

AUTOMOBILE



TRAINLOAD OF JEFFERY TRUCKS ARRIVES TO-DAY

H. B. White Corp. Expects Record Shipment From Nash Corporation.

Forty Machines Already Contracted for by Dealers.

The trainload of Jeffery trucks from the Nash Motors corporation for the H. Barcroft White corporation in this city is expected to arrive here some time to-day. The shipment is the largest that has ever been made by the Nash factory, and comprises forty Jeffery Quads and Jeffery "all-purpose" cars.

For several weeks past Sales Manager Dickman of the local distributors has been busy going over the territory, establishing new dealers and getting signatures on contracts for Jeffery cars. So great a demand for these cars was found by Mr. Dickman on this trip that the White corporation was compelled to order the trainload shipment.

The trainload of Jeffery cars will be the first shipment of trucks on so large a scale to arrive in Syracuse.

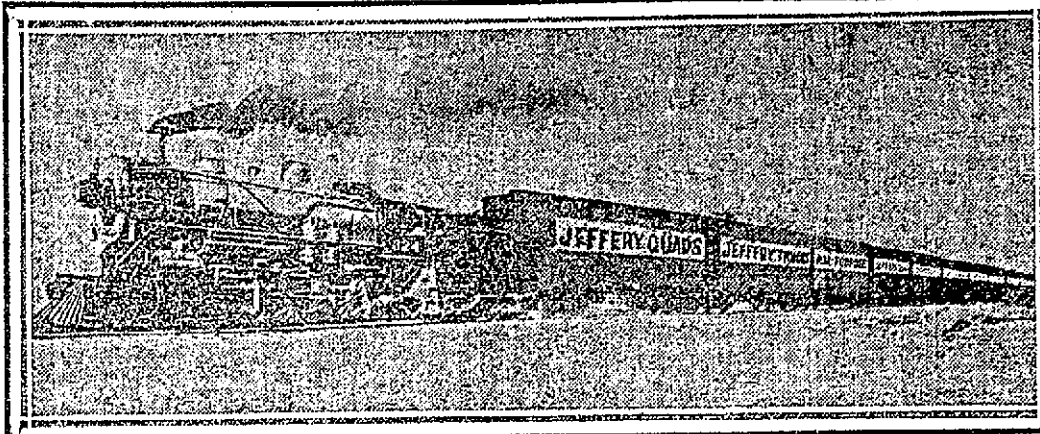
Kenosha, Wis., April 28.—All records for individual shipments of Jeffery trucks were broken by the Nash Motors company this week when that company dispatched a solid trainload, comprising twelve Jeffery Quads and twenty-eight Jeffery "All-Purpose" trucks to the H. Barcroft White corporation, Nash distributors at Syracuse.

This trainload shipment of trucks is significant of the scale of truck production which is now in full swing at the Nash factory and the splendid selling organization of the H. Barcroft White corporation.

Quick to sense the demand for Jeffery trucks this season the H. Barcroft White corporation have been active in organizing their territory for a record year in truck sales. Though the work of H. J. Dickman, general manager of the large Syracuse company, the dealers of this distributing organization have been brought to

Jeffery Train Load Leaves for Syracuse

Photograph of First Shipment of the Sort to Leave the Nash Motors Factory at Kenosha, Wis., Taken Last Week



New Cortland Route Furnishes Ideal Run

Route Furnished by the Automobile Club of Syracuse.

The new road to Cortland furnishes Syracuseans an ideal route of ninety-eight miles for a Sunday or realize the importance of the truck end of this business.

Immediately upon the arrival of this trainload in Syracuse, these trucks will be turned over to the dealers of the H. Barcroft White corporation who have already purchased them.

They will be driven in a long parade through the streets of Syracuse to the home of the H. Barcroft White corporation. From there they will be dispatched to the different cities in which the H. Barcroft White dealers represent the Nash line.

The H. Barcroft White corporation is one of the new Nash distributors having represented the Nash Motors company only since the first of the year.

