

AUTOMOBILE SHOW WILL BE BIG FEATURE OF FARMERS AND INDUSTRIAL EXHIBITION

MANY NEW MODELS WILL BE SEEN DURING WEEK AT WILLIAMS GROVE

Demand for Cars So Great That Local Dealers Are Extending Themselves to Please Men Who Want to Purchase

PRICES ABOUT SAME LEVEL AS IN WINTER

The first annual summer automobile show of the Harrisburg Motor Dealers' Association will be in full sway all next week in conjunction with the Farmers' and Industrial Exhibition, better known as the Granger's Picnic, at Williams Grove. It is the intention of the Motor Dealers to make this as big a classic in automobile circles as the regular automobile shows held here in the spring of the year.

Coming as it does just when the new models for the ensuing year are first making their appearance on the market, this exhibition stands a fair chance of even outclassing the regular annual show. This year, many of the 1920 models will be seen for the first time at this exhibition. One fact that will place a handicap on many of the local dealers during the coming week is the tardy production output of many of the factories who are not yet working on a full production basis and who have not been able to put their new models on the market. This is true of many of the popular cars that are being sold in this territory. Some of the local dealers are lucky enough to have at least one of the new models for sample purposes only, but others will have two and three models and more for show purposes.

Demand For Cars

The demand for cars this summer has been so great that the new models have been held up so that the factories could catch up with orders for late 1919 models. The war played hob with materials and out put to such an extent that many of the factories that normally has their new models on the market sometime in July have not been able to make any progress whatever.

Taking everything into consideration, though, this first annual summer show is sure to be an opener that with the coming of next year is sure to be awaited by the motoring public with keen interest.

Many Cars Represented

Practically every automobile dealer will be represented at Williams Grove this year. There are a few dealers here who are unable to get even a sample car and therefore will have nothing to exhibit. There are more than fifty dealers of trucks and passenger cars in this territory and throughout the Motor Dealers Association they have taken over 40,000 square feet for exhibition purposes at the Grove. This exhibition will include both trucks and touring cars of all models. There is sure to be at least one model of practically every car and truck represented in this territory on exhibition. They will be grouped together each dealer showing his particular car or truck on the space allotted to him. In the same manner as previous automobile shows that have been held here.

Prices About Same

The prices this year on the various models remain about the same with few exceptions. It is the consensus of opinion that prices will not be lower for some time to come, in fact there is a tendency to increase prices on certain cars. Of course there are several new models going on the market that, due to the change in construction, etc., have been lowered in price. How many of these cars are in that class is not definitely known but a few of the popular manufacturers have announced or will announce in the near future, a decrease in price for that reason. The one big item of interest is the delivery question. To date, it has been considered a piece of luck to be able to get a car delivered in a week or ten days after placing the order. Conditions have not changed much in this respect, in fact, according to many of the dealers, it is worse now than at any previous time. It is a certainty that the manufacturers are working to their limit to produce enough cars to supply the demand, but at that are working far below normal output.

Some New Cars

There will be a few new cars on exhibition represented at this show that have not been shown here before. This will include the Stearns-Knight, The Franklin, the Olympian, the Scripps-Booth and a few others. These cars are not new on the market but are making their initial appearance in a local show.

That the Automobile exhibit will draw many thousands to this fair is a foregone conclusion. Going in as a body, the motor dealers will lend a great deal of weight to the exhibition that has been lacking heretofore. The big days of the week, Wednesday and Thursday, are sure to see the park taxed to its capacity. Parking space has been provided to the many people who will tour into the Grove and railroad traffic is to be increased to take care of the crowds.

CLAIMS TRUCK ECONOMY RECORD ONLY SEVENTY CENTS IN FOUR YEARS

What is believed to be an unbeatable record for truck upkeep costs has been hung up by a Republic truck in the service of Wagner & Son of Olympia, Washington.

The truck, a one-ton model, has been in continuous service for almost five years and in that time has had only a 70 cent repair bill charged against it, despite the fact that it has been used in especially heavy work.

Wagner & Son in a letter to the local Republic representative, claim the long distance low cost championship for this work. "We challenge any other truck of the same tonnage to show a lower repair expense than ours for the four and a half years. The amount of 70 cents was for two pieces of hose purchased from the Olympia Auto Supply House.

