

AT LAST-IT'S HERE!

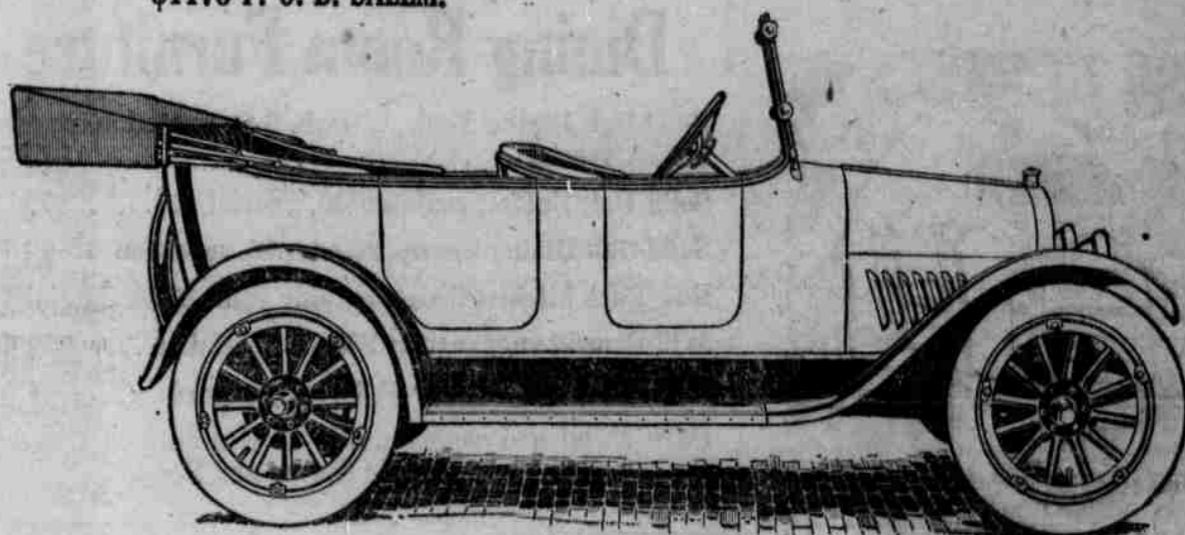
The BEAR CAT--SEE IT!

Promise Is Good But Performance Is Better--

HARROUN



\$1175 F. O. B. SALEM.



In January, 1916, the first Harroun Motor Car began its circuit of the national automobile shows.

At New York, Detroit, Chicago and all along the line, this car was the center of expert interest.

Engineers admired its many original details of design. The public was impressed with its handsome, flowing lines and comfortable appointments. Distributors the nation over competed for Harroun sales contracts.

That was the period of Harroun PROMISE. And now promise has been fulfilled.

In place of it we have Harroun PERFORMANCE.

The compact little valve-in-the-head motor in which Ray Harroun had incorporated the results of his native genius and his years of experience as a racing champion and an engineer is a conspicuous part of this performance.

Three years ago the first Harroun motor amazed motordom by scoring, in carefully observed test, a maximum of MORE THAN 43 HORSE-POWER--a feat new to the annals of engineering in motors of anything like its displacement.

That feat was PROMISE. Fulfillment has come with the PERFORMANCE of that motor in the service of Harroun owners.

On the streets of the cities--through the mud and over the rough roads of the rural districts--over the top of the Rockies and the Sierras--this buoyant excess of Harroun power is being demonstrated every day, enabling these Harroun cars to glide swiftly into their speed; to dart out of traffic ahead of their rivals; to climb grades and negotiate hard pulling in a way that has excited the envy of all observers.

The first Harroun car was equipped with a spring suspension making an entirely new use of the cantilever principle. Engineers agreed --and tests bore them out--that the Harroun rear springs would absorb more road shocks than any other existing type.

Again the answer is PERFORMANCE.

Hundreds of thousands of miles have now been covered by these comfortable, easy-riding Harroun cars and there exists NOT A SINGLE CASE of a broken Harroun rear spring. Axles, frames and other parts have also done exactly what their engineer promised. The Harroun car has stood up.

