

AIDS GOOD ROADS MOVEMENT

Perhaps no class of citizens is more interested in the good roads movement than motorists. And they are not satisfied with merely wishing for good roads—they are willing to give of their time and money to the cause. And many riders have even gone out and worked on the roads themselves.

Fifty-five motorists of Rockford, Ill., have offered to spend at least one day each in helping to improve the road between Rockford and Beloit, Wis. And it is believed that each of the 500 members of the Rockford Motorcycle Club will aid in the work. Motorcycles were a leading feature in the recent Good Roads Day program at East St. Louis, Ill., recently. Twenty-four riders offered their services and the services of their machines. The machines were used in the place of horses, and all day long the two-wheelers, two abreast, pulled the heavy wagons up and down the highway delivering material to the volunteer road makers. Motorcyclists are also active in the Ohio Good Roads Federation movement to build the Lake Shore road from Cleveland to Sandusky.

AUTOMOBILE RUNS WILD ABOUT STORE

Wayfarers in Detroit Are Startled by the Uncanny Spectacle

Startled out of a rush hour reverie, his hand hanging inert from the bell cord, the conductor of a Woodward avenue street car in Detroit, blocked traffic for several minutes the other evening while he gazed, open mouthed, into the brightly lighted interior of the Studebaker automobile store.

For once, traffic was willing to be blocked. The sight that had so strangely affected the collector of fares struck others just as forcibly. Inside the store, an automobile was obviously running wild.

So far as human beings were concerned the automobile—a Studebaker "Four" touring car—was empty. Its lamps were all blazing and it was in rapid motion.

Along the Charlotte avenue side the car would glide, turning just in time to avoid crashing into the glass front. Its tail light would gleam until it reached the back of the room, when it would swerve and charge at the side, where it would again miss collision by an eyelash. The next turn would bring it back on its course again, casting the blinding rays of its headlights into the eyes of the amazed beholders.

A crowd gathered. For a time those in the front row would dodge the charging car. Later on their confidence grew for they saw that the car, instead of turning by some lucky accident was following a circle and making each lap a definite track. Then somebody noted that, on the dust cover that trimly enclosed the car's top, lay a cat, oblivious to all excitement and sound asleep.

A policeman worked his way through the throng and tried the door, which opened readily. He dodged the car and made his way to the offices in the rear, where he found A. K. McMurtry, the branch manager.

"There's a crazy automobile running round your front room," ejaculated the cop.

"Never mind it," replied McMurtry. "It's a demonstration."

"Of what?"

"Irreversible steering gear, if you know what that means—steering gear that stays put and doesn't rack your arms out at the sockets."

"Well, irreversible steerin' or not, you can't block the avenue with it! And the next thing it'll be runnin' out through one of them windows."

"Well, it's my car and my store and my windows, isn't it?"

The cop went outside and vainly implored the spectators to "move on." The car kept running circles. The crowd grew. And the cat slept on.

Throughout the week of the Detroit automobile show, the whole process was repeated nightly. Now and then someone would rescue "Studebaker," the office cat, from his perch on the top. He took it good naturedly but would wait for the car's next lap when he would cleverly climb back aboard, resuming his solitary joyride.

Cadillac Maintains School of Applied Science

Perhaps the most unique training school of applied mechanics in this country is the one conducted by the Cadillac Motor Car Company, where young men at 15 years of age are taught not only the basic principles of mechanical engineering but the ideals that underlie the construction of Cadillac cars.

The idea was original with Henry M. Leland, president of the Cadillac Co., in 1907. Mr. Leland foresaw that the growth of the motor car industry would create an abnormal demand for mechanical workers of high ability, and determined to begin to train men in his own shops.

The Cadillac school is a special training department, with equipment of machinery and class room facilities. Under the direction of competent mechanical engineers, the students are given class work in mathematics and mechanical drawings, instruction in the efficient use of various machine tools for the production of work of the highest grade and daily lectures, illustrated with stereopticon.

