

**AUTOS ACTIVE IN ELECTION WORK**

Many Results Determined in Favor of Candidate With Motor Car

"Give me the use of an automobile and I'll see that your candidate is elected," said a local political worker recently and his statement impressively brought to mind the important part the motorcar plays in the modern political campaign.

In this day of efficient, but inexpensive automobiles, the average office seeker would as soon concede defeat as to trust his political future to the old methods of transportation to and from the various meetings he has to attend in order to gather his votes.

With this year's campaign well under way automobile dealers in every metropolis, city, village and hamlet have turned up their cars and perfected their service facilities for the hard campaign grind which will not be concluded until the November election day rolls around.

"That little Overland elected him," said a political conversationalist the other day, referring to a present incumbent of office. And this is revealed a remarkable development in campaigning.

Before the automobile came into popular use, the campaign manager who could attend three or four ward meetings in one night was doing very well. To-day, however, he drives a fast car, the speedier the better, and if he hasn't covered about a dozen meetings before he gets home he feels that he has been loafing on the job. His motorcar has taken him from the church to the dance hall, from the dance hall to the public school, and from the public school to the rear of a saloon or wherever the meeting is held, irrespective of street car lines and walking distance.

And likewise the campaigner for national or State office. No more slow going livery rigs for him. No longer does he depend on the local trains with countless stops just where it is unnecessary for the candidate to strain over exerted vocal cords for votes. Instead as he climbs into a comfortable touring car, accompanied by his manager and local workers, also newspapermen if they are available—and goes just where it will do him the most good when election comes around. Furthermore, he covers twice the territory in less than half the time it requires under the steam and engine methods of transportation.

"Yes, it sure will be a busy summer," said Carl Hanson, of the Overland-Harrisburg company, distributors of Overland and Willys-Knight cars. I have been in the automobile business long enough to know just what to expect. To hold our territory, we Overland men have to specialize on prompt and economical service. That's one of the hobbies of John N. Willys, and, believe me, we will know what service means, before the election next November.

"Along comes a telephone call about 1:30 in the morning and we learn that the candidate for Congress, or something or other, wants his car cleaned up and overhauled and ready for starting away at six o'clock. He must be in Voteville by nine in the forenoon because there's a big funeral over there and he wants to catch the crowd on its way back from the cemetery. If we have an efficient service station we have the car ready for him just when it is wanted. If our service department is not up to standard and the car isn't turned out in good shape we get as much abuse as the opposite candidate. That's why we aim to give efficient service.

"The finest thing about handling Overland cars is the fact that the factory is right on hand every minute to co-operate in seeing that you are kept well stocked with parts and other supplies. If any candidate who drives an Overland loses out next Fall it will not be because of automobile trouble. All over the country Overland dealers are waiting to give him the best possible service. From a business standpoint, we are nonpartisan and out for all the candidates. We have the car best suited for campaigning and we are going to reach with much interest the way the other cars stand up in competition with it."

**NEW FEATURES ON 1917 VELIE SIX**

First Word on Latest Make of Old Established Concern Is Interesting

The phenomenal success of the Velie "Biltwel" Sixes during the past year, both in quantity of production and service in the hands of owners, has caused considerable speculation as to what changes or improvements, if any, would be incorporated in the 1917 models, making them better or more to be desired. This first word, therefore, will be of great interest to the entire automobile fraternity, reflecting as it does the experience and ideals of America's oldest and most substantial organizations. The 1917 model was received this week by H. F. Willoughby, of the Velie-Harrisburg Co., at Sixth and Herr streets. It shows many interesting improvements with new features.

Years of use have proved the worth of Velie balance, spring suspension, flexible drive and all those things which make up the wonderful riding qualities. These have been retained and further improved; as, for example, the equipment of Timken axles and bearings, front and rear. Beautiful new bodies, apart from the common type, are the finest examples of years of body and vehicle building. A most interesting feature in the announcement lies in the fact that in spite of the added improvements the increase in value all through and the increased cost of materials Velie quality has been strictly maintained and the price remains low. Seven types of bodies are offered on the model 28 chassis, including a four-passenger companionable roadster and several enclosed types. A larger seven-passenger "Six" completes the line, giving the utmost in luxury and refinement. Dealers everywhere are now busy showing the new cars. With the announcement of the 1917 line the following specifications are revealed:

In size the model 28 remains the same, with a wheel base of 115 inches, standard tread exclusively, and 32x4-inch straight side tires all around—non-skid on rear. Endless demountable rims with detachable side rings offer a double method of tire change.

