

Automobile Page

PAIGE AUTOMOBILES

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

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

CHALMERS

DODGE BROS. AND SAXON

Motor Cars

KEYSTONE MOTOR CAR CO.

1019-25 Market Street

"Real Comfort at Little Cost," "Most Simple Device of Its Kind."



SIMPLEX

Automobile Shock Absorbers

They do all that any other absorbers do at from one-half to one-third the cost. BE FAIR TO YOUR CAR! Give it longer life. Ride in comfort and ease. Simflex will allow it. Ask us about them.

Eureka Wagon Works, Agents

Wagon Building, Repairing & Painting a Specialty
A. H. Bailey Bell Phone 1349J 614-18 North St.

WARNING!

Through the non-observance of the City Traffic Ordinance by many drivers and operators of vehicles, dangerous and annoying conditions exist in many sections of our city.

To correct this, and to protect those who wish to observe the law with safety, this Association, hereby gives notice that it will assist in the prosecution of wilful offenders.

Motor Club of Harrisburg
Bell Phones 982 and 454 201-202 Patriot Building

Save Money By Buying Motorcycles & Bicycles Here

Bicycles, \$21.50 and up.

Motorcycles, \$125.00 and up.

New and Modern

Sold on small weekly payments.

Bicycle Tires from \$1.50 up.

We repair all makes of Motorcycles and Bicycles at reasonable prices.

GIVE US A TRIAL

EXCELSIOR CYCLE CO.
10 SOUTH MARKET SQUARE, HARRISBURG, PA.
Bell Phone 689-W Open Evenings

Agents for Excelsior Auto Cycle—holder of all world's records.

NATIONAL SERVICE

will save you from 40% to 60% on the cost of TIRES

Why Pay More?

Size	Plain	Non-Skid	Tubes
8 x 24	\$2.50	\$6.00	\$1.75
8 x 30	5.75	6.25	1.85
8 x 32	6.25	6.85	2.00
8 x 30	7.40	8.15	2.30
8 x 31	7.70	8.50	2.35
8 x 32	7.95	8.75	2.40
8 x 34	8.40	9.25	2.45
8 x 30	10.00	11.00	2.85
8 x 31	10.40	11.45	2.95
8 x 32	10.80	11.90	3.05
8 x 34	11.20	12.35	3.15
8 x 36	11.60	12.80	3.25
8 x 35	11.90	13.10	3.35
8 x 36	12.30	13.55	3.45
8 x 34	14.90	16.35	4.00
8 x 35	15.30	16.85	4.10
8 x 36	15.80	17.35	4.20
8 x 37	16.25	17.90	4.30
8 x 38	17.85	19.65	4.85
8 x 36	18.40	20.35	4.95
8 x 37	19.00	20.85	5.05

All prices subject to change without notice.

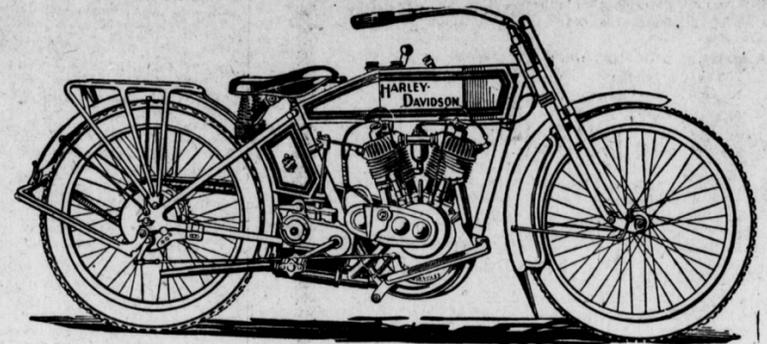
Give us a trial order. When you once use our tires you will buy no others.

Terms: C. O. D., eight draft or cash with order.

National Service Corporation
REAL ESTATE TRUST BLDG.
PHILADELPHIA

LAWYERS' PAPER BOOKS
Printed at this office in best style, at lowest prices and on short notice.