At all Mr. Leland's purpose of making the course thoroughly practical, the students are given practical work to do in the various branches, performing their duties the same as journeymen and under working conditions and preparing themselves for places as draughtsmen, mechanical engineers, tool-designers and foremen.

A large number of students have been graduated from this Cadillac school and many have gone forth to responsible positions. Youths under 18 are not eligible to the course. The company pays the students from 14 to 17 cents per hour, awards cash prizes as it sees fit during the course and a bonus of \$100 upon completion of the two years of class work.

In return it asks that applicants be young men of good habits who do not smoke cigars, chew tobacco or use intoxicants.

Streamline Type of Body to Be General

I. W. Dill in commenting on the streamline body design and the advantages of a six, said:

There are some men who welcome new designs in a car, and some who resent innovations which make present cars out-of-date.

The new streamline body on this year's Hudson sixes is a case in point. Some call it the handsomest design that ever came out, and it undoubtedly is. Some say the old straight lines, the angle dash, still look good to me.

"But the situation is this: Streamline bodies on the better cars are now universal European vogue. And, in body design, European vogue has always set the fashion here.

"Remember foredooms. We resisted them too. It was almost two years after Europe adopted them before we came to them here. Then, almost over night, the open front bodies became practically unsalable.

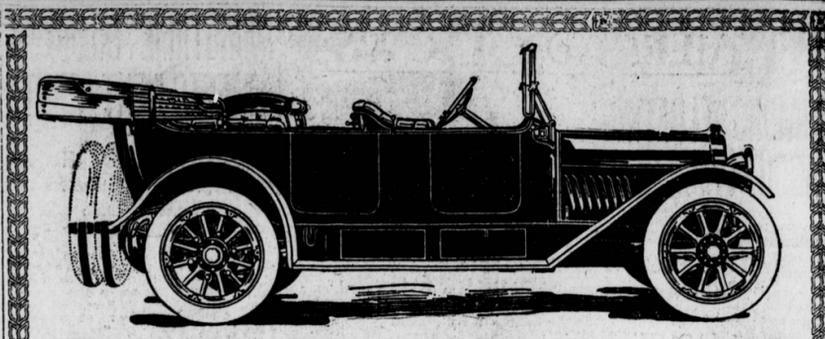
"The same reason exists for the streamline body. These flowing lines are artistic and right. The time is fast coming when the angle dash will look as out-of-date as the open front."

"So with four-cylinder cars. Practically none have been sold for several years at a price which would buy a good six. As sixes came down, fours have disappeared from their field. The smooth-running six has proved itself irresistible to men who would pay the price.

"Now comes the Hudson Six-40—a quality six for \$1,750, f. o. b. Detroit. A lightweight six. A six with lower operative cost than is shown by any equal-powered four. From coast to coast this new Six-40 has found overwhelming welcome. These are facts we must all consider.

"We may feel satisfied with an old-type body. We may even be content with the time is distinctly toward sixes. And the streamline body, in another year, will be practically universal. That will mean big depreciation on the types which are displaced."

Mr. Dill reports the sale of four Hudson sixes Thursday and Friday of this week at the local salesroom. These were to prominent Harrisburg people, two of them to the same family.



Don't Fool Yourself

The man buying without carefully comparing or analyzing succeeds only in grossly fooling himself. The closer you examine the Abbott Detroit Line of pleasure cars, the greater will be your confidence in them. If you are now considering purchasing a car, and fail to buy one of the "BULL DOG LINE"—WE BOTH lose, BUT YOUR loss will be much greater than ours.

WHY? Because: In the simple dignity of their design, in the superior skill with which they are manufactured, in the pride of enthusiastic ownership which they create;

Abbott Detroit Cars Are Distinctive

Body building has no greater art; style recognizes no more fitting expression; the motor industry claims no manufacturer so firmly entrenched.

THE KNOWN ECONOMY OF THE CONTINENTAL ENGINES is combined with abundant power of the widest range.