A special Velie-Continental motor is used—3 1/4 x 4 1/2 feet in dimensions, developing in excess of 40-horse power. A removable cylinder head allows easy inspection of combustion chambers, valves and working parts, while the pistons may be removed entirely through the lower half of the crank case if desired. In unit with the motor and on the same three-point suspension are coupled the dry disc clutch and three-speed transmission. The clutch is entirely enclosed in the engine housing but a SINTA90OLNINNN. N. N. gear flywheel—dirt and dust-proof, having but a single adjustment which is instantly accessible. The three-speed transmission forms a part of the same unit and is operated by a simple rocking lever. The drive to the rear axle is through two Spicer universal joints and a tubular shaft.

The rear axle is a floating type with shafts easily removable. Practically the entire weight of the car is carried on the pressed steel housing. The spiral bevel driving gear is silent and efficient. All axle bearings are adjustable and self-lubricated. The Hotchkiss type of drive used for some years entirely eliminates noisy strut rods or torque arm.

A simple touch of the button is sufficient to start the new car. All dash fixtures and control levers are placed within convenient reach. The wiring is enclosed in metal conduit, safe from trouble or short circuits. A locking switch thwarts the car thief, and even to the fuse box and portable light lamp the comfort and pleasure of the driver is apparent.

The four-passenger roadster is unique in its lines, having the graceful body shape of a military taube. An aisle between the front seats allows ready entrance to the rear seat comfortably wide for two persons. The sloping deck also provides large storage room. The four-passenger roadster fills the requirement of one who drives alone largely and for that reason prefers a roadster for the sake of appearance if nothing else, yet at times has use for greater passenger capacity.

**Baker Adds Another Record to His Long List**

E. G. (Cannon Ball) Baker, who recently crossed the continent on United States "Nobby" Treads in seven days, eleven hours and fifty-one minutes, has added still another record to his long list.

Mr. Baker covered the distance from Detroit to Indianapolis in a automobile equipped with United States Royal Cord tires in seven hours and ten minutes—about 45 miles per hour. The best previous record for the 315 mile run was eight hours and forty-one minutes, or nearly 20 per cent. slower.

Baker says that the amazing thing about the entire run, and the feature that most impressed itself on his mind, is the fact that he had no tire trouble, whatsoever during the whole trip—and what is more remarkable, that the tires showed absolutely no wear at all, and after being washed could actually be returned to stock.

"I have never known," said Mr. Baker, "such a remarkable showing to be made by any tires. It is my personal feeling that in the 'Royal Cord' the United States Tire Company has produced the real monarch of all cord tires. The 'Royal Cord' indeed deserves its name, for I am hard on tires, never giving the slightest consideration to them when I am out to break a record, and the 'Royal Cords' are like new to-day even after the tremendously grueling run that I gave them. The United States Tire company deserves the highest congratulations for producing such a remarkable casing."

**CHANGES IN TRAVEL RECALLED**  
The marvelous changes brought about in the modes of travel during the last half a century were brought to mind recently when Mr. and Mrs. F. W. Mueller, of South Bend, Ind., bought a new Jeffery car and drove it on a 12-hour journey to a town in Wisconsin. About 45 years ago Mr. Mueller's parents made the same trip, but instead of lolling comfortably in a Jeffery, they bumped along for two dreary weeks in a prairie schooner.

# 1917

## BILTWEL-LINE

# Velie

### Bigger-Better-More Power!

THE Greater Velie for 1917 is Timken-ized throughout. Both front and rear axles are Timken, with Timken bearings. A strictly high-priced feature. You get them in the Velie—at \$1085.

But this is only one of the many values of the Greater Velie for 1917—an index of surpassing construction at every point—