Performance has also added new laurels to the Harroun's crown in the field of economy. The car that wastes gasoline is a car of the past. Expense, personal satisfaction, patriotism--all these demand a car that will yield you a maximum of miles to the gallon of fuel and oil.

The Harroun has solved this problem as no other car has ever done.

On the Indianapolis Speedway a Harroun car has covered publicly 49.6 miles on a gallon of gasoline. It is the world's best record for a level, circular course.

On streets and roads even more sensational feats have been registered by Harroun cars. One of these was an authentic and carefully observed run of 64.4 miles on a single gallon of fuel--this on a cold, blustering day of early winter when conditions were far from ideal.

The first Harroun car has already covered more than 53,000 miles and is running as sweetly and as quietly as it did a year ago.

PROMISE in 1916 -- PERFORMANCE now! That is the Harroun car's record. It is also the record of the organization that stands behind the Harroun car.

During this first year of existence the men of the Harroun Motors Corporation enlisted and secured for their project a round two million dollars.

They have interested in the enterprise more than 15,000 persons who have become its stock holders--a host by far the greatest power of its kind in the automobile industry, and comparable only to that which comprises the U. S. Steel Corporation and one or two others of almost as broad scope.

With the money invested by these stockholders the Harroun officers have built at Wayne, Michigan--Detroit's western suburb --a mammoth and ideally equipped motor car factory, and have put this factory into operation.

So rapidly did this organization work that, before 1916 was over, these plants were building and shipping Harroun cars at a rate of 7,500 a year--a rate which was radically increased in 1917.

Harroun cars are sold through distributors who are bound to the Harroun Motors Corporation by contracts that cover a period of five years.

This fact is of vital importance to you, ensuring as it does a service relationship impossible in the case of cars which dealers are handling on the usual one-year contract accorded by other manufacturers.

During 1918, Harroun distributors will sell 24,000 of these Harroun Motor cars. Each of these cars will embody the many exclusive merits of power, comfort and economy which Harroun design implies.

Each will be characteristically a Harroun in workmanship and material.

Each will leave our plants only after thorough road test has demonstrated its fitness to bear the name.

Make one of these Harroun cars your new mount. Reservation now will enable you to do so.

SPECIFICATIONS

Motor—Four cylinders, 3 1/4 x 5 1/4; valves-in-head; horsepower, 16.9, S. A. E. rating; 43.1 horsepower at 2400 R. P. M., by dynamometer test.
Cooling—Impelled thermo-siphon with honeycomb radiator.
Ignition—By Atwater-Kent distributor from Willard storage battery, automatically supplied by Remy generator.
Starting and Lighting System—Two-unit; generator drives from front end of cam shaft; starting motor operates through teeth on flywheel battery under front seat; electric head lights with dimmers; electric tail light and dash light; load, electric alarm signal.
Lubrication—Force feed and splash; separate direct lead to each main bearing; radiating cooler through which all oil passes in process of circulation, keeps it at even temperature, greatly prolonging its lubricating qualities.

Clutch—Cone, running in oil; faced with asbestos fabric--a sure method of securing cast gear shifting and of relieving driving mechanism of all sudden strains.
Gasoline Tank—At rear, connecting with Stewart vacuum feed to carburetor capacity, 10 gallons--approximately 250 miles running radius.
Windshield—Tilted; adjustable to ventilation and rain vision; upper glass overlaps on outside.
Body—Of welded pressed steel panels on frame work of forged steel and wood; ample room for five passengers widest rear seat on market; soft yielding upholstery; tonneau carpeted.
Control—Left steer, center levers; large 17-inch "Velveted" front compartment floor covered with linoleum. "Velveted" steering wheel--rigidly transmitting all turning force but flexibly absorbing all road shocks and vibration; turning

radius 27 feet right-hand steer optional on cars for export.
Transmission—Unit with motor type; three speeds forward and reverse; ratio 4 to 1 on high; 12.3 to 1 on low; gear box directly under shifting lever.
Brakes—Service operated by pedal to external contracting bands; emergency bl lever to internal expanding shoes.
Dash Equipment—Instrument board containing 10,000-mile speedometer, electrical switchboard, wash lamp and carburetor adjustment.
Front Axle—Substantial I-beam; Timken wheel bearings.
Rear Axle—Floating; wheels carried on pressed steel housings; axle shafts detachable through hubs; roller bearings on differential.
Frame—Extremely wide (6-inch) vertical section sidebar.
Springs—Front, semi-elliptic; rear, full cantilever.