THE WARNER TRANSMISSION for service and mechanical perfection knows no superior.

THE SPICER UNIVERSAL JOINTS are the highest degree in joint construction. THE TIMKEN BEARINGS which are used throughout the car need no explanation to anyone versed in carology.

If space would permit, we could tell you of many more points of sterling worth, however, in justice to yourself, call at our salesroom and let us show and explain all, or call us by phone or letter and we will arrange a demonstration.

This being a DIRECT FACTORY BRANCH we are going to make a most WONDERFUL PROPOSITION, for a short time and we suggest that you do not let this opportunity slip by. "A word to the wise is sufficient."

Our full line consists of Six Cylinder 50-60 Touring Car, Limousine and Roadster; 44-50 Four Cylinder Touring Car, Limousine and Roadster; 30-40 Four Cylinder Touring Car, Coupe and Roadster. A line, well worth considering. Our hospital (most generally called service department) can cure any car ailment. Let us prove it.

Abbott Motor Car Co.

Harrisburg, Branch 106-108 S. 2d St. Harrisburg, Pa.
Bell Phone 3593.

Auto Storage
REPAIRS AND SUPPLIES
PAUL D. MESSNER
Agent for Stanley Steamer Cars
Rear of 1117 NORTH THIRD

MID - WINTER PRICES
—ON—
Used Automobiles
Here's a tip for you, Mr. Wide-awake. Do you know that real money held under a dealer's nose these dull winter days will buy more automobile value than can be had when the Spring sun begins to peep through the clouds. We have a number of used cars that we will let go at interesting figures.
CRISPEN MOTOR CAR CO.
415-417 S. CAMERON ST.

Reo Truck
1½ to 2 Ton
New Price (Chassis)
\$1650
Loading Space
10 to 12 Feet
Reo-Mack-Chase Truck
Reo-Stevens-Duryes Pleasure Cars
Harrisburg Auto Co.
Third and Hamilton Street



Partin-Palmer "38" \$975
6 Passengers, 115-inch Wheel Base, Fully Equipped
COMPARE IT WITH OTHERS
We'll furnish full specifications if you write to us. Do it now.
S. H. DADDOW, ST. CLAIR, PA.
Distributor for Central and Northeast Penna.
To Dealers: Some territory still open. An excellent opportunity.

USED CARS

- 1—1912 36 Chalmers Touring Car, self-starting, electric lights, nickel plated trimmings, repainted and in first-class condition.
- 1—1912 36 Chalmers Torpedo, self-starting, power time pump, demountable rims, repainted and in first-class condition.
- 1—1912 Chalmers 30 Touring Car, fore door, body repainted and fully equipped and in first-class condition.
- 1—1911 6-60 Kline seven-passenger Touring Car, demountable rims, nickel trimmed, overhauled, good paint and in first-class condition. A bargain.
- 1—1912 4-40 Kline five-passenger, overhauled, repainted and in first-class condition.
- 1—1908 Pierce Arrow five-passenger touring, extra tires, Warner speedometer, bumper in very fine shape. An excellent car to turn into 1200-lb. truck.
- 1—1913 Studebaker 25 Roadster, only used short while for demonstrating purposes, revarnished, 1 extra tire, in excellent shape. A bargain.
- 2—1909 Model K Pullman, pony tonneau overhauled and in first-class condition. Bargains.
- 1—1912 E.M.F. Touring Car, in excellent condition and fully equipped. A bargain.
- 1—1911 Model K Pullman, five-passenger touring, fully equipped and good condition. Splendid car for turning into 1,000-lb. truck.
- 1—Model D Franklin touring. A snap.

Keystone Motor Car Co.
1019-1025 Market Street

Leading Auto Engineer Commends Motorcycle

"Nineteen-fourteen promises bigger things in motorcycling everywhere than the previous year," predicts the West End Electric and Cycle Company. "Prosperity, perfect models, big production and big demand mark the highway to success for the motorcycle."

