

OF INTEREST TO MOTORISTS

INTEND RUNNING HAYNES AUTO MOTOR 50,000 MILES

Speedometer Shows Distance on United States Map the Machine Would Travel From City to City Were It Operating

"At the Newark, New Jersey, branch of the Haynes Automobile Company, the motor of a Haynes Light Six was started on the first day of last December and had been running night and day until at the present time the speedometer registers over 20,000 miles," states George W. H. Roberts, of Roberts & Hoin, distributors in this territory for the Haynes, America's First Car. "It is the intention to keep this motor running continuously, until the 50,000 mile mark is passed.

"The entire car is mounted in the show window on blocks so that the rear wheels may revolve and operate the speedometer. The hood is removed and the motor runs without any auxiliary cooling agent. The surrounding temperature is that of the showroom. No adjustment is permitted at any point. The valves are to be used the entire 50,000 miles without regrinding and the spark plugs are not to be touched. The vacuum system of gasoline feed is employed so that it is a simple matter to refill the gasoline tank from time to time. The oil consumption is averaging 500 miles to the quart. But one pint of water is poured in the radiator after each 850 miles of travel. The gasoline consumption is averaging 22 miles to the gallon.

"A unique method of illustrating the performance of the Haynes's Light Six under test has been adopted. The mileage indicated by the speedometer is marked on a large map of the United States so as to give a graphic representation of what distance would have been covered had the car been actually traveling on the road. A miniature automobile is mounted on the map and moves from city to city as the motor runs off the mileage. A heavy black track is left behind. So far, the miniature automobile has made a complete circuit around the coast and border line of the United States and has completed a trip across the continent to the Pacific coast and back."—Adv.

Cut This Out Now
If you don't want it to-day, you may next week. Send this advertisement and 5 cents to Foley & Co., Chicago, Ill., writing your name and address clearly. You receive in return three trial packages—Foley's Honey and Tar Compound for cough, cold, croup and grippe; Foley Kidney Pills, for weak or disordered kidneys or bladder; Foley Cathartic Tablets, a pleasant, wholesome and cleansing purgative, just the thing for winter's sluggish bowels and torpid liver. These well known standard remedies for sale by George A. Gorgas, 16 North Third street, P. R. R. Station.—Adv.

Aluminium Bronze.
Aluminium bronze was invented by the French chemist Deville in 1850 and was used experimentally for the manufacture of domestic utensils and articles of jewelry. It has the color of gold and retains its brilliancy, not being attacked by salt water or the atmosphere. It consists of 10 per cent of aluminium to 90 of copper. It has tenacity of Bessemer steel and when heated is easily forged and rolled.

His Family Tree.
Andy—And you say that is a picture of your family tree?
Sandy—It is.
"But the tree has no foliage on it?"
"No. You see, I'm Scotch descent and my ancestors wore kilts and went with bare limbs."—Yonkers Statesman.

On the Right Track.
"But I no spik ze English goot."
"It's a cinch, kid. You stick around me and I'll soon put you wise to the right dope."—Life.

We must all toll or steal, which is worse.—Thomas Carlyle.

A Belgian War Romance

By LOUISE B. CUMMINGS

One quiet evening in the summer of 1913 a pair of young lovers stood on a bridge that crossed the river Lys, in Belgium. They were there for a parting. The young man was to leave for the coast early the next morning and thence for America. Nothing could be more peaceful than the scene about them. A young moon stood in the west. If an occasional breeze stirred the leaves on the trees they were stirred lightly. As for sound, there was only a slight gurgle beneath them as the current passed the abutment of the bridge.

"Mina," said the young man, "cheer up. It will not be long before in America I shall have saved enough money to send for you. That we may have a definite time to be reunited I promise you that one year from today, if not before, you shall receive the passage money to bring you to me."

"And I, Hans, will work and save so that if you do not succeed in gaining enough to send for me I may have enough for the journey."

When the year had passed a great change had come over Belgium. The Germans were pouring into the country from the east, the French from the south. Wilhelmina had received letters from her lover in New York that money would be sent her for her passage, but before it was dispatched the war had stopped the mails.

On the anniversary of their parting, at evening, Wilhelmina went to the bridge on which they had stood a year before. It was now a ruin, more than half of it having been destroyed. Here and there across the fields were flashes, followed by a distant roar of guns, while searchlights sent their columns of light across the sky like the tails of nearby comets.

What should she do? Her home had been that day in the line of fire and was a ruin. Before leaving it she had snatched up her savings, and these she had with her. Standing there in the identical spot where she had stood in quiet with her lover, she resolved to go to him if possible.

There was no way of announcing her coming beforehand. She had neither writing materials nor a way to send a letter. Indeed, it was doubtful if even she could break through the line of war to reach the coast. And if she arrived at a port would she find a vessel? Nevertheless she turned her face toward Holland and set off in the darkness.

Her adventures are a long story by itself. Fortune favoring, she reached Rotterdam in safety and there found that she had the means to buy a steerage ticket on an outgoing steamer to New York.