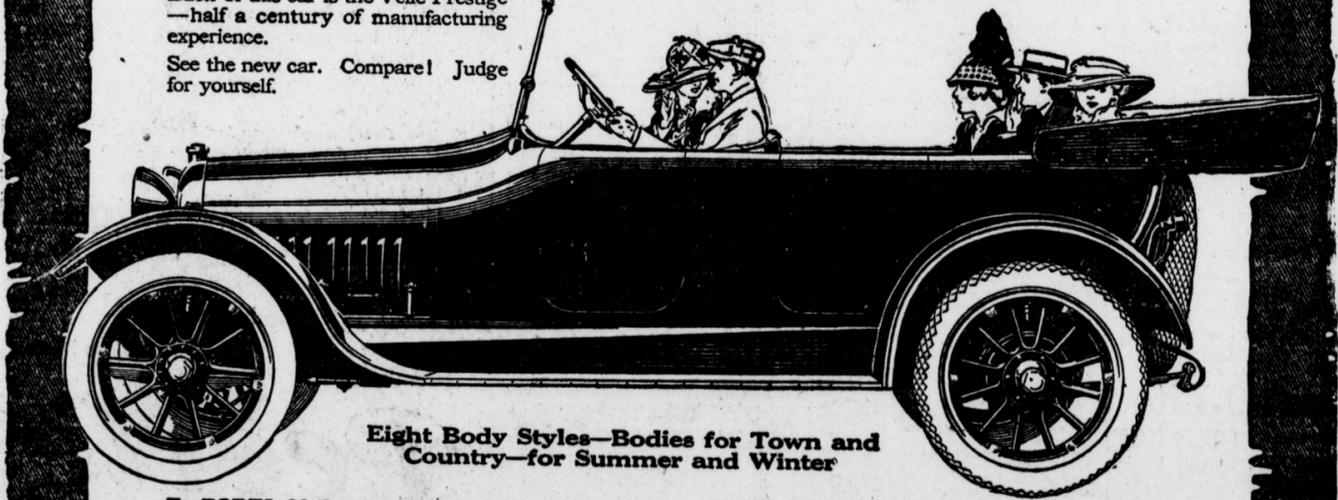
Such as the powerful Velie-Continental six-cylinder motor, giving every ounce of energy for every drop of fuel—multiple disc clutch—Remy automatic ignition—long, flexible underslung springs giving the utmost riding luxury.

All the Greater Velie features are as much in advance of the ordinary as the axles. Read the specifications. Better still, see the car—NOW ON EXHIBITION AT OUR SALESROOM.

In spite of the greatly increased cost of materials—and notwithstanding the many additional improvements and values—Velie Quality has been strictly maintained—and the price is only \$1085.

The enormous increase in the Velie demand, alone, keeps it in the low-price class. For months this demand has tripled the Velie output. Back of this car is the Velie Prestige—half a century of manufacturing experience.

See the new car. Compare! Judge for yourself.



Eight Body Styles—Bodies for Town and Country—for Summer and Winter

MODEL 28, five-passenger Touring, \$1085; four-passenger Companionable Roadster (original and exceptionally smart type), \$1085; two-passenger Roadster, \$1065. Enclosed bodies, exclusively designed; Cabriolet, \$1485; Touring Sedan, \$1685;

four-passenger Sociable Coupe, \$1750; Town Car, \$2200. Wire wheels on any model, \$70 extra. Model 27, seven-passenger Six, completes the line; 124-inch wheelbase, 45 h.p., 35x4 1/2 tires, 4-speed transmission. The utmost in luxury and refinement. Price, \$1550.

**VELIE-HARRISBURG CO.**  
H. F. WILLOUGHBY, Distributor  
**Velie Motor Vehicle Co., Moline, Illinois**  
Model 28 Illustrated Above  
Write for Catalog

# \$1085

**See the Beautiful, New 1917 Velie Touring Body**

Side by side with high-priced cars compare the Greater Velie's body. Velie creations have a world-wide reputation. The new 1917 body, four inches longer, with corresponding increase in room and luxury, is not excelled at any price—in deep-tufted genuine leather and curled hair upholstery—in lasting mirror finish—in rigid, substantial oak framework—in fine steel covering.

**Power and Riding Comfort Embodied in Velie Grace and Distinction. Read These Features:**

- Six-cylinder Velie-Continental Motor
- Timken Axles front and rear
- Removable Cylinder Head for Inspection
- Helical Gears in Motor—no chains
- Enclosed Multiple Dry Disc Clutch
- Hotchkiss Drive—no noisy torque arm
- Spiral Gears in Floating Rear Axle
- Remy Automatic Ignition—Push Button Starter
- Double Bulb Headlights—Dashlight
- All Wires Enclosed in Metal Conduits
- Rear Gasoline Tank—Vacuum Feed
- Simple Rocking Gear Shift Lever
- Luxurious Body, 4 inches longer
- Unusually Wide Doors—easy to enter
- High-Grade Leather Upholstery
- Cushions Deep Tufted—Real Curled Hair
- Long, Flexible Underslung Springs
- Expanding Tire Holder—no straps
- Mirror Body Finish—20 Operations Deep
- Light of Weight—Economical of Fuel
- Everything in and on—ready for the road

**Hypermobile**  
Car of the American Family  
**ENSMINGER MOTOR CO.**  
THIRD AND CUMBERLAND STS.  
Distributors.

**EIGHT CYLINDER KING**  
"The Car of No Regrets"  
The King is the second oldest automobile in the United States; 1916 model ..... \$1150  
7-Passenger Touring .. \$1350  
Good Territory For Live Dealers  
**King Car Sales Co.**  
80 S. CAMERON STREET

**AUTO STORAGE—**  
First class, fireproof Garage, open day and night. Rates reasonable.  
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