

98 1/2% good is hugging the perfection mark pretty close—

Diamond Squeegee Tread Tires rolled a wonderful score in 1914—nothing like it in the whole history of tire records—

"Canal Dover, Ohio, Dec. 1, 1914

"I find that less than 1 1/2% of the tires which I have purchased the past season have been sent in for adjustment.

"This I consider a remarkable record and one that I have never seen equalled by any other make of tire. The Diamond Tires and particularly the Squeegee Tread are without question, the most satisfactory tire in my opinion that have ever been placed on the market.

"MAURICE C. TOOMEY."

We expect just as good returns this year—and the price is honest and low, not padded.

In addition to the extraordinary mileage and freedom from trouble that you get in Diamond Squeegee Tread Tires, you can now buy them at the following

"FAIR-LIST" PRICES:

Size	Diamond Squeegee	Size	Diamond Squeegee
30 x 3	\$ 9.45	34 x 4	\$20.35
30 x 3 1/2	12.20	36 x 4 1/2	23.70
32 x 3 1/2	14.00	37 x 5	33.00
33 x 4	20.00	38 x 5 1/2	46.00

PAY NO MORE

For Automobiles, Bicycles

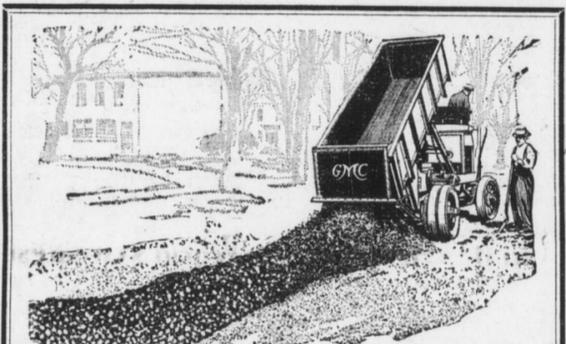
Put on

For Cyclecars, Motorcycles

Diamond Squeegee Tread Tires

PLANK-WERNER TIRE CO.

Distributors For **DIAMOND TIRES** In Harrisburg Territory
4th and Chestnut Streets Open Evenings Bell Phone 3359



A Truck For Every Purpose

1,500-lb. Pneumatic Tired Speed Deliveries

Gear-driven, governor-controlled. Solid tired trucks, both chain and shaft-driven. Hard service

1 and 2-ton Dumpers For Contractors

All models, all types, 750 lbs. to 6 tons. May we mail you catalog? Will exhibit at Harrisburg Auto Dealers' Show, North Third Street, March 13-20.

G. M. C. BESEMER REPUBLIC SOLD BY **I. W. DILL**

CHALMERS

DODGE BROS.

and **SAXON**

Motor Cars
KEYSTONE
MOTOR CAR CO.

1019-25 Market Street

PAIGE

\$1075
\$1395

The Two Models Are Here

The new 6-46 Paige Touring car has arrived, and is now on display at our garage with the 4-36 five-passenger touring. These cars should be seen to appreciate "Standard of Value and Quality." Their merit and style invites comparison with any other cars in their class.

RIVERSIDE GARAGE

BELL PHONE 3731R
REAR 1417 NORTH FRONT ST. GEORGE R. BENTLEY, Proprietor

ENORMOUS RACING PROJECT PLANNED

Maxwell Motor Company to Place Seven Racing Cars in Greatest Events

For several years past the automobile races on various tracks throughout this country and abroad have attracted universal attention and interest. Racers have won and lost. Drivers have made names for themselves or have been forgotten. The speed mania has seized the American public and to-day the car with the speed and the ability to win holds the public favor.