Because of the steadily increasing demand for Jeffery trucks the factory has been forced to double its production schedule originally planned. Even now, with the machinery proceeding on that basis, it is practically impossible to keep abreast of the orders.

holiday run in machine. The route leads through Cortland, Dryden and Freeville, returning by way of Moravia and Skaneateles. It lies entirely through some of the most beautiful country in Central New York and over excellent roads.

Leaving the office of the Automobile Club of Syracuse in the Onondaga, go west on Jefferson street, turn left on South Salina street and follow it south. At city lines there is a short stretch of rough dirt road, but beyond that the tourist will find the now brick pavement. Follow this pavement.

Continue on through Rockwell Springs to Onondaga Castle. Do not take right fork, but keep straight ahead up winding hill with wonderful views to the right of tourist, to the village of Lafayette. Go straight through the village and follow State road to Tully Center. Along this road which was completed last fall the tourist will find unsurpassed scenery with the Canfield valley lying far below on the right giving a wonderful panorama of natural beauty.

At Tully Center turn left to Tully. Turn right at four corners and follow State road south through Homer. Follow Homer avenue into Cortland, thirty-three miles.

Turn left with trolley on North Main street, cross Clinton avenue. At Port Watson street, take right fork on Tompkins street, cross mill road, follow State road. Curve left at four corners with macadam into Dryden at four corners turn square right around postoffice, cross railroad and iron bridge. Turn right at sign "George Junior Republic." Cross railroad. Go over railroad bridge and immediately curve left past George Junior Republic buildings. Follow State road north through Groton. Continue on through Locke, to Moravia. Turn right on East Cayuga street. Follow State road through Niles. Keep straight ahead on State road. Go straight through four corners where left hand road leads to Oswego and Auburn. Take first right beyond, to Mandana.

Turn left on State road along shore of Skaneateles lake. Turn right on Genesee street into Skaneateles. Turn left on State street, as Syracuse signs. Turn left at Nose Hill to Camillus. Turn right through village. (Drive slowly). Turn right at end of street under railroad. Bear left and right up hill and follow State road through Fairmount. Follow West Genesee street, turn right across canal on North Clinton street. Turn left on Clinton square to South Salina street, turn right on South Salina street, to East Jefferson street, turn left to the Automobile Club of Syracuse, ninety-eight miles.

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ADVANCE GUARD OF HARROUN CARS OUT

Now in Use in Many Cities—Will Begin Regular Deliveries in Near Future.

Motorism is becoming familiar with the new Harroun cars to design and build which Ray Harroun, John Guy Monahan and a number of picked associates left positions as executives of other manufacturers several months ago.

The new cars have already been running on the streets of Boston, New York, Albany, Buffalo, Pittsburg, Detroit, Cleveland, Kansas City, St. Louis, Minneapolis, Cincinnati, Los Angeles, San Francisco and other cities, demonstrating the power and easy riding qualities with which they have been endowed by their famous designer.

The cars now in use have been built in the Harroun shops in Detroit. They are merely the advance guard of the cars which will soon be coming through the regular run of production from the million-dollar Harroun plants at Wayne, Detroit's western suburb.

The plants were recently inspected

by 10,000 people of Detroit and more than 500 representatives of the automobile and affiliated industries who pronounced them the most modern and efficient factories of their kind. They are capable of producing 150 cars a day.

The advent of production finds the entire Harroun output sold for five years to come.

An interesting feature of the Harroun sales campaign is the unique influence wielded by the stockholders in the corporation which, financed by popular subscription, is the result of newspaper advertising, in the property of nearly 15,000 persons.

Many of these stockholders have already ordered Harroun cars and

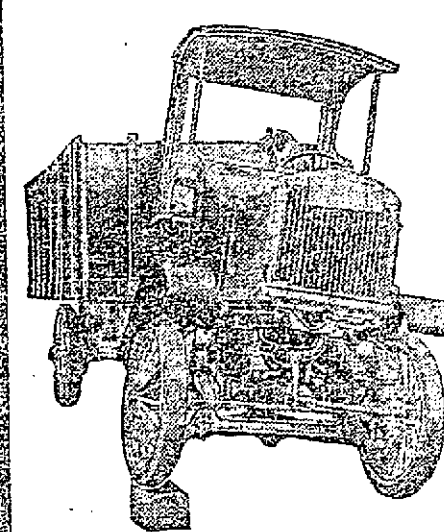
each has a direct financial material interest in facilitating.