On the arrival of the vessel the emigrants were landed at Ellis island, and Wilhelmina among others was brought before the immigration commissioners. There she was asked how she would be provided for in America, and when she said that she had no money she was told that she would be sent back to Holland.

Her modesty, the consciousness that she was coming to marry a man without a special bidding, had caused her to conceal what she expected. Besides, suppose Hans had changed! But the prospect of being sent back to a land running in blood, where even the little home in which she had been born and always lived had been leveled, overcame her reticence, and she told a love story that no pen, however inspired, could put on paper.

"Hans must be found!"
Such were the instructions given to a messenger, who departed on his errand.

There is a committee of Belgians in New York whose purpose it is to look after their incoming fellow countrymen. The head of the committee was found, and he in turn started a hunt for Hans.

Ever since the war had broken out Hans had been anxious about his Wilhelmina. He had not dared to send her his savings for fear they would be lost. Indeed, one of the troubles brought on by the war was the inability to send funds to Europe. He had written her, but without expectation that she would receive his letters. As to receiving letters from her, he had no faith in that either.

Hans was at work one afternoon

when a fellow workman came to him and told him that the boss wished to see him in the office. Hans laid down his tools and reported as directed. He found beside the boss a man, who asked him:

"Are you Hans Wichtel?"

"I am."

"There is a girl on Ellis island who came over from Belgium. She says you will marry her."

"Mina?"

"She says her name is Wilhelmina."

"Marry her! Of course I will marry her. Where can I find her?"

Hans wished to go at once to Ellis island, but suddenly remembering that a man in overalls was not in wedding costume tided himself up, then set off to join his sweetheart.

If the authorities had any doubt about Wilhelmina's story it was dispelled by the fervent embrace of the lovers. But Uncle Sam's emigrant officials take no man's promise of marriage, and there are no breaches of promise in his large family. A man went with the couple to the city hall in New York, where a license was procured. Then the pair went to the office of the Belgian committee, where the marriage ceremony was performed.

MEASURING THE STARS.

What is Meant by First and Second Magnitude, and So On.

The classification of the stars into orders of magnitude, depending on their apparent brightness, was undertaken a little hastily, with the result that many stars have been found which are brighter than stars of the first magnitude. Aldebaran is a typical star of the first magnitude, but Sirius is much brighter. Consequently the system of classification has to be extended.

A star of the first magnitude is 2.5 times as bright as a star of the second magnitude; a star of the second magnitude is 2.5 times as bright as a star of the third magnitude, and so on. Stars which are 2.5 times as bright as a star of the first magnitude are called stars of 0 magnitude, while stars 2.5 times brighter still are said to be of the -1 magnitude, and so on.

Professor Ceraski has made measurements to determine the magnitude of the sun, reckoned in this way. By adopting different methods of measurements he reaches very accordant results, and it appears that our sun is a star of the -36.5 order of magnitude, which means that it sends us as much light as 880,000,000 of stars of the first magnitude.

At the distance of a little over four light years—i. e., about 20,000 times its present distance—it would be a star of the first magnitude, so that, considered as a star, it is nothing out of the ordinary.—Pittsburgh Gazette-Times.

SAVING A CITY.

Ducazel's Method Was Unique, but It Pacified Madrid.

It was in the year 1808, after a battle in the Spanish revolution of that year, and the streets of Madrid were filled with angry crowds that were bent on destroying everything and every one. Suddenly an unknown man appeared at the city hall.

"Give me a band of musketeers," he said, "and before nightfall I shall control all Madrid."

He must have been a man of rare personality to have been able to persuade the authorities in that dark hour to give him anything.

But he got the musketeers and went out with them to wander through the city. While they played he sang—popular street songs or some old national air. When these bored the listeners he mounted old boxes and told funny tales and got the populace amused and laughing.

By nightfall peace reigned in the city, and the mob broke up and went home to bed. The man's name was Felipe Ducazel, and he was only twenty-two years old when he cleverly achieved this result.

We are told a deal about heroic things in saving countries by long terrible rides at night or by the sacrifice of oneself by dying in somebody's stead, but few of us hear of any one who saved a town by laughter.—Youtis's Companion.

Laying It on Thick.

"Did you ever notice how dauby some pictures look at close vision?"
"Don't speak so loud. I told my girl she was as pretty as a picture."—Cornell Widow.

It's Here!—The New Reo Six

"The Six of Sixty Superiorities"

COME IN AND SEE this car which has created such a furor in motoring circles. EVER SINCE THE BIG "AD" appeared announcing the Reo line for 1915, we have been besieged by enthusiasts who wanted to see, to study and to ride in this latest Reo creation. FOR EXPERIENCED buyers have learned to look for the new Reo models from year to year, as an index to what the most progressive makers will do. REO SETS THE PACE—the standard in quality, in design and in value—always. THIS YEAR more than ever, Reo hits a stride others will find it difficult—if indeed possible—to follow. THIS SIX IS SENSATIONAL not because it is a six but because it is a Reo Six. FOR REO WAS NOT one of the first to embrace the "Six" idea. Reo was one of the last. REO WILL NEVER BE one of the first to adopt any innovation—any new—any unproven idea. For Reo policy has ever been, not to sell ideas—inventions—but automobiles. Dependable automobiles. AND YOU WILL ALWAYS find Reo "trailing" to just that extent. Reo will never be one of those to "take a chance"—with the customer's money. NOT UNTIL EVERY uncertain or unknown quantity has become a certainty will any new type of car or motor or axle or part be offered with the Reo name-plate. SO YOU CAN ALWAYS BE SURE—as you have in the past—that in buying this Six you are investing in no experiment.