The season of 1914 has been an unusual one. Cars hitherto unknown in the racing field have become famous. Among these, undoubtedly, the most talked of is the Maxwell. Making a sensational finish in the ninth place among a field of thirty American and foreign cars at Indianapolis, the Maxwell shared honors with the winner of the race. It was the case of the green racing car against the most experienced and most successful racers in the automobile world. Later on at Tacoma, Washington, a Maxwell racer won the Potlatch Trophy for 200 miles. Hill climb records have been broken and endurance tests won by ordinary stock Maxwell "25's." Oldfield in a Maxwell racer at Corona, broke the world's nonstop record covering over three hundred miles without a single stop and winning second place in the race. Arain at Point Loma, San Diego, California, "Billy" Carlson in another Maxwell racer, won second place and breaking Oldfield's record by traveling three hundred and five miles without a stop over one of the most difficult race courses in the United States.

And now at the beginning of another season, with these triumphs to spur them on, the Maxwell Motor Company has decided to enter the racing arena. No company has entered it before.

With the determined and experienced Ray Harroun as the moving spirit in the enterprise, the Maxwell Company will be making a big racing car for the coming season. Harroun, with his intimate knowledge of racers and his constructive ability, will superintend the construction of the car, and will be permanently connected with the Maxwell company, in the capacity of chief engineer. This fact alone foretells success for the product of his genius.

These racing cars, at present under construction at the factory of the Maxwell Motor Company, will be entered in most of the speedway events of the 1915 season. The different cars will be constructed for different classes so that their itinerary will include almost every race scheduled between the coasts. One or two drivers have already been selected to pilot the new Maxwell racers. It is also known that negotiations are now being carried on by the Maxwell Motor Company with some of the world's most famous drivers and there is every reason to believe that the coming season will see some of these pilots at the wheels of the Maxwell racers.

The undertaking is the greatest ever attempted in automobile history. No other company has ever entered the racing game with such determination and with so many experienced men to make the plan successful.

Definite plans have been formed by the Maxwell company and the work of constructing the racers is well under way, but as yet those in authority are very reticent as to details. However, every assurance is given that the season of 1915 will see the racing department of the Maxwell Motor Company very much in evidence in all speedway events and the racing world will watch with interest the results of this tremendous undertaking.

Sidney D. Waldon Joins the Cadillac Forces

Sidney D. Waldon, who has been associated with the Packard Motor Car Company practically since its inception, starting at an early age, and later becoming sales manager, general manager and vice-president in turn, has severed his connection with that company named to join the organization of the Cadillac Motor Car Company.

In making the announcement, General Waldon's new connection, General Manager W. C. Leland, of the Cadillac Company, said: "We have always regarded Mr. Waldon as a representative of the highest type of men in the industry and we believe that we have secured a valuable acquisition to the Cadillac forces."

Saxon Company Busy Filling Spring Orders

Signs of activity are to be seen these days in the automobile factories of Detroit where all efforts are being made to fill orders that have poured in for Spring delivery of cars.

Among the manufacturers that are running full force is the Saxon Motor Company. Orders taken for Saxon cars at an automobile show were unprecedented all of them specifying earliest possible delivery.

The Saxon company has just taken over a new plant that gives five times the space and manufacturing facilities of the factory formerly occupied. The plant is being pushed to capacity to keep up with orders.

It is estimated that the output of the new two passenger models will be doubled for this year. Plans call for a total production of 25,000 cars in the roadster and Saxon "Six" models. The factory schedule is being maintained with this number of cars in view.

The outlook for low-priced, low upstate cars that possess style and dependability is brighter this year than ever before," says Lawrence Moore, sales director of the Saxon company. "People are looking for style in the cars they buy. Anything that has style, whether it be a motor car or a hat, always gives pride to the one who owns it. So because of outward appearance, people demand cars that are up-to-date in looks and appointments. Because of the natural instinct against extravagance, every man wants to save money if he can in his motor car. Therefore, because of the personal satisfaction that is sought, the dependability of a motor car in performance is always a factor."

Hupmobile Chosen For Duty at the Exposition

When the officials of the Panama-Pacific Exposition decided to take photographs of the different exhibits it was agreed to show a motor car in some of the illustrations as typical of the project.

The exposition authorities had a hard time to select the most popular car on the coast. After weeks of patient investigation, wherein all the leading makes of motor cars were thoroughly inspected, the Hupmobile was the one that looked into, what the owners thought, etc. It was finally announced that the Hupmobile would be the "Car of the American Family" on the coast, should be used as the representative motor in the exhibition.