"I might add that this truck was not in the hands of any one driver, nor received any particular care. We taught three men to drive this machine. The first two years we had the truck it was used as a dray going out on all kinds of trips.

HIS WAY OUT

In the course of his examination these questions were put to an old negro who was appearing as a witness:

"What is your name?"

"Calhoun Clay, ash."

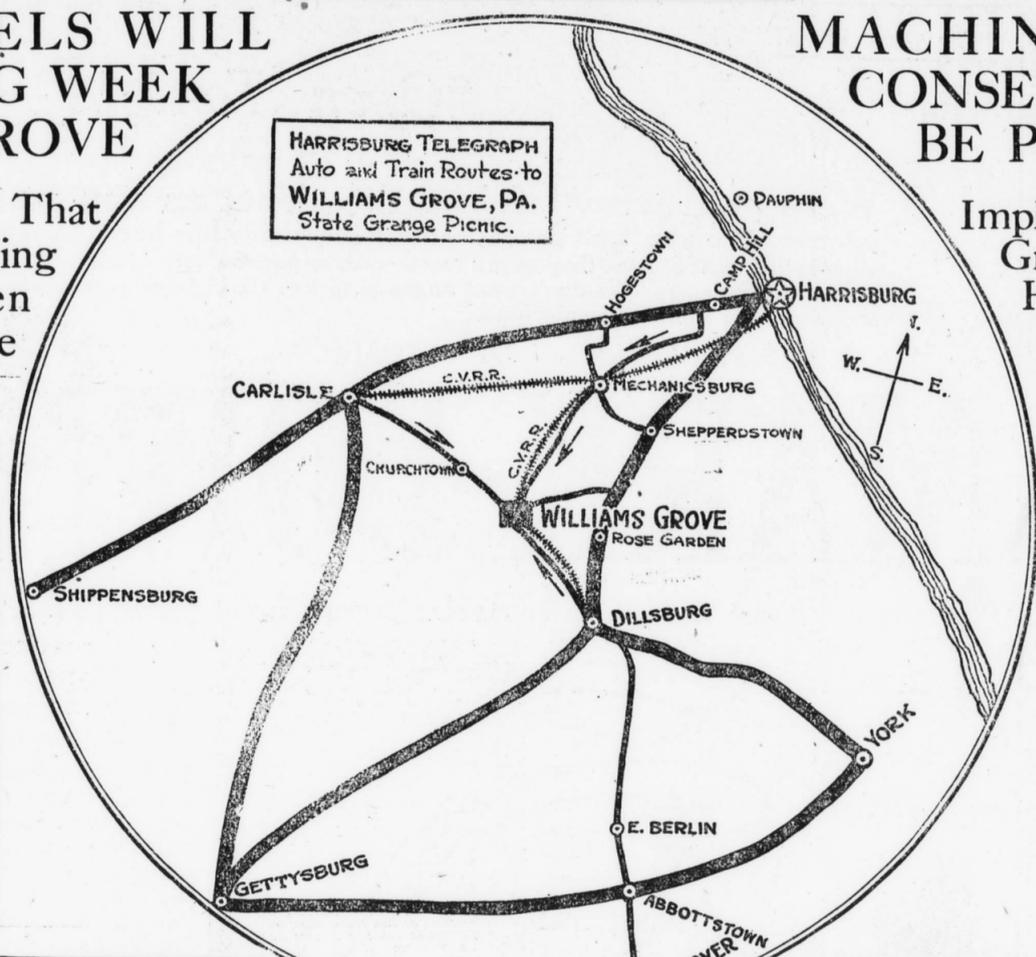
"Can you sign your name?"

"Sah."

"I ask if you can write your name?"

"Well, no sah. Ah neber writed mah name. Ah dictates it, sah."

Everybody's Magazine.



RECORD PROVES REO ECONOMY

Daily Use of Speedwagon Shows Reliability to Satisfaction of Purchaser

In September, 1917, the Hartford Wire Works Company bought a Reo 3-ton truck from Russell P. Taber, Inc., Connecticut distributors, following the successful use of a 1913 converted Reo passenger car.

