

OF INTEREST TO MOTORISTS



There are one thousand reasons why you should select a Reo from among all the cars offered you.

We could enumerate at least a thousand points in which Reo is superior.

FIRST because it is an honest car. And LAST because it is backed by an honest guarantee.

The other nine hundred and ninety-nine don't matter—just excess values you receive when you buy a Reo.

Nor does it matter whether your preference is for a Four or a Six; you can have either type and still get Reo quality.

Reo The Fifth—\$1050—“The Incomparable Four” is the most popular Four in the world—if relative demand and supply is any indication of popularity.

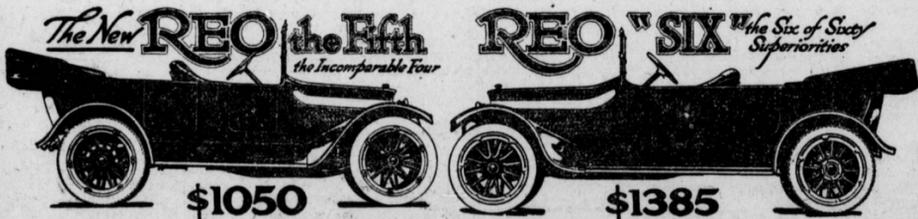
And the New Reo Six has taken the motoring world by storm.

Wherever Automobiles are discussed you'll hear owners extolling the virtues—the sweetness, the silence, the riding qualities, the power and the beauty—of this latest Reo.

Only concern you need have in selecting a Reo of either model is—when can you get it? and that will depend entirely on when we get your order.

Better not delay another minute. Today is the day to order if you want your Reo soon.

We will tell you the precise day you may expect it—but don't wait longer. Demand is tremendous for both Reos.



HARRISBURG AUTO CO., Third and Hamilton Streets

AUTO TRUCKS LARGE HELP TO DAIRYMAN OVER ROUTE

Michigan Farmer Uses Reo In Carrying 6,300 Pounds Over 90 Miles Each Day—Local Firm Gets Car Load

Ira Wilson, dairyman, of Redford, Mich., says it would be impossible to do with horses what he does with motor trucks. Not only would it be impossible for the horses to cover the ground the motor trucks do, but the slow pace of the horses would render the entire proposition out of the question.

Mr. Wilson carries milk, not only from his own, but from surrounding dairy farms, on contract with the Detroit Creamery Company on a basis of so much per hundred pounds per mile. His present equipment is two Reo two-ton trucks—and he has an order in for a third. Each of these trucks covers ninety miles every day and carries, instead of its rated two-ton load, from three to three and one-half tons of milk.

Any practical dairyman will understand when he is told that the load consists of sixty to sixty-three ten-gallon cans of milk. To the uninformed, it will be necessary to explain that ten gallons of milk weigh eighty pounds and that the cans themselves weigh twenty-three to twenty-seven pounds each. It's a simple problem in multiplication to prove that the minimum load is 6,300 pounds and the maximum 6,615 pounds—and that is about three and one-quarter tons without counting the driver.

Of course the truck does not go fully loaded both ways—but it does carry that load over forty-five miles of Michigan roads every day, four miles of which are virgin sand—and the entire route is ninety miles.

The truck starts out in the morning from Redford, goes to Detroit; from there it goes to Cherry Hill where it picks up the second load and back into Detroit; thence home to Redford again ready to repeat the performance the next day.

“We have never missed a trip summer or winter,” says Mr. Wilson, “and these Reo trucks have been in service for two years.”

Asked if he was making money on the contract, Mr. Wilson laughed and pointed to a huge pile of vitrified hollow tile heaped up in the barnyard. “You see I am going to build two more of the finest silos that can be had—and by the way, my new Reo Six touring car just arrived from the factory last night.” It looks as if Mr. Wilson had made no mistake by changing from the old, slow horse equipment to motor trucks.

“Until we introduced trucks for delivering milk, it was impossible to market half of the produce from this section,” said Mr. Wilson. “There is only one train a day and to send it by horses was impossible—it would spoil before it got there. Reo trucks have more than doubled the earning capacity of the farmers hereabouts.”

The Harrisburg Auto Company, local “Reo” distributors, are delighted with the business results this year and feel proud of having exercised the wisdom of purchasing a whole train load of Reo cars in March which were delivered to them in April and now are almost all sold. The Reo factory is working night and day to fill orders and the people of Lansing, Mich., were never so busily engaged as they are at present.—Adv.

MEMORIAL DAY EVENTS

Scores of motorcycle clubs will take advantage of the two holidays which come on May 30 and 31 to stage pleasure or endurance runs. Following are some of the clubs which are planning Memorial Day events:

- Keystone Motorcycle Club, of Harrisburg, Pa., sociability run to Baltimore, Md., and return.
- Indianapolis Motorcycle Club, three-day sociability run to Wyandotte Cave.
- Niagara Falls Motorcycle Club, two-day endurance run.
- Los Angeles Motorcycle Club, annual endurance run.
- Rockford, Ill., Motorcycle Club, three-day good fellowship tour.
- Maryland Motorcycle Club, Baltimore, annual spring tour.
- Schenectady Motorcycle Club, two-day endurance run to Sabin Rock, Conn.
- New Jersey Motorcycle Club, annual two-day endurance run.
- Blair County Motorcycle Club, Altoona, Pa., endurance run to Harrisburg and return.

Motorcycle Relay Race

A transcontinental dispatch race by relays of motorcycles over the Lincoln Highway is being planned for July. President Wilson will be asked to start the relay from the army post at Governor's Island; it will end at the Presidio, San Francisco. The aid of the War Department is expected.

Motorcycles and Bicycles

Bicycles, \$21.50 and up.  
Motorcycles, \$125.00 and up.  
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Bicycle Tires from \$1.50 up.