The Motor Cycle you will eventually buy—HARLEY-DAVIDSON



Why not now?
Immediate deliveries of all models. Prices, \$200.00 to \$310.00
HEAGY BROS., 1204 North Third Street

HARLEY-DAVIDSON CLAIM WONDER WITH HIGH RECORD

Speed-Breaking Machines Promote Much Interest in Motorcycle World Says Heagy Brothers—Good For Sprint and Durability Runs

"The tremendous speed being shown by the Harley-Davidson motorcycle in the opening speed events this year has been the wonder of the motorcycle and the automobile world," says Heagy



Ray Heagy and members of the Keystone Motorcycle Club, of Harrisburg, riding up a very steep incline near "Chickies Rock," on the homeward sociability run to York, Pa., after partaking of a York county turkey dinner.

Brothers, the local Harley-Davidson dealers, 1204 North Third street.

"On April 20, Red Parkhurst, at Oklahoma City, covered 150 miles over a rough course, full of treacherous holes and with short turns that resembled plowed fields, in 140 minutes, defeating the cream of riders in the motorcycle world, representing all makes of machines. Joe Wolter, Parkhurst's teammate, brought the Harley-Davidson in for second place and the Harley-Davidson also finished fourth and fifth at Oklahoma City.

"This unusual cleanup comes as an echo of the victory achieved by the Harley-Davidson at Venice, Cal., in the 300-mile international classic held Easter Sunday over a specially constructed speedway where Otto Walker broke all existing motorcycle records for that distance by covering the triple century in 2:24 17 1/5 with Red Parkhurst only 15 3/5 seconds behind. The two carried away \$1,400 for first and second money in the Venice race.

"A few days later at Bakersfield, Roy Artley, on a Harley-Davidson, captured the one-hour feature event, covering 68.7 miles in that time. On May 2, Otto Walker demonstrated his skill at short distance events as well as long grinds by taking first in the 5 and 10-mile stripped stock races at Sacramento, and showed also the consistency of the Harley-Davidson in short sprint work where excessive bursts of speed are necessary, as well as in the long distance events where durability is an important factor for sustained high speed."—Adv.

Harry L. Otstot, aged 34 years, died yesterday at his home, 1921 Fulton street. He was an employe of the Pennsylvania railroad and a member of the Employees' Mutual Benefit Association. He is survived by his wife and two daughters, Adeline and Catherine. The funeral will be held from his late home Monday afternoon at 2 o'clock, with interment in the East Harrisburg cemetery.

WORLD POWERS IRONSIDES

Battleships a Complex Problem in War in View of Recent Work of Submarines

From the days of "wooden walls" to the era of ironclads, never has history seen such a "goulash" of opinion as presented by the helplessness of the bottled up German navy on one side and the destructiveness of their submarines on the other.

Time was when the might of nations was reckoned in dreadnoughts, battleships and armored cruisers, but the old equation seems no longer to serve, inasmuch as Germany, despite her elaborate naval program, was driven from the seas and her ports effectually closed to food and munitions by the fleets of the allied nations. Her navy ranked high in the reckoning among nations, yet was rendered helpless by an effectual blockade early in the hostilities.

Forced to play the game with pawns, the Teuton caused more havoc with her converted merchantmen "raiders" and her tiny "untersee" boats than naval science ever dreamed of. Despite her efforts, however, food stopped coming into her ports, and such materials as she needed for the manufacture of powder and shells became unobtainable from nations across the sea. A weaker or less prepared nation should surely have succumbed ere the end of the first six months of the war.

This interesting phase of the great European struggle is fully covered in the authoritative story of the war by Willis J. Abbot, from whom the Star-Independent secured the right to the entire edition of this valuable work for its readers, to whom it is offered for the fractional presentation sum of 98 cents.

This beautiful volume, which covers every phase of the war, is handsomely bound in English buckram and profusely illustrated. It contains 364 pages of unimpeachable truth about this great war, 463 actual photographs fresh from the "front" and 20 handsome full-page color plates of the most important details. The value of this splendid volume is \$3.00, but through the effort of this newspaper readers can secure it for the small fee to cover the book rights and the handling.