Chicago Speedway War College. Chicago, April 28.—Within a month the Chicago Motor speedway will start a war college for army drivers. Darlo Resta has offered to serve as chief instructor. Drivers will be taught shooting at high speed.

Rim Patent Suit Up June 4th.

New York, April 28.—The infringement suit of the Periman Rim corporation against the Eastona Tire & Rubber company will come up for trial on Monday, June 4th.

PULL-MORE "TRACTOR TRUCK" possesses features essential for efficient motor transportation.



Front Drive

Pull-More trucks have the engine and the drive, the power and its application, where they belong—**together.** Pull-More was not designed to place the "CART BEFORE THE HORSE." There is no argument to the efficiency of a "PULL" over a "PUSH." The power is more effective, fuel consumption less, tire mileage increased, universal joints eliminated, traction bettered and ease of steering is a revelation.

Power Applied to the Front Wheels. Power Plant Accessible in 30 Seconds. Two Units That Are Separable. Three Point Suspension—Flexibility.

Pull-More is a tractor-truck combining in one vehicle the advantages of a truck and tractor. It consists of two units with each unit working independently of the other. The front unit or power plant contains all of the machinery. The motor, clutch, gear-set and differential are mounted on and in a two-piece hinge crank case which opens and closes, giving complete access to each individual member. The rear, or carrying unit, is joined to the front by a reach which by a swivel action takes care of twisting movements as the wheels, one then another, encounter rough and uneven roads.

Accessibility

Pull-More accessibility is the most marvelous achievement to be attained in truck design. Less than **THIRTY SECONDS** is all the time required to gain **COMPLETE, VISIBLE, WORKABLE ACCESS** to every working part of the Pull-More power plant. Without touching a bolt or nut or wrench, the entire upper portion of the front unit can be tilted over as shown in the picture, to give access to the engine, clutch, gear-set and differential—**IN LESS THAN THIRTY SECONDS.**

It is no longer necessary to crawl underneath a truck and labor for hours to make repairs and adjustments. Pull-More accessibility will reduce repair bills from **DOLLARS TO CENTS** and eliminate time and service lost when trucks are out of commission for repairs.

Two Units

With the **TWO-UNIT** feature and by embodying a three point suspension on each unit, Pull-More trucks are relieved of frame distortion and the destructive effects of vibration, so ruinous to the mechanical parts of the ordinary type of truck. Pull-More trucks travel smoothly over rough roads where trucks of the ordinary type quiver from vibration and rattle from twists and strains. Pull-More mechanism cannot be thus strained and thrown out of alignment with consequent deterioration and loss of power.

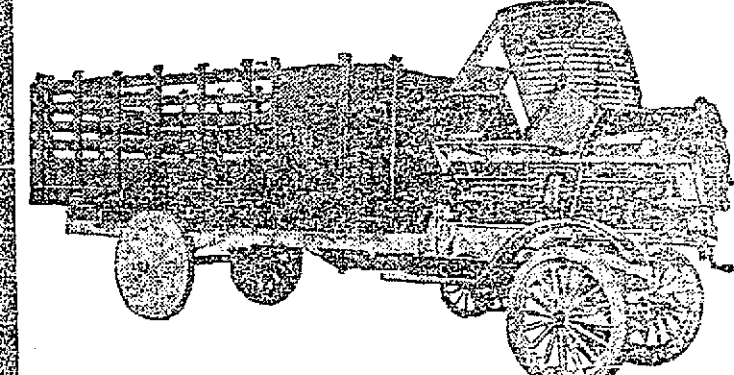
Absence of any driving mechanism under the platform of the trailer enables bodies to be built to dump through the bottom, at the rear or at either side. When desired it is possible to place the platform as low as eighteen inches from the ground.