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Motor Cars

KEYSTONE

MOTOR CAR CO.

1019-25 Market Street

PAIGE AUTOMOBILES

The Glenwood Four at \$1075 is a new price for a superior car of its quality and beauty.

The Six 46 at \$1395 has set a new standard of value—for a superior car of its quality, beauty and power.

GEORGE E. BENTLEY, Proprietor Rear of 1417 N. Front Street  
RIVERSIDE AUTO CO. Bell Phone 3731 R

REFORMATORY INMATES TO BUILD MODERN ROADWAY

Boys in Connecticut Institution to Be Paid Fifty Cents a Day From State—Lads Not to Wear Striped Uniforms

Hartford, May 8.—The boys from the Connecticut reformatory are to build a modern roadway from the reformatory to Milldale and possibly on to the macadam in Cheshire and to be paid fifty cents a day each for their labor.

E. Kent Hubbard, a member of the board of directors, who is working in close co-operation with the National Committee on Prisons and Prison Labor, states that the fifty boys to be employed in this work will be selected by Superintendent Garvin and the annual Welfare League. The league is the organization of the inmates which Mr. Hubbard and Superintendent Garvin are fostering, as is Thomas Mott Osborne, the prisoners' leagues in Sing Sing and Auburn prisons, New York.

The Highway Department is to retain full responsibility for the construction work, providing all materials and tools. It will also pay to the superintendent the wages for the men, which they may send to their families or hold until paroled.

The boys will not wear stripes or distinctive uniforms while at their work, and will probably be taken to it in trolley cars, having their dinner sent to them. The directors do not fear at tempts to escape, as the growth of the league has developed a spirit of self-respect and good conduct among the men, and those who will be told off for the work will put backbone into it and do their part towards making it a success.

This road work is a long step forward for Connecticut, as its State prisoners and most of the inmates of its county jails are still employed under the contract system. The National Committee on Prisons and Prison Labor has carried on such a vigorous campaign against this system that success in other labor systems will be welcomed by the citizens of the State.

EXPENSE OF KEEPING A CAR

George R. Bentley Gives Some Timely Advice to the Prospective Automobile Buyer

“When you talk about the upkeep and general expense of a motor car,” said George R. Bentley, proprietor of the Riverside Auto Co. and local dealer in Paige automobiles, “the prospective automobile purchaser in buying his car should not only be careful and consider the gasoline and oil expense that he will incur on his new model, but he should also look into the cost of repair expense. This can be easily determined by an investigation of the present owners of the model the purchaser has in mind. An owner is always very glad to talk about his car and tell a future prospective owner the exact satisfaction he is getting from his present model. Ore visit the garage man, ask him what so and so car costs to maintain a year, and how often it is in the shop for repairs. Get the dealer's advice on this subject—tell him to show you figures that he has probably compiled from statistics furnished him by owners.

“To my mind, this expense of operation is the most important subject that an automobile owner has to consider in buying a car. It cannot be investigated too carefully.” Adv.

Workman's Skull Crushed  
Pottsville, May 8.—An overhead crane at the Eastern Steel Company's plant fell yesterday, crushing the skull of Charles Wineland. He is now at the Pottsville hospital, with no chance of recovery. Wineland has four children.

NEW ENGLAND TO GET MANY AUTO TOURISTS THIS YEAR

Board of Directors of American Automobile Association to Take Initial Step May 18 by Traveling Route of Paul Revere

Washington, D. C., May 8.—New England is confidently looking forward to an increased number of road visitors, despite the fact that this year the call of the Pacific coast is being really recognized for the first time.

With nearly two million car owners now traveling the highways, it is safe to say that many thousands at one time or another during the year yield to the wanderlust which is latent in every motorist.

In entertaining the annual meeting of the board of directors of the American Automobile Association, May 17 and 18, Boston will signalize what might be considered an official opening of the road season in New England. President John A. Wilson has made clear to the directors that they are at liberty to bring with them as many members as possible to participate in the meeting and also in the entertainment which will be interspersed.

Former president of the A. A. A. and the present head of the Massachusetts State association, Lewis R. Spear, has arranged for a local committee, of which Chester I. Campbell is the energetic chairman. This committee will take in hand the historic ride over the route once followed by Paul Revere, which will take place on the morning of the second day, with moving picture accompaniment, in order that the event may be reproduced in the A. A. A. clubs throughout the country.

The Massachusetts Automobile Club not only has offered to take care of the cars of members who tour to Boston, but this pioneer organization will also provide cars for those who are unable to make the trip over the road.

Monday will be devoted to the business affairs of the association, with the annual banquet in the evening, Tuesday being given over entirely to the entertainment. Boston and its vicinity are replete with historical reminders, besides which its attractive suburbs and many seaside resorts offer innumerable attractions for motorists.

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3 x 25	5.75	6.35	1.85
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4 x 25	7.40	8.15	2.30
4 1/2 x 25	7.70	8.50	2.55
5 x 25	7.95	8.75	2.60
5 1/2 x 25	8.40	9.25	2.85
6 x 25	10.00	11.00	3.25
6 1/2 x 25	10.40	11.45	3.35
7 x 25	11.20	12.35	3.15
7 1/2 x 25	11.50	12.65	3.35
8 x 25	11.90	13.10	3.35
8 1/2 x 25	12.35	13.55	3.45
9 x 25	14.90	16.35	4.00
9 1/2 x 25	15.30	16.85	4.10
10 x 25	15.80	17.35	4.20
10 1/2 x 25	16.25	17.90	4.30
11 x 25	17.85	19.45	4.55
11 1/2 x 25	18.40	20.25	4.75
12 x 25	19.00	20.85	5.05

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