

Overland Model 80

The Car You Buy Should be Equipped with a High Tension Magneto

There are two kinds of ignition—the ordinary battery system and the high tension magneto system. The battery system is the cheapest. The high tension magneto system is the most expensive. It is the most certain. It is the most uniform. Practically all the highest priced cars are equipped with the high tension magneto system.

Get an OVERLAND Demonstration.

Model 80, \$1075 Model 81, \$850
5 Passenger Touring Car. 5 Passenger Touring Car.
Model 80, Roadster, \$1050 Model 81, Roadster, \$795

F. A. SEAVER

Local Agent

POTSDAM, N. Y.

ARMLESS MAN DRIVES A FORD.

Will Pilot Car From Schenectady To Frisco.

Albert L. Stevens, who lost both his arms in a railway accident twenty-six years ago, when he was fourteen years old, will start next June from his home in Schenectady, N. Y., on an automobile trip across the continent to the Panama-Pacific Exposition at San Francisco, driving his own car, a Ford.

Touring in his own Ford and doing the driving himself, will be no experiment for Mr. Stevens. This remarkable man, by grit, determination and natural cleverness has taught himself to do most of the things that other men do, in spite of the fact that his right arm was removed from the shoulder and his left one just below the elbow.

Some time ago he determined that he could drive a car and he picked out a Ford because of its simplicity of control and operation. He purchased his car in April, 1914, and by December 19 had driven it a little over 10,000 miles. He had made many long tours, one to New York City, one to the Thousand Islands, and one of 1044 miles to Washington, D. C. His touring experiences have taken him over all manner of roads and he has never met with an accident. On these trips he has averaged as high as 25 miles to a gallon of gasoline. Mr. Stevens drives a regular Ford touring car and he describes the few slight alterations he made as follows:

"I had the emergency brake lever changed so I can operate it with my foot. I have a foot accelerator to feed the gas; electric lights which I turn on or off with my foot; an electric horn which I blow by pushing a button with the side of my knee; a spark lever bent so I can advance or retard the spark with my knee; and I crank the engine with my foot. I have a steel U-shaped attachment that clamps on the side of the steering wheel. I place my arm in that and steer very easily. I drive just as steadily and well as most people with two hands and arms, and I think a great deal better than some. I can turn around anywhere and go anywhere anyone else can go with a Ford car."

Mr. Stevens will be accompanied in his across the continent trip by his wife and two friends. They will carry a light camping outfit, to make themselves independent of hotels.

AUTO SUGGESTIONS TO WOMEN.

The automobile duffel bag is put to a new use when there are to be small children in the touring party. In it is packed a good sized ground cloth for children to play on the various out-of-doors haunts and their playthings. Children, cloth motor veils with coarse net face masks are popular for they are wide enough to cover the whole hat, and long enough to serve as a scarf as well.

Close fitting hemp strap turbans, their brims outlined with wreaths of fine small flowers, are widely worn, but it is whispered that Easter will put the stamp of approval on the old time poke bonnet and small crowned, flapping brimmed hat with streamers worn by the girls of 1860 with the full skirt and dainty Spencer waist.

STATE AUTOMOBILES.

Many state departments have purchased automobiles which have improved for the purpose and changed the cost of fuel to various funds. A given executive and his staff, in the case of the Legislature. The report was sent to Chairman Macdonald of the Assembly Ways and Means Committee, as a guide for the final draft of the annual appropriation bill.

According to Glavin's figures, the state spent more than \$1,000,000 for traveling expenses of its department and employees last year, \$700,000 of which was for the operation and maintenance of its 101 automobiles. In 1910 the state owned only eight motor cars. With reports from 25 departments and bureaus lacking, the traveling expenses of 1914 amounted to \$1,040,897.

For talks use Hamford's Balsam of Myrrh for quick results.

POTSDAM'S AUTO DEALERS

LOCAL DEALERS ANTICIPATE A BUSY SEASON.

Large Number of Cars Already Sold. Many Orders Booked.