Accordingly, A. B. Barkman, western sales manager for the Hupmobile at San Francisco, was summoned one morning to the Hupmobile exposition grounds with a 1915 Hupmobile. A large number of pictures were taken of the Hupmobile by photographers throughout the country.

The Hupmobile enjoys great popularity all along the Pacific coast. This is due, primarily, to the wonderful success the Hupmobile has achieved through its ability to combine speed and as a car of great pulling power over all sorts of road conditions.

When the first batch of pictures were taken, the Hupmobile was the only car allowed inside the exposition grounds. When the first batch of pictures were taken, the Hupmobile appeared in all of them. Some of the illustrations show the Hupmobile in the foreground, and in an idea of the beauty of the expositions visitors will witness at San Francisco this summer.

Paige Factory Is Now on Twenty-four Hour Schedule

Twenty-four hours is all the Paige-Detroit Motor car company can squeeze out of a working day, but the factory where the Paige "Six-46" and Glenwood "sevens" are made is taking advantage of the extra time by running four to meet the demand for its 1915 models.

At a time is a good time to report cheerful news, but for obvious reasons, no time is better than now to be cheerful. It is therefore especially pleasing to report that so great is the success of the Paige-Detroit Motor car company that the demand for the new "Six" and the popular Glenwood "Four," that the inauguration of a full twenty-four hour schedule of three shifts is necessary in order to keep abreast of the orders.

The new Paige "Six" was an immediate success, but as soon as the automobile shows started the orders for cars were so heavy, that the immediate sales from the floor of the shows so large, that the factory would have been swamped had the new models not been taken. The Paige Company sold more than one million dollars' worth of cars at the Detroit show, and it is believed that the company will be able to record, and the enthusiasm and practical results at the other shows.

It is a remarkable fact that the great that the twenty-four-hour day will probably be maintained at the factory for some time to come.

Fishburn Explains the Empire Car's Advantages

H. A. Fishburn, of the Penbrook garage, distributor here for the Empire car, in an interview yesterday described some of the good points of the Empire Model "31," the "Little Aristocrat."

"The new series Model '31' Empire touring car is a big car, even larger than the original Empire. It is a five-passenger touring car with the luxury, comfort and convenience of the big cars but it has the distinct Empire essentials—light weight, simplicity of control and operation, remarkable fuel and tire economy, absolute safety and phenomenal speed.

"The first series Model '31' Empire was an instant success and it established a remarkable performance record. Among its accomplishments was its sensational run from Indianapolis to Chicago, Indiana, in 1914, in a car, every one larger, heavier and more expensive. It was admitted by all contestants that the Empire's performance was a sensation of the tour, it conquered the tremendous summits of the Rockies and crossed deserts that were thought to be impassable. The first and only car of its class to go to the Pacific via the newly chartered 'Manana' Trail.

"In the new series Model '31' is presented a larger, more beautiful car with every luxury and equipment and a score or more of refinements and improvements. In spite of all of this the Empire has been cut in two. This season's Empire sells completely equipped for \$900.

SETS A NEW ECONOMY RECORD

A. T. Fenton, of the Chicago Athletic Association, recently finished a remarkable performance in his Buick car, which is being widely talked of. From August 14 to December 31 Mr. Fenton put his car through 2,500 miles of city and country driving with the following expense account: Gasoline, 132 gallons, \$19.50; lubricating oil, \$11.50; total of \$31.00. This was an average of nineteen miles to the gallon and a cost of .83 cents per mile.

"One day last fall," said Mr. Fenton, "I made up my mind to give the car a special trial and arranged my course out to Rockford, Ill., and return, this covering a distance of approximately 230 miles, averaging exactly 23 1/2 miles to the gallon of gasoline and covering the entire trip in a little better than ten hours, an average of about twenty-three miles per hour. I was, however, I hit the road at better than fifty miles per hour, and yet there was plenty left in the car, and I fully believe had I the nerve to open it up it would do better than six times as much. The 'valve in the head' motor cars and the power behind this style of engine, and I am now fully convinced what there is in it. I am now, however, satisfied that we merely got the car for comfort and good, sane driving. I have enjoyed every minute in the country, and never for a minute have I been tired of the car. It has been necessary for me to pull into a repair shop."