"The motorcycle has found its place in the commercial field and overcome that unjust prejudice born of ignorance. At a recent meeting of the Society of Automobile Engineers, New York A. L. McMurtry, one of its most prominent members, defended the motorcycle strongly in the following terms: "The cheapest motor vehicle is the motorcycle. Next to it is the cheap automobile. Most of you are aware of the characteristics of the cheap automobile, yet few really know the motor's high speed, economy, and of all motor-propelled vehicles, the modern motorcycle is least understood and most universally condemned. Almost all the arguments against the modern motorcycle are false because they are based on assumptions rather than facts.

"The average automobile engineer has always shown a certain amount of contempt for motorcycles in general. Little do they realize that the motorcycle engineer has brought his product to a high state of refinement, equal to, if not superior to, the best automobile.

"When engineers of Mr. McMurtry's standing begin to voice these facts it is certain that others of his profession will investigate and learn the truth. That is going to lead to a better public understanding of the motorcycle, with the result that the field of demand will be enlarged indefinitely."

MOTORCYCLE NOTES

Chris Lauridsen, of Fairbanks, Alaska, is making a motorcycle trip to Seattle, Wash. Lauridsen is said to be the first rider to attempt this trip.

Paul A. Corney recently started on a motorcycle trip from northern Wisconsin to Galveston, Tex. He expects to reach the Southern City in fifteen days.

The West Side Motorcycle Club, of Springfield, Ohio, has become affiliated with the Federation of American Motorcyclists. The club has 52 members.

Fire Chief Stanton, of Norwich, Conn., uses a motorcycle in responding to all fire alarms.

The report of Motorcycle Policeman Cooley, of Aurora, Ill., shows that during 1913 he rode his motorcycle 11,964 miles, responding to 2,523 calls.

It is the plan of Commissioner Dies, of Memphis, Tenn., to replace the horses now used by the ten city inspectors with motorcycles.

Two Hannibal, Mo., young men are planning a motorcycle trip which will cover about 30,000 miles.

The Railway & Light Company, of Rochester, N. Y., uses twenty-five motorcycles in its various departments.

Mrs. Edna B. Lindholm, of Hammond, Ind., recently made a 2,000 mile motorcycle trip to Omaha and Kansas City.

"We find motorcycles indispensable in our work," says P. Welby, engineer of the Spokane Gas & Fuel Company, of Spokane, Wash.

R. L. Bacon, of Pittsburgh, Pa., has

Vinegar Vat Proves Merits of Commercial Car

"A pickle in a vinegar vat is a real dainty; but a vinegar vat 'in a pickle' is a bird of another color," says a sober Irishman who is a big man in one of the large eastern firms that manufacture table relishes.

"Let me explain: We had to move a several-hundred gallon vat over to a new plant. The weight was in the immediate neighborhood of three tons. A quarry wagon with a couple of teams could have turned the trick; but then we would have had to build a special rack. So we decided to transport the vat with a house-mover's apparatus of rollers. We even started out in that fashion, but it was late in the afternoon when we began operations, so we left the vat in the road over night, with red lanterns hung out.

"During the night, some Johnny-on-the-spot salesman evidently got busy, for when I passed an eye over the operation next morning, I saw a newspaper page advertisement pasted on the vat. And a big blue pencil mark had been made around the motto which served as a heading—'You Can Do It With a Reo.'

"Hum!—I thought, 'Maybe so; maybe so. But I bet they can't. It won't take long to find out.'

"We found out. The local sales-room sent a two-ton, so-called, they got busy with jacks, backed the truck underneath, let down the three-ton vat, and drove away without a sign of fuss.

"We bought the truck next day."