Fenders—True oval not semi-crowned; substantially mounted. Running boards pressed steel, covered with linoleum.
Tires—30x3 1/2 inches; non-skid type treads.
Rims—Demountable; extra rim on carrier solidly attached to rear of body.
Top—One-man type with self-contained curtains.
Equipment—Foot pump, tire tools, powerful jack, complete set wrenches, hammers and other tools; oil can; license tag holders, front and rear.
Standard Colors—Body and hood, Forest Green; fenders, upholstery, frame, radiator shell and axles, black; wheels, running boards and top, Autumn Brown.
Wheelbase—108 inches.
Weight—Approximately 1940 pounds.
\$1175 f. o. b. Salem.

The Greatest Car Value on the Market TODAY.

Lee L. Gilbert, Distributor
156 So. Commercial Street
Elgin Six and Harroun Four

AUSTRIA'S FUTURE MAY PROVE SOURCE OF SERIOUS TROUBLE

AUSTRIA'S FUTURE
By J. W. T. Mason.
(United Press War Expert.)
New York, Nov. 2.—The annexation of Austria to the German empire because of its Teutonic racial predomi-

nance, is beginning to appear a possibility to the statesmen in Berlin. The breakup of the Austro-Hungarian monarchy may thus become the most important feature at the peace conference through encouraging the Germans to intrigue for territorial expansion. The subtle hand of German statecraft is already apparent in the creation of an independent republic by the German element mingled with the Czech-Slovak population of Bohemia. It is presumably Germany's intention to use the phrase "self-determination" for the purpose of throwing confusion into the peace plans of the democratic nations and thereby winning a Hohenzollern victory at the peace table.

If Austria-Hungary crumbles and the different nationalities form independent states, one of the new states will be Austria, which is Germanic as any of the kingdoms and dukedoms in the German empire. Austria standing alone would be weak and disgraced. If, by the terms of peace, Italian are so realized as to deprive Austria of ports on the Adriatic, the little Hapsburg kingdom would become an island state. Under these conditions a movement to unite with the German empire under encouragement from Berlin, might spread rapidly among the Austrian people. But, insisting at the peace conference upon Austria's right to self-determination of her fu-

ture, the Hohenzollern plenipotentiaries might hope to divide the allies. If Austria were to be annexed to her northern neighbor the German empire would emerge from the war more powerful than at the beginning. The Germans will not abandon the hope of a triumphant outcome of the negotiations until the parchment is signed. Great skill by the democratic negotiations will be necessary and in particular full co-operation among them. Germany will be on the watch to divide the allies at the slightest sign of discord as Talleyrand did so successfully on behalf of beaten France at the Vienna peace conference after the Napoleonic wars.

Important Consequences Of Turkey's Fall

London, Nov. 2.—Discussing the immediate results of Turkey's exit from the war, the daily News said today: "The armistice will have direct and important consequences. Constantinople will no doubt be occupied forthwith by the British forces in Bulgaria. An allied fleet will probably enter the Black sea as soon as the Dardanelles is swept of mines. That will have the effect of freeing the Rumanian and South Russian coasts from the domination of the once

Russian, but now German black sea fleet. "Since that fleet consists of two dreadnaughts and several other serviceable vessels, and may be joined immediately by the Goeben, there is the possibility of a naval battle of some magnitude, but it may well suit the allies to be content at the present time with sending submarines through the straits. "On land the actual disappearance of Turkey and the imminent disappearance of Austria as belligerents leaves Germany insulated and ringed around with enemies. "Formidable allied forces are released for diversion to action on the front-

iers of Saxony or Bavaria, or elsewhere. The case of Germany sinks from the desperate to the irretrievable."

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