HAYNES

America's Greatest Light Six

3200

Revolutions Per Minute

For American built motors is the new speed record of The Haynes Motor. It is of the high compression type, remarkable for power and phenomenal in its economy of operation.

The design renders it entirely free from vibration, giving a smooth turbine like stream of power which may be used to propel the car from one to sixty miles an hour on high gear.

"The car as a whole is in keeping with the most advanced engineering, we are demonstrating daily."

Roberts & Hoin

SALESROOM
CENTRAL GARAGE
334 Chestnut St. HARRISBURG
PHONE 724

Howry & Son Wagon Works

We build wagons and sell direct to the consumer and saving you the retail profit.

Also build auto truck bodies, paint and trim auto cars.

Shiremanstown Pa.

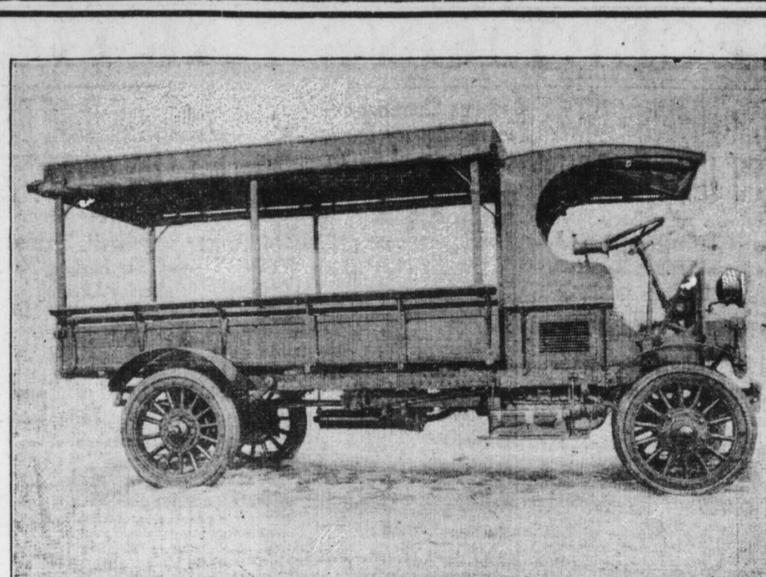
Fire Extinguishers

in time save your Home, Factory, Plant or Automobile. Inexpensive and Effective.

Sole Agents.

EBY CHEMICAL CO.

23 S. FOURTH STREET
Mfg. Chemist, Physician Supplies



The Life Experiences of a Family of Traction Experts Are Embodied in The MORTON TRUCK

When you buy a Morton Truck you buy something more than a mere motor-propelled vehicle of the ordinary type. Back of the finest materials that can be put into a modern motor vehicle, are the years of study and experience of an entire family of traction experts who have devoted their life to producing traction and motor-propelled machinery.

As designers and experimental experts for several of the largest machinery corporations in the world, father and sons have invented and perfected self-propelled machinery that are famous in every country on the globe. Consequently, when they market a truck under their own name, backed by ample local capital and experienced machinery manufacturers, you are assured of a product that is equal to the best in its price class.

When your transportation problems demand something more rapid, powerful and economical than old "Dobbin," but just as faithful and trustworthy in its performance, the following specifications of high-grade mechanical merit combined with the "Morton" experience should be ample assurance that you make no mistake in choosing a Morton motor vehicle.

