance, mechanical perfection, its uniform complete finish, its behavior, on good and bad roads, on trips of all length, long and short, use of oil and gasoline, its speed and reserve power, its great scope of usefulness, demonstrate fully these facts."

Sorrow in the Sanctum
When an editor laboriously cuts down a candidate's eight column speech to two columns the candidate is mad at him for printing so little of it, and everybody else is in a like frame of mind toward him for printing so much. —Ohio State Journal.

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RIVERSIDE GARAGE

Rear 1417, 19 and 21 North Front Street

GEO. R. BENTLEY, Proprietor
A modern brick structure, central location for storage with Practical Mechanical Service

Harrisburg Agents for

PAIGE CARS

Correct in design, construction and price.
Demonstration by Appointment
Bell Phone 3731 R

WHEN OTHERS FAIL To Remedy Your Electrical Troubles CALL

The Electrical Dep't. of the
OTIS ELEVATOR CO.
Armature Winding, Generators, Fans, in Fact—If It's Electrical, WE REPAIR IT
Years of Practical Electrical Experience Backs Us Up
No. 26 S. 3d St. HARRISBURG, PA.
Bell Phone 3508-L

VULCANIZING Expert Work Only

1451 Zarker Street
Sterling Auto Tire Co.

NOVEL PLAN TO EMPLOY WOMEN DEMONSTRATORS

Scheme of Maxwell Motor Car Company Endorsed by Florence Guersy, Harriet Stanton Blatch, Charlotte Perkins Gilman and Others

By Ethel Feyer
Word comes that an entirely new field of endeavor is about to be opened to women; and it is one of the most pleasant as well as profitable labors to which women may aspire. The word is that Walter E. Flanders, of the Maxwell Motor Company, is about to make a nation-wide canvass of all the women's organizations to find capable women to act as demonstrators of the Maxwell car.

The plan has the endorsement of several of the most prominent club and suffragette leaders of New York, when interviewed last week by one of New York's leading papers.

It is a genuine business move on the part of the Maxwell Motor Company. Mr. Flanders believes that women will be successful in the automobile business and particularly in demonstrating and selling a car like the Maxwell, which is exceptionally light and easy to handle and has already proved highly popular with women drivers.

When questioned regarding the move, Mr. Flanders said: "To be frank, we want to sell our cars to women, and we think women can sell them successfully. It has been our experience that women in department stores as agents are good sellers and, therefore, we consider it no Utopian scheme to engage women as demonstrators of automobiles."

"The long and the short of it is that we believe in women not only to the extent of employing them, but to the extent of paying the same as we pay men for the job. Every business man," he concluded, "is looking for progress and we believe with Charlotte Perkins Gilman, that the main line of progress is towards economic equality and freedom. That is all there is to it."

Mrs. Harriet Stanton Blatch, President of the Women's Political Union, said: "Why shouldn't women go into the automobile business, or any other business they want to. It seems to me that this is a great opportunity for women. 'Good business,' bashed Mrs. Inez Milholland Boissevain, 'I know that women will prove just as efficient as men.'

Belle da Costa Greene, Librarian of the Morgan Library, said: "Can't see why some motor company did not think of it before. It is a splendid idea."

Florence Guersy, President of the New York State Federation of Women's Clubs, was as encouraging when asked if women would take up the motor as a trade. "Women will jump at this chance for broadening their field for economic independence. The best chauffeur that I ever rode with was a woman."

Mrs. Charlotte Perkins Gilman, the noted writer, speaker and publisher, said in regard to the plan: "I never give interviews, but I must give my word of endorsement to the Maxwell Motor Company on the new move. I wholly approve of opening all industries and all kinds of business to women, especially outdoor work. I can see a future for thousands of women in this business of selling automobiles. In regard to the plan, 'I never give interviews, but I must give my word of endorsement to the Maxwell Motor Company on the new move. I wholly approve of opening all industries and all kinds of business to women, especially outdoor work. I can see a future for thousands of women in this business of selling automobiles. In regard to the plan, 'I never give interviews, but I must give my word of endorsement to the Maxwell Motor Company on the new move. I wholly approve of opening all industries and all kinds of business to women, especially outdoor work. 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