The new truck lived up to expectations and in the first eight months completed 5,000 miles without lay-up or expense on the mechanism. At the end of 15 months, they wrote, in answer to an inquiry as to what they thought of the Reo, as follows:

"The three-quarter ton truck purchased of you in September, 1917, has been in daily use, and has proven so reliable and satisfactory, and above all so economical to run, it is a pleasure to tell you how pleased we are with it.

"To date we have driven it 10,800 miles. We still have three of the original tires on the car, and we consider it most remarkable that we had our first puncture at 9,100 miles.

"Our tire equipment was U. S. 'Nobby' on rear and U. S. 'Chain' on front. We have spent for repairs, including all new parts \$45.21; \$25.00 of this was due to careless-ness of our driver in trying to run universal joints without grease.

"One of the best features of our truck service has been the saving of time of our high priced mechanics. We take a load of work and from two to four men on the truck and in a short while they are on the job at work, where formerly it took from one hour to one-half day for them to get on the job. As you know, our work practically covers every town in Connecticut. This means a saving to our customers as well as ourselves. Our Reo truck deserves this credit.

"This is the seventh Reo car purchased from you, and it has proven as faithful as the others."

It is to be regretted that expense and load records were not kept, so a thorough analysis of work and costs might be made. Records were made for the first few weeks, sufficient to realize the economy of the machine, and then the office force, under stress of much extra routine business, dropped the recording of items of the truck's work.

However, such record as they have brings out interesting facts on two points which many prospective purchasers of delivery trucks are doubtful about.

One is whether or not pneumatic tires are practical on 3-ton trucks when driven by hired drivers. In this case, with one tire lasting over 3,000 miles and considering the others replaced at the 10,800 mile mark, the tire cost per mile (at present prices) was \$0.195. Two of the tires ran sufficiently over the 10,800 miles warrant taking that amount in figuring the cost.

The other point brought out is that of repairs, which averaged about \$3.00 per month or a small fraction over 4.0 of a cent per mile. And the truck is in excellent condition to-day, so it cannot be said that the low mechanical upkeep record was because the machine was on the verge of a needed overhaul.

SUSPENDED ANIMATION

Mr. Bacon: How did you like my speech at the dinner last night?

Mrs. Bacon: It reminded me of the time when you called me dear.

Mr. Bacon: How so?

Mrs. Bacon: Why, I thought you never would come to the point—"Tit-bits."

How to Get to Grove by Rail or Car

Automobile Route to Williams Grove From Harrisburg

Cross river bridge; left through Lemoine; straight at car barn through Camp Hill; left with trolley tracks at Oyster's Point; right over macadam road to Mechanicsburg; straight through in Main street to Simpson street; left in Simpson street to Williams Grove road; straight to Williams Grove, C. V. R. R. station. Brick and macadam to Mechanicsburg; gravel road, Mechanicsburg to Williams Grove. (The main Gettysburg Pike via Shepherdstown is closed between Shepherdstown and Lemoine for repairs.)

Another route to Williams Grove shown on accompanying map is: Turn left in Market street, Mechanicsburg; over macadam road to Shepherdstown; sharp right through Shepherdstown over Gettysburg Pike to first crossroad; sharp right in gravel road to Williams Grove; turn right into park.

Train Route and Schedule to Williams Grove

Cumberland Valley railroad or Valley Railways to Mechanicsburg; electric railway (C. V. R. R.) to Williams Grove. Train leaves Mechanicsburg 6.00, 7.30, 9.05 A. M.; 4.00, 5.44, 6.55 P. M. Leaves Williams Grove 5.22, 7.02, 8.32 A. M.; 1.57, 4.42, 6.27 P. M. Schedule for trains leaving Harrisburg on C. V. R. R. can be had on application at ticket office, Union station. Valley Railways car leaves Market Square on the hour and half-hour for Mechanicsburg.

Routes from Carlisle, Dillsburg, Gettysburg, Shippensburg, York, Hanover and intermediate points shown on accompanying map.

PROBLEMS INVOLVED IN RAILWAY OPERATION AGAIN BRING HIGHWAYS FORWARD

National System, Co-ordinated With State and County Lines, Urged as Necessary to Transportation Service

Washington, D. C., Aug. 22.—The possibility of another period of more bringing the public highway to the front.

While it is admitted that the Nation's long distance transportation lines, the auxiliary power of the public road, through the development of the gasoline engine and the motor vehicle, is receiving thoughtful attention in official circles.