SPECIFICATIONS OF MORTON TWO-TON WORM-DRIVE COMMERCIAL TRUCK:

MOTOR—Continental: 4-cylinder, 4-cycle, vertical "L" head type. 4 1/2-inch bore, 5 1/2-inch stroke. Horse Power: 40 H. P. This motor will develop 55 H. P. at 1,500 r. p. m. Cylinders are cast in pairs. Carburetor: 1 1/2-inch Carter Carburetor. Lubrication: Positive plunger pump system with constant level having one lead of oil to the timing gears and one to the rear main bearing. Water Pump: Centrifugal, of ample size. Fan: Pressed steel, 18-inch diameter, with belt tension and adjustable. Ignition: Bosch mounted on self-aligning ball bearings. Motor Control: Motor controlled by throttle on top of wheel. Governor: Pierce type, operating butterfly valve in manifold. CLUTCH—Multiple disc type. TRANSMISSION—Cotta, three (3) speeds forward, one (1) reverse, of the selective type. LEVER CONTROL — Is right hand drive, levers operated on right hand side of main frame. AXLES—Front: Front axle is made from a solid block of drop forged steel, spring pads and steering knuckle brackets are all forged integral with the axle. This axle is made after our standard construction and is one of the oldest and most successful of any type known. Rear: Worm drive type. Worm made of 3 1/2 per cent nickel steel hardened and ground to size. Worm wheel made of a special mixture of phosphorus bronze specially adapted and made for this kind of worm. Ratio of worm and wheel gear is 6 to 1. Full floating type worm shaft is mounted on annular ball bearings with ball bearings to take end thrust. Driving wheels are mounted on self-aligning ball bearings. Front and rear springs are semi-elliptic and are made from a high grade of manganese steel and are of ample size and length to carry the load with a great resiliency without jar or jolt. Front springs are 4 1/2 inches long, 2 1/2 inches wide and 10-ply thick.

Rear springs are 52 inches long, 2 1/2 inches wide and 12-ply thick. BRAKES—Two brakes, foot and emergency brake, both applying directly on rear hub. Brakes are specially large and designed to give good service. Foot brake of the external type contracting on brake drum, emergency or lever brake expanding type inside of brake drum, which is 17 inches diameter, with 2 1/2-inch face and will hold the car on the steepest grades. Wheels—Front: 36-inch by 5-inch with fourteen 2 1/2-inch spokes of the oval type. Rear: 38-inch by 6-inch with fourteen 2 1/2-inch spokes of the oval type. TIRES—Front: 26-inch by 5-inch single. Rear: 38-inch by 6-inch single Firestone solid unless others are specified. WHEEL BASE—140-inch. Track: 66 1/2-inch. Chassis Length, back of driver's seat: 10 ft 6 in. FRAME—Frame is made of Channel Steel 5-inch by 9-inch, 5 lbs. per ft. Height from floor to top of frame, 28 inches. Load Percentage: Rear axle, 60 per cent; front axle, 40 per cent. STEERING GEAR: Of the Laviere Type, Model "C." TANKS —Gasoline: Made of pressed steel, seamless, provided with division plates in center. Capacity, twenty (20) gallons. Water: Capacity of radiator is 8 gallons. Oil Capacity: Two (2) gallons. Location: Attached to top of engine, made of cast iron. Normal Speed on the road is 20 to 25 miles per hour. COOLING —Water is cooled by a force circulating water pump. Radiator is of the honeycomb type, made especially heavy for this particular service and is ample to handle the motor running the car under the most severe conditions. FENDER—Are made from sheet steel of good grade. EQUIPMENT—Two (2) gas head lights, oil tail light, horn and tools complete.

Fire Apparatus, Commercial Trucks, One-and-one-half to Three-and-one-half Tons Capacity! Four-Wheel Drive Trucks and Heavy Tractors

Morton Truck & Tractor Co.
19th and Manada Streets HARRISBURG, PA.
BELL PHONE

Horsepower as Delivered by Test of Haynes Six

"According to the results of the test just completed at the Worcester Polytechnic Institute, the Haynes Light Six actually delivers 41.25 horsepower at the rear wheels," states C. E. Hoin, of Roberts & Hoin, distributors in this territory for the Haynes, America's first car. "Such power at the rear wheels is remarkable. A stock car was used and operated under the same conditions as encountered in actual road driving. An unusual characteristic that the test brought out is the fact that there is no drop in the horsepower delivered until a car speed of sixty miles per hour is attained. This power that is delivered to the point where actually used in propelling the car is 136 per cent of the S. A. E. rating of 29.4 horsepower. The motor is 3 1/2 by 5 inches with the six cylinders cast en bloc.