Live Dealers

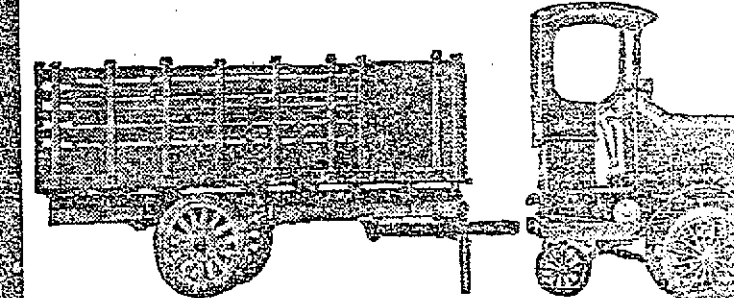
We want a responsible dealer for this territory. Do you handle trucks? Could you handle trucks? Have you vision to see the future of the truck business? Analyze the Pull-More truck and think what it means. It means that the Pull-More dealer, if he is capable and can measure up to the requirements, will dominate the field for heavy duty trucks in his territory.

Pull-More trucks will usually sell upon a single demonstration, so practical and convincing are the Pull-More features. The advantages of the Pull-More are so obvious the buyer will need no argument. The facts stare him in the face. He will marvel at the superior design and construction, the practical ingenuity. **PROMPT ACTION WILL BE NECESSARY.**

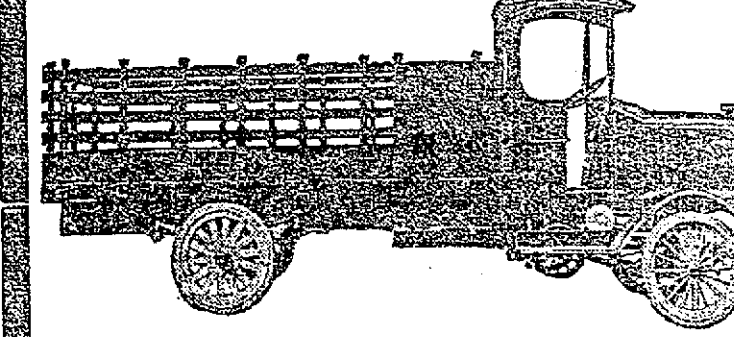
PULL-MORE FLEXIBILITY



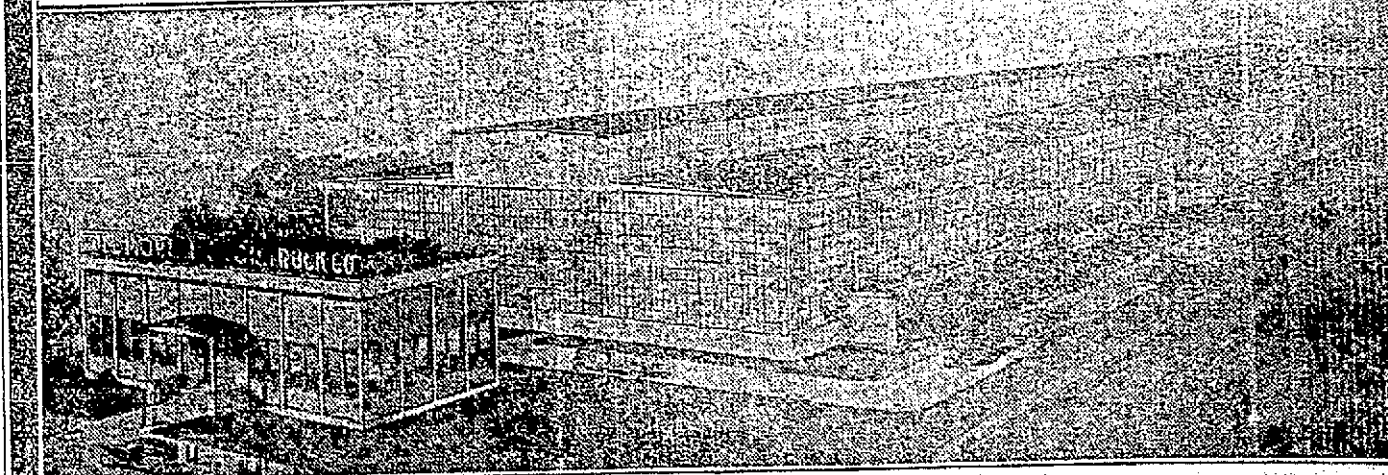
PULL-MORE ACCESSIBILITY—LESS THAN 30 SECONDS



PULL-MORE DISCONNECTING FEATURE



PULL-MORE EXEMPLIFIES EVERY TRUCK UTILITY



BIRDSEYE VIEW OF PULL-MORE MAMMOTH DAYLIGHT PLANT AT NEW CASTLE, PENNA.