The Courier this week carries advertisements from a large number of motor car and accessory dealers in this village—a larger number possibly than the average reader would think were in business here. Read them carefully, for whether you intend to purchase a car or not they convey valuable information. The automobile industry is one which is growing rapidly and has long since passed the experimental stage. It was but ten years ago that there were but three cars owned in this village. Now there are considerably over one hundred. The cars for which the local dealers are agents, like everything else carried by local merchant, are tried and proven products, built to stand up under hard usage and give years of steady, satisfactory service.

A goodly number of orders for machines for delivery in the coming months have already been booked by local dealers, and they expect to get many more before summer opens up in earnest. The season in this section is not like that in the cities and the buying public here waits, as a rule until spring before placing their orders.

H. F. Flack, who represents locally one of the largest lines in the county, has personally sold ten cars this spring, one Jeffery Big Six, three Chandler Sixes, four Maxwells, one Reo, and one Grant.

F. A. Seaver, representing the Overland, has disposed of a number of cars and has already ordered two cars in this village. Mr. Seaver has a number of sub-agents working for him in the eastern and northern portion of the county.

The Island Garage, which is being operated by Bartholomew and Dandy, is pushing the Reo line this season. The Reo is a car which has never been actively advertised in Northern New York, but is most favorably known in other localities. Up to last year it is doubtful if more than two cars had been disposed of in this territory. This season one hundred and fifty cars have been contracted for and eight carloads have already been disposed of. At the Syracuse show sixteen carloads of forty-eight cars were sold. The Island Garage also handles Firestone, Kelly-Springfield, Michelin and Guyton tires and Panhard oil. It has recently installed filtering apparatus on its gasoline pump and sells filtered gasoline at 16 cents per gallon.

D. E. Gregg, who formerly operated the Potsdam Garage, continues the Studebaker line for 1915. Mr. Gregg has fitted up a small garage and repair shop to take care of his clientele next door to his former location between Depot and Willow streets. He has disposed of several machines.

The Oakland line will be represented in Potsdam again this year by E. H. Burns. Mr. Burns recently delivered a six cylinder car to Dr. W. H. Wilson of Seneca Lake, and has sold three machines for delivery in this village. He will unload a carload of 1915 cars soon, in which will be included an Oakland Speedster, a stock car of racing type which promises much attention in the county, and a new car from the Oakland line.

In the car game at the village, the Potsdam Club, George B. and F. P. Maracas are disposing of Fords almost as fast as they can unload them. The following is a partial list of their recent sales up to the present time: William Jordan, Potsdam; Frank Ryan, Cambridge; Charles Hamawa; Belle Toff, Norfolk; A. M. Condit, Potsdam; Gerald Russell, Colton; Sargeant and Seaman, Potsdam; O. C. Tharrett, Nicholville; Fred Farwell, Potsdam; Peter J. Dowe, Raymondville; H. M. Kirsman Co., Norfolk; L. H. Lyman, Colton; S. McIntire, West Stockholm; Ellen A. Leary, Wadri; B. G. Parker, Potsdam; Crooks, McLean Co., Norwood; Chas. Walters, Potsdam; E. T. Clements, Madri; W. H. Buffam, Madri; A. D. Spotswood, Norfolk; Bert McGee, Norfolk; Geo. L. Shepard, Norwood; Stas Johnson, Potsdam; Ernest Barcroft, Colton. The garage carries a full line of accessories and a complete stock of United States tires.

R. J. Sanford and Leo Clark have recently taken the agency for the Chevrolet, the car designed and built by Louis Chevrolet, the racing driver. They have eastern St. Lawrence county on the machine. They received their demonstrating car a few weeks ago and have orders placed for three of the \$490 cars and three of the Baby Grand model which sells at \$985.

M. G. Hastings, although he has disposed of his interests in the garage business, retains the Buick and Saxon agencies, and will handle both of these cars the coming season. He has 1915 models of each of them on hand now.

The Oldsmobile was one of the first cars to come into this section, and in securing the agency for R. Dr. G. P. Lyman will represent a machine well known and favorably known in the North Country. Dr. Lyman recently unloaded a 1915 four cylinder thirty-five horse power touring car, of this make.

CARS IN THE WAR.