PAIGE MANAGERS IN SESSION

Take a Week For Discussing Policy of House and Looking Over New Models

It has become generally known of late that the district managers of the Paige-Detroit Motor Car Company are without exception some of the best informed men in the automobile industry. This is the result of being in constant and close touch with the executives of the factory in addition to keeping their eyes and ears open to what is taking place in their respective territories.

Twice each year all the Paige-Detroit managers are called into headquarters at Detroit to discuss the developments of the past six months and to learn what has been planned for the next half year's campaign.

From May 3 to May 8, was district managers' convention week at the Paige factory. The most gratifying part of the program was the report from every quarter of the tremendous success of the 1915 Paige cars and the prosperity of practically all Paige dealers.

A feature of special interest to the men was a demonstration ride in a new Paige model soon to be announced to the general public. After the demonstration ride and a careful study of the design, the material and the equipment of the new model, it was voted with unanimous enthusiasm as a wonderful car at an astounding price.

FIRST SHIPMENT OF 1916 Haynes

Has left the factory and will reach us in a few days. Arrange for your Demonstration Now.

ROBERTS & HOIN
334 CHESTNUT STREET
Owner's number of Haynes "Pioneer" are here. Call and get one.

EXPECT TO GO 3,436 MILES IN 102 HOURS BY MOTORCYCLE

Coast-to-Coast Relay Race July 1 to Be Fastest Transcontinental Travel Other Than by Steam Trains—First of Its Kind

Across the continent in less time than has ever been accomplished by any vehicle other than the fastest transcontinental steam train!

That's the ambition of the motorcyclists who will participate in the coast-to-coast relay race which is to be held in July under the direction of John L. Donovan, chairman of the competition committee of the Federation of American Motorcyclists. He has full charge of the arrangements for the relay, and from his study of conditions believes that the riders should be able to cover the 3,436.5 miles between New York and San Francisco in about 102 hours.

The run will actually start from Washington, where a dispatch from President Wilson to the commandant of the Presidio at San Francisco will be delivered into the hands of the first relay rider. However, the actual running time is to be judged from the time the dispatch bearer from New York City jumps into the saddle and starts on his westward journey. And from that moment not an instant is to be lost—night and day the dispatch will be hurried across the country at the best speed the sturdiest two-wheelers and the best riders can make. And Chairman Donovan believes that this will land the message in San Francisco within 102 hours after it leaves the east coast.

This is the first transcontinental motorcycle relay ever staged, so that there are no previous records to be broken. Automobiles in relays at one time crossed in about ten days and nine hours. This meant 249 hours on the trip, which time the motorcyclists expect to lower by more than half.

E. G. Baker made the quickest motorcycle trip across the continent when, two years ago, he flashed from coast to coast in 11 days, 11 hours and 10 minutes. The dispatch will be started from New York about July 19, in order that it may arrive in Sacramento during the time of the F. A. M. national convention, which begins on July 21.

NEW PLAN IN SELLING AUTOS

Dealer in Dodge Brothers Cars Uses Old Catalogues

Charles S. Henshaw, Boston dealer for Dodge Brothers, employs a salesmanship stunt that graphically illustrates the growth of the automobile industry. Mr. Henshaw has automobile catalogues of the vintage of 1908, 1909 and 1910, and makes a practice of showing his prospects how lucky they are to be buying cars at this advanced stage of the business. Even as recently as 1911 makers were charging extra for windshields, horns, tops, tools and other accessories now commonly included as part of the car. And of course, electric starters and lighting systems were still in the future. According to Mr. Henshaw, Dodge Brothers' car could not have been sold for a profit at \$2,900 in 1909 or 1910.

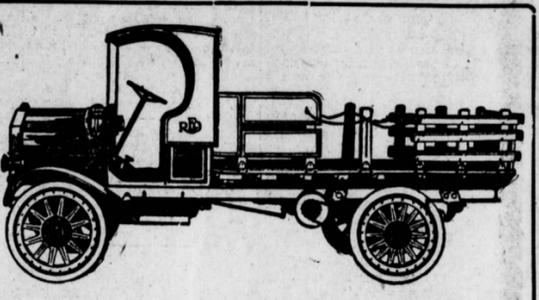
The Keystone Motor Car Company are the local Dodge Bros. distributors.