THIS SIX IS THE RIPEST result of Reo engineering experience. The very fact that we make and offer it to you is evidence that the "Six" idea has now passed the realm of uncertainty. AND FURTHER, let us assure you that, every one of the "sixty points of superiority" have been tried—proven—in fact, helped make the fame of Reo the Fifth—the Four that has for several years set the pace and is today setting it faster than ever. OUR "SIX" DEMONSTRATOR has just arrived—or will have by the time you read this. We've been notified it is on the siding and it will be at our show rooms (in the morning) (this afternoon) YOU ARE INVITED to come in and see it—look it over carefully, critically, and when you are convinced that it isn't possible to buy a better car or to get a better reputation with it—why then place your order and insure a definite—and an early—delivery date. DEMAND IS TREMENDOUS. In all the years Reo has been in business the company has never, even with its matchless manufacturing facilities, been able to make enough cars to supply all who wanted Reos. THIS SEASON the demand is greater than ever—unprecedented even in Reo history. SEEMS AS IF the more careful folk become in the selection of their automobiles, the more do they select Reos. The longer they have motored, the more do they appreciate Reo stability. Seems like. And that's the reward Reo has been working for all these years. SO COME—SEE—SELECT your Reo. Don't delay for many will surely be disappointed. Secure yours.

Harrisburg Auto Company



\$1385

NO BUSINESS DEPRESSION IN THE JEFFERY CONCERN

Over Fifty Per Cent. of the Automobile Production For the 1915 Season Has Already Been Sold and Delivered

The month of March, which may well be considered to mark the opening of the spring selling season among automobile manufacturers, sees the Thomas B. Jeffery Company with over 50 per cent. of its total production for the 1915 season sold and delivered. Inasmuch as most manufacturers depend upon selling from 60 per cent. to 70

per cent. of their output between March and the latter part of June, the Jeffery organization seems to be in a particularly enviable position.

According to E. S. Jordan, sales manager for the Thomas B. Jeffery Company, the cry of business depression has not come from manufacturers who have been steadily building a reputable product and marketing it along same business lines.

In commenting on the big sales made by his company during the winter months, Mr. Jordan said, "All through the year we have experienced a normal, healthy demand for Jeffery cars, which has at no time fallen below the mark, which we consider to be highly favorable and highly indicative of prosperity. Our larger models are practically all subject to orders now, and from the present indication the Chesterfield Six and the Light Four will also be sold out

at least a month before the time we normally set as the end of the spring selling campaign."

A distinctive note decidedly in advance of the usual type of construction is the worm drive, which is being used by the Thomas B. Jeffery Company on their Jeffery Chesterfield Six this year. Various experiments conducted at different times have proven the worm drive to be much more efficient than the bevel type of drive which has been employed in rear axle construction in automobiles for so long a time. In addition to its increased efficiency is an increased strength and an increase in the silence of operation.

The difference in cost manufacturing between the worm drive and the ordinary type of bevel gear is much more than offset by the additional service obtained in accordance with statements made by Jeffery engineers.—Adv.

MORE POTATOES, LESS BREAD

Advice of U. S. Officials in Present Wheat and Bread Crisis

Washington, Feb. 27.—"If wheat remains at its present high figure or continues to rise in price and if there is a corresponding increase in the price of bread, scientists in the Department of Agriculture suggest that the ordinary household will find it advantageous to eat more potatoes and less bread," says a statement issued to-day at the department.

"With potatoes at sixty cents a bushel, ten cents' worth—or ten pounds—will give the consumer a little more actual nourishment than two one-pound loaves of bread at five cents each. If prices change sufficiently to make it desirable from a financial point of view, there is no scientific reason why potatoes should not be substituted to a great extent for bread."

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STARTLING GOWNS ON STUNNING MODELS, PRETTY MUSIC AND FUN, ARE COMBINED IN ORPHEUM'S HEADLINER, "THE FASHION SHOP"



Where is the girl or woman in Harrisburg to-day who isn't, might one say, intensely interested in what the best Spring styles are going to be? And the fact that the latest gowns

from Paris will be donned by clever and pretty girls, who can certainly wear clothes, and can sing and dance just as well, makes it doubly interesting.

Well, these are some of the striking characteristics of "The Fashion Shop," a delightful one-act musical comedy that comes to the Orpheum next week. The latest fads of feminine finery will

be donned by Blanch Latell, lately featured with "Naughty Marietta," and a bevy of other clever girls. Hugo Janson, Europe's famous fashion designer, also plays an important role in

the act, as does Earl Carr, Broadway's favorite "rube" comedian. Claud and Gordon Prostock, well known theatrical producers, are sponsors of this catchy and unique vaudeville playlet.—Adv.