"The fact that such a great amount of power may be obtained at the rear wheels, with a motor of this size, is still more significant when it is considered that the car had been run but 600 miles before the test was made.

"Losses between the motor and rear wheels are approximately 3 per cent in the universal joints and 4 to 7 per cent in the drive gears. The greatest loss is in the tires. This loss amounts to about 15 per cent, depending upon the make of tire and its inflation.

"The efficiency of an automobile is the ratio of the power delivered at the rear wheels to the power actually developed by the motor. Considerable power is always lost in transmitting the power from the engine to the point of usage. If the motor developed 100 horsepower and but 50 horsepower was available at the rear wheels, the efficiency would be but 50 per cent. Automobile effectiveness is determined by the weight and the power delivered at the rear wheels."

CHANGE IN POSTMASTERS

Special to The Telegraph
Sunbury, Pa., Feb. 20.—Among the numerous changes in postmasterhips, which have gone into effect throughout the Sixteenth Congressional district since John Leshar, the present Congressman, assumed the Northumberland office, will be the Northumberland postoffice. Postmaster J. H. Mail-Hein, Republican, who has had the office in this territory for the Haynes, America's first car. "Such power at the rear wheels is remarkable. A stock car was used and operated under the same conditions as encountered in actual road driving. An unusual characteristic that the test brought out is the fact that there is no drop in the horsepower delivered until a car speed of sixty miles per hour is attained. This power that is delivered to the point where actually used in propelling the car is 136 per cent of the S. A. E. rating of 29.4 horsepower. The motor is 3 1/2 by 5 inches with the six cylinders cast en bloc.

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PARCEL SALE FOR CHURCH

Special to The Telegraph
Lemoyne, Pa., Feb. 20.—A parcel post sale will be held in the Bowman building by the Ladies' Aid, of the Christian Church, on Monday evening. Parcel post packages will be sold at 10 cents each, regardless of cost. A comfort made by two of the ladies, will be for sale, also homemade cake and candy, coffee and ice cream.

KILLED DOG BAYING AT DOE

Special to The Telegraph
Waynesboro, Pa., Feb. 20.—Calvin Perry, Mt. Union, shot one of the three dogs he found baying at a frightened doe in a grove of underbrush. This is the fifth deer-chasing dog he has shot this season.

MARRIED IN MARYLAND

Sunbury, Pa., Feb. 20.—Telling their friends they were going to visit relatives, Miss Feighs of Sunbury, and Horace Dewalt, of Espy, Columbia county, went to Elkton, Md., where they were married.

SERMON ON 'THE SALOON'

Marysville, Pa., Feb. 20.—To-morrow evening the Rev. S. L. Rice, pastor of the Zion Lutheran Church, will deliver a sermon on "The Saloon and Your Relations with the Saloon."

FIREMEN PRAISE JUDGE

Special to The Telegraph
Shippensburg, Feb. 20.—Fully 20 members attended the fourteenth annual banquet of the Vigilant Hose Company in the hose house Thursday evening. Speeches were made by the following persons: Dr. Ezra Lehman, the Rev. H. W. Snyder, Mr. Bitner, Chambersburg, president of the Cumberland Valley Volunteer Firemen Association, and members of the company. Dr. S. G. A. Brown was toast master. A resolution was passed by the firemen complimenting Judge A. Van, of Franklin county, for taking his license away from the Orrstown hotel at the recent court.

INJURED BY EXPLOSION

Special to The Telegraph
Quarryville, Feb. 20.—William Weyer, employed by William Geiger, plumber and tinsmith, was badly injured yesterday by an explosion of the fumes of gasoline while repairing a tank. He was badly cut about the face and body, his clothing was torn and all the windows in the shop were blown out.

Hupmobile
Car of the American Family

ENSMINGER MOTOR CO.
THIRD AND CUMBERLAND STS.
Distributors.