Public discussion of high cost problems and the railway situation ran into the country road at two points during the past few days.

The first point touched was that the public highway is a potential short haul freight and express line, and that with a National system of improved roads, intersecting each state north, south, east and west, there will thus be constructed the basis of a comprehensive, National system of traffic arteries with which state and county systems may connect. With such a system provided the development of freight and express transportation is anticipated far beyond comprehension.

Its advocates assert that the motor truck as it appears on the public highway to-day is but an infant compared to what it will be, once the public roads are built to permit its enlarged use.

Those who doubt the possibilities of the highway freight or express as factors in the reduction and stabilizing of food costs are told to look back over the development of the railway and note that the beginning was upon a basis far less promising as a practical proposition than the basis upon which the gasoline driven vehicle stands to-day.

Dropping back to the point of short haul delivery, attention is being called to the fact that the radius of highway shipping is being gradually extended as modern roads are being built. Advocates of a National highway system, the creation of which is provided for in the Townsend bill now pending in Congress, have encountered the argument that approximately fifty miles

MACHINERY DESIGNED TO CONSERVE LABOR WILL BE PUT ON DISPLAY

Implements For Farm Work With Great Live Stock, Poultry and Horticultural Showing Have Been Set Up in the Big Park

WILLIAMS GROVE WILL BE OPEN FOUR DAYS

The Farmers' and Industrial Exhibition at Williams Grove, which will be held next week, Monday, Tuesday, Wednesday and Thursday, August 25-29, inclusive, will be much larger and more elaborate than last year.

The exhibits will include farm implements, horticultural displays, poultry, livestock and automobiles.

A big tractor display, one of the best to be staged anywhere in Pennsylvania this year, will be a part of the display and should prove attractive to farmers who pronounced last year's demonstration the best they had ever seen. This season the number of machines will be greatly increased and will embrace every famous model on the market, together with a number of machines comparatively new to this section which are said to be among the latest developments of tractor machinery.

Means Much to Farmers

The Harrisburg Motor Dealers are staging in connection with the exhibition what really amounts to their first annual summer auto show, and it will compare very favorably with the annual winter show, the best between Pittsburgh and Philadelphia. The Harrisburg dealers will have 40,000 feet of floor space and the very latest of new models will be on display. This space will be all located at one place and enables the dealers to make a display that will be a credit to themselves and the city.

The farm implement display will be larger even than in the old days of the Granger's picnic, which the exhibition has succeeded, and will embrace practically everything new in the line of farm machinery and many of the old standards with late improvements.

There Will Be a Midway

There will be also a midway with everything of the latest and a line of attractions designed to afford anybody who goes a lively and carefree hour or two.

Acroplane flights with many daring stunts will be a daily feature. This is something new for Williams Grove and doubtless will prove a great drawing card.

The big days will be Wednesday and Thursday, but there will be plenty doing Monday and Tuesday when the crowds will not be so large and men and women interested in farm and motor demonstrations will have more time to look things over and the attendants will have better opportunity for individual explanation. Special trains will be run Wednesday and Thursday with excursion rates on the Cumberland Valley, but there will be ample train accommodations on other days to get everybody to and from the grove in comfort.

HIGH CAR COST HERE TO STAY

Franklin People See No Change For Lower Motor Prices

"When prices go down after the war."

That theory was so often repeated and the idea was so generally accepted for four long years, even to big business men of this country and Europe, that until November 11, "lower prices after the war" was a foregone conclusion everywhere.

To-day, the general public is just beginning to realize that the scale of war prices on almost every commodity has taken the aerial route. Restoration to the before-war basis seems not only impossible, but where changes in prices from six months ago are occurring, the changes are upward instead of downward. Higher labor costs and higher material costs mark the production of many commodities, including automobiles.

Almost simultaneously with the Franklin announcement of an increase in prices are announcements of raises by other automobile companies, so that the experiences of the Franklin purchasing agents and production and efficiency engineers are plainly being paralleled by the executives of these departments in other automobile factories of the country.

Because of the increase during the past few months in prices of all other kinds of commodities—leather goods, foodstuffs, clothing, rubber goods, as well as the increase in the cost of the raw materials of the automobile—the general public has lately come to a settled realization that the standard of prices set by the war are fixed to stay and are pre-paring to cut down living costs by increasing as the automobile manufacturers are now making.