Test Shows Electric Costs Less to Run Than a Gasoline Car

At an educational meeting held in Jersey City, N. J., the subject of motor vehicles was discussed by E. C. Thompson, of the Public Service Company of New Jersey. After showing figures to prove that the electric truck costs less to operate than either horse-drawn or gasoline vehicles, results of an actual test were presented comparing the performance of a gasoline truck and an electric truck over forty-eight months' operation. In this case the cost of maintenance was found to be 18.5 cents per mile for the gasoline truck and only 8.5 cents per mile for the electric truck. Diagrams showing the relative amounts of energy consumed by different types of tires and street surfaces also proved very interesting. It was seen, for example, that a motor vehicle running on asphalt had an energy consumption of 1 kw-hr. per mile while the same car running through soft snow consumed 2.06 kw-hr. per mile.

W. P. Grove Now With Local Cadillac Agency

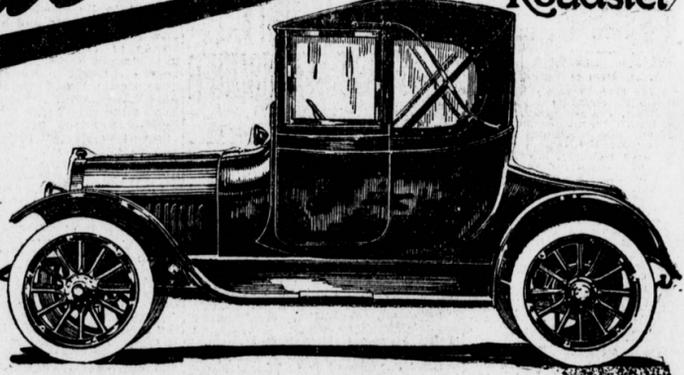
Prosperous business conditions at the Crispren Motor Car Company necessitated an additional salesman to keep in touch with the increasing number of prospects for 1914 Cadillacs. W. P. Grove, who has been associated with the Bowring & Co. automobile department throughout the 1913 season, has associated himself with the Cadillac sales force for the coming season. Mr. Grove has had six years' experience among various concerns. For two years he was in the factory, which makes him thoroughly familiar with mechanical details, and his electrical experience prior to that makes him thoroughly conversant with the electric starting and lighting systems such as is a part of the mechanical features of the Cadillac.

just completed a motorcycle trip to Milwaukee, Wis.
So successful was the New Year's Day motorcycle street sweeper, which it is said will do the work of 21 men, is being demonstrated in New York City.
Paul C. Derkum, winner of the San at Oracle, that it has been arranged to make the run an annual event.
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Studebaker

"FOUR" Landau Roadster

\$1200



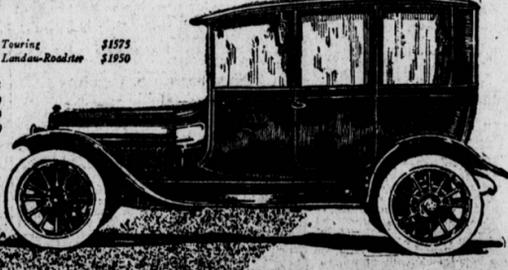
A car so much out of the ordinary; so beautiful; and with such obvious advantages, for both pleasant and unpleasant weather, that the supply will unquestionably fall short of the insistent demand. If you are interested you had better see your Studebaker dealer at once.

The Studebaker "SIX" Sedan \$2250

A five-passenger closed car on the superb Studebaker "SIX" chassis—supplying a degree of dignity and elegance unprecedented at the price.

Studebaker Detroit
Keystone Motor Car Co.
1019 Market St., Harrisburg, Pa.
ROBERT L. MORTON, MANAGER

"FOUR" Touring Car	\$1050	"SIX" Touring	\$1575
"FOUR" Landau-Roadster	\$1200	"SIX" Landau-Roadster	\$1950
"SIX" Sedan	\$2250		
Model "25" Touring Car	\$885		
Model "35" Touring Car	\$1200		
Six-Passenger "SIX"	\$1550		
Model "35" Coupe	\$1850		



Buy it Because it's a Studebaker