Market Street Bridge Auto Routes Convenient to Tourists

One of the things that makes the Market street bridge such a popular thoroughfare with motorists is the free distribution of printed routes to all who ask for them. Persons who plan a day's outing taking them across the river and who are not familiar with the proposed trip can get all the necessary information in the printed routes from toll men at either end of the bridge.

These routes cover all west and southward routes from Harrisburg, including two to York, two to Gettysburg, four to Chambersburg and one to New Bloomfield, with alternating return route. These routes are kept up to date as road conditions vary, the company having changed one route as often as three times in one season.

Hard Both Ways.
"When children want to marry they sometimes have a hard time in getting their parents to consent."
"Children have no kick when it comes to being hard hearted. When parents want to marry they almost never succeed in getting the children's consent."
—Pittsburgh Post



Features of Reo

- Model J, 1 1/2 to 2-ton Truck
- CYLINDERS**—Four cylinders, cast in pairs; bore, 4 inches; stroke, 4 1/2 inches.
 - MOTOR CONTROL**—Throttle and spark levers mounted on steering column. Foot accelerator of latest design. Hydraulic motor governor.
 - TRANSMISSION**—Three forward speeds, and reverse. Selective type. Gear shifting mechanism entirely enclosed within transmission case, leaving the center control lever as the only moving shaft outside of transmission case.
 - CLUTCH**—Multiple disc dry plate type. Discs faced with asbestos non-burnable lining.
 - VALVES**—Nickel steel valves.
 - COOLING SYSTEM**—Positive water circulation by gear driven centrifugal pump. Sectional tubular radiator of extra large size, Reo patent, made in our own works.
 - IGNITION**—Low tension magneto, with auxiliary battery system.
 - CARBURETOR**—Automatic, with hot air intake. Special adjustment carburetor control and easy starting.
 - CRANK CASE**—One-piece crank case containing oil pan and reservoir.
 - CRANK SHAFT**—Forged of high-grade manganese steel.
 - LUBRICATION**—Combination splash and force-feed system. Automatic piston pump inside crank case forces oil to all main bearings.
 - STEERING**—Bevel pinion and sector type.
 - BRAKES**—External contracting brakes, 12-inch diameter by 2 inches wide on jack-shaft. External contracting brakes, 17-inch diameter by 2 inches wide on rear wheels.
 - DRIVE**—Shaft drive from transmission case to jack-shaft through two universal joints. From jack-shaft the power is transmitted by side chains to rear wheels.
 - FRAME**—Standard channel beams, cold pressed steel, 5 1/2 inches high.
 - SPRINGS**—Semi-elliptic front springs, 44 1/2 inches long by 2 1/2 inches wide; semi-elliptic rear springs, 42 inches long by 2 1/2 inches wide.
 - FRONT AXLE**—Solid round bar steel with drop forged steering spindles and arms of extremely heavy proportions. Timken roller bearings throughout.
 - REAR AXLE**—Hammered forging. Timken bearings.
 - WHEELS**—Extra heavy reinforced.
 - WHEEL BASE**—130 inches.
 - TREAD**—60 inches between centers of front and inner rear wheels.
 - TIRES**—36x4 inches, solid front; 36x3 inches, solid, dual, rear.
 - MEASUREMENTS**—Overall length, 200 inches; dash to rear, 162 inches; stake body, length of platform, 115 inches; width of platform, 62 inches.
 - REGULAR EQUIPMENT**—Gas headlights, gas tank, side oil lamps and tail oil lamp, horn, and complete tool outfit.

Harrisburg Automobile Co.
Third and Hamilton Streets

OVERLAND CUP AND CHARLES STEELE, WHO DROVE CAR IN MOTOR CLUB RUN



Made the Nearest Perfect Score in Harrisburg Publicity Run to the Sea Shore

J. W. Williamson, owner, with Charles Steele driving, won the cup offered by the Overland Motor Car Company of Philadelphia, to the Overland owner whose car was driven nearest a perfect control time. The cup was delivered through Andrew Redmond, the local dealer. Charles Steele finished the run with a total of 116 minutes to his credit. Every Overland car in the run made a good record.—Adv.