Swain-Hickman Co. Starts New Service Bureau Here

The Swain-Hickman Company, distributors of Republic trucks, have inaugurated a new type of service in this territory.

In discussing this new service, George C. Eppelman, the retail sales manager, said: "The word service is a big word in the Swain-Hickman organization and to us it means everything the word implies. No matter what commercial vehicle a party may have in use or under consideration, we will be pleased to send our expert in hauling and delivery counsel to discuss their particular needs. In other words, our expert in haulage problems will help judge our ability to provide an honest and intelligent truck service. No matter what equipment they are now using. This new service is offered at no cost. It is part of the Swain-Hickman organization to be at your service and in your service at all times.

This is a broad assertion, but when you consider we are carrying right here in Harrisburg over \$60,000 worth of repair parts for all Republic models and our combined inventories of Philadelphia and Harrisburg showed more than \$140,000 worth of repair parts in both branches, you will be better able to understand our ability to look after the interests of the vast number of Republic owners."

EASILY TRILLED

"How was it they caught the suspected man so soon?"

"He forgot and ate a lot of hollid onions and they were no time in getting on his scent."—San Francisco Chronicle.

NEW OVERLAND LIGHT CAR IS AWAITED WITH KEEN INTEREST

Willys-Overland, It Is Declared, Has Solved Problem of Combined Riding Sport With Light Weight in the Forthcoming Model

According to persistent reports going the rounds of the automobile industry and the Willys-Overland Company, in building its forthcoming new model, has successfully solved the problem of combining riding comfort with light weight.

To build a motor car light in weight and embodying quality, economy and simplicity of design, yet possessing all the comfortable riding characteristics of the larger and heavier vehicles, has been one of the absorbing aims of the automobile industry for a number of years.

The problem of reaching ideal light weight has been a puzzling one and was not made possible of solution until engineering attention centered upon springs. Light began to dawn when the Willys-Overland engineers attacked the light weight and comfort problem convinced that a new type of spring must be devised. The three-point cantilever spring suspension was the result and is the basic principle of the new car which Overland will soon offer.

This principle, admits of a short wheel base, without which light weight cannot be achieved, and at the same time gives the new model a long riding or spring base which produces comfort.

The advantage of light weight construction in motor cars long has been recognized in the industry. For years metallurgists have devoted their entire time and energy to perfecting metals strong and durable enough to withstand persistent road shocks, yet light in weight. They have accomplished much towards this end, as a comparison of the cars of to-day with those of yesterday will readily disclose.

The new Overland 4 spring suspension has, it is claimed by the company, the basic principle of it through its departure from the conventional design, large-car comfort in riding in an economical automobile of actual light weight design. Their work was guided by the principle laid down by John N. Willys, president of the company, that all of these advantages were to be in- corporated with no sacrifice of the economy of operation and upkeep of the light weight car. The heavier automobiles have had the advantage of longer wheel bases, the equivalent of which is attained in the Overland 4 through its unusual spring suspension.

The introduction of the new Overland model is awaited with keen interest. Inquiries of dealers, at the factory and hints about the new car in newspapers and trade journals during the last year indicate the degree of interest in the announcement.

PATENTED TYPEWRITER TWO HUNDRED YEARS AGO

Two hundred years ago Henry Mill patented in London a writing machine, but it was so clumsy as to be practically useless. Nothing more in the same line seems to have been done until 1823, when the first American typewriter was patented—it was christened "the typographer."

Four years later Franco tried to hand in this direction, while between 1840 and 1860 Sir Charles Wheatstone invented several writing machines. It was not, however, until 1873 that the typewriter became a commercial proposition.

This was invented by an American—C. L. Sholes—who interested E. Remington and Son, a firm of gun manufacturers, in it, and in 1874 it was put upon the market.—London Chronicle.

SHE HESITATED

"And so you proposed to Ethel last night?" asked the young man's sister.

"Yes, I did," replied her brother sadly.

"And did she give you any encouragement?"

"Oh, yes!"

"Then have I to congratulate you?"

"No; she refused me."

"But I thought you said she gave you some encouragement?"

"Well," said the youth reluctantly, "she looked at me three times before she refused me!"—London Answers.