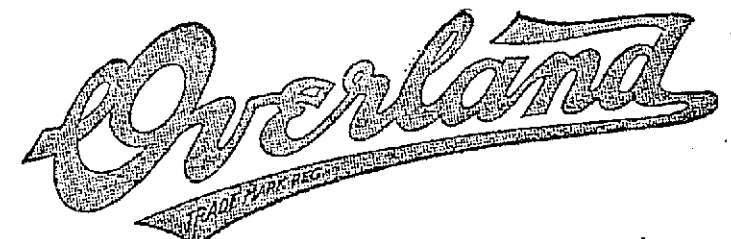
Pull-More Is On A Production Basis
The above photograph represents the first unit of the Pull-More factory, which is one hundred feet wide and five hundred feet long. In size this building is one of the largest individual motor truck plants in the United States. It is located on a twenty-acre site with every requirement in railroad, facilities and connections. Our initial production will be 1200 three-ton trucks; other models to come 1 1/2, 5 and 7 tons.

Pull-More Organization Well Fortified
The Pull-More Motor Truck Company enjoys the distinction of being the strongest company financially ever to start manufacturing motor trucks exclusively. Combined with its immense amount of capital is an organization composed of men with enviable manufacturing and executive records whose sole object will be to build a truly quality truck on the most economical basis that both brains and money can attain.

Every truck user should have a Pull-More Catalog.

PULL-MORE MOTOR TRUCK CO. Pittsburgh, Pa.

Experience



Big Four \$850
Light Six \$985

- Prices Effective April 1st, 1917
- Light Fours
Touring . . . \$665
Roadster . . . \$695
Country Club . . . \$725
- Big Fours
Touring . . . \$850
Roadster . . . \$880
Coupe . . . \$1250
Sedan . . . \$1450
- Light Sixes
Touring . . . \$985
Roadster . . . \$970
Coupe . . . \$1395
Sedan . . . \$1550
- Willys Six
Touring . . . \$1425
- Willys-Knights
Four Touring . . . \$1395
Four Coupe . . . \$1350
Four Sedan . . . \$1500
Four Limousine . . . \$1650
Eight Touring . . . \$1925

Back of this season's new Overland Big Fours and Light Sixes are a direct line of nine preceding models from which they were developed.

They directly continue the line of models that made the Overland name stand in the public mind for integrity of value.

Overland policy has steadfastly sustained that integrity of value in the car throughout its entire service in the hands of owners.

Over three hundred thousand of these cars are now in use and the helpful suggestions of their owners and of the more than four thousand dealer and factory-branch organizations that sold and served them, are largely responsible for the balanced greatness of this season's Big Fours and Light Sixes.

Their new beauty, their perfected easy riding qualities, their proven sturdiness and mechanical excellence, their admitted tire, fuel and oil economy make them worthy of the confidence we enjoy, that they will still further enhance Overland prestige.

They embody the wisdom of the unmatched Overland experience in building cars of this type.

They are dominant values, cars of proven dependability and sterling worth.

As long as we have them for delivery before May 1st, the prices are \$850 for the Big Four, \$985 for the Light Six—thereafter \$895 and \$1025.

OVERLAND-SYRACUSE CO., DISTRIBUTORS

JOHN W. LEE, Jr., President
241-3-5 W. Water St., Syracuse, N. Y.
320 Lafayette St., Utica
Phone Warren 8100
2 Main St., Onondaga



The Willys-Overland Company, Toledo, Ohio
Manufacturers of Willys-Knight and Overland Automobiles and Light Commercial Cars