The popular belief that practically all orders for American-made motor vehicles come from the Allies is not quite true, as the Studebaker Corporation has on order for 260 motor ambulances for the German Red Cross Service. There would be plenty of orders for American motor trucks and general cars for Germany, and a Studebaker official, but unfortunately the blockade prevents the shipment of vehicles to Germany.

OVERLAND IN GRAND PRIX RACE.

Finished Gruelling Contest Where Many Others Failed.

Outlasting many of the most famous racing cars in the world, the Overland Model 81 roadster created a stir among motoring admirers by finishing eighth in the Grand Prix race over the San Francisco Exposition course.

The car was handled by Thomas McKelvey, foreman of the shops of the Cobb-Evans Company, Cleveland dealers in Fresno, California, who has driven it to victory in numerous road and track events along the Pacific coast. It was McKelvey's mad dash and nerve and the remarkable consistency of the car assured the enthusiasm of the thousands who crowded the grandstands and lined the course. Fifteen of the biggest cars entered were unable to finish the grand tour of the mud, water and sand that maddened the track.

It is pointed out by those who saw the race that the Overland was in its own way the largest and most expensive car, piloted by men who are considered the best racing drivers in the country. Perhaps the most remarkable feature of the performance was the consistent running of the Overland engine. The car is essentially a stock model, the chassis being standard in every respect except that McKelvey drove with the fan removed, trusting to the Overland's thermosiphon system to keep the motor cool. The object in removing the fan was to eliminate all superfluous weight. A special body attached to the chassis completed the change from a standard roadster to a racing car.

During the steady grind of 400 miles which covered 100 laps of the muddy, rain-soaked course through the Exposition grounds, the Overland made only a single stop. This was during the fifty-third lap, after more than 200 miles had been covered. McKelvey stopped at the Overland pit to take on a fresh supply of fuel, and changed one of the rear tires while the tanks were being filled by the mechanics.

This gave the Overland almost a non-stop performance. The engine was not stopped from the time it was first started until the race was crossed at the completion of the 400 miles. A steady rate of speed was maintained from start to finish.

TWIN CARS MAKE PUBLIC GUESS.

Motorists Have Difficulty Distinguishing Between Four and Six Cylinder Oldsmobiles.

Two cars so near alike that only an experienced eye on first glance can distinguish between them, both called Oldsmobiles, are being sold in the market. Both have black and wheels of like finish, form a unique display which is getting a liberal share of attention at the automobile shows. These cars are the Model 55 and 42 Oldsmobiles.

So closely do the lines of the Model 42, the light four Oldsmobile, compare with those of the six cylinder car, that when the cars are within a few feet of each other many people find it necessary to inquire which car is which. Except for size there is no detectable difference in them, and even the smaller size of the four cylinder model is easily discovered since three inches were added recently to the length of its body. For the first time in the history of the motor car industry a designer has succeeded in duplicating in a four cylinder car the exact lines and general appearance of a larger six cylinder model.

Every detail of the Model 42, as a wheels, or the wheels appear alike on the two cars. The lines of the bodies appear practically identical. Both have aluminum running boards and fenders, mud and splashers, hidden tool boxes in the side panels, capillary rear springs and non-skid rear tires, both have adopted the same manner of carrying the spare tires and the gas tank in the rear of the car; each has a dash built of Circassian walnut on which the instruments are mounted, also a steering wheel of the same imported wood and both are equipped with one man top and lift, carburetor and both have Delco starting and illuminating systems.

INCREASE IN REGISTRATION.

Following the automobile shows held throughout the country and the promise of an early return of the season for touring, there annually comes a jump in the motor car registration figures, which now reach 113,914, compared with 72,078 cars licensed during the corresponding period last year.

Owing to a rise so far this year of \$7,000, due to the half-fee provision, the receipts aggregate only \$954,890.50 against \$708,484.25, collected in 1914.

"From these figures," said Francis M. Hore, Secretary of State, Sunday, "it would now seem to be an assured certainty that the automobile industry this year will have an unusual increase for considering the general business conditions this trade shows more than a surviving prosperity, providing, as it does, commodities that demand large purchasing powers. Indeed, in no other line of business is there such a certain progress better indicated than in this."

Why is it that a successful past is always an asset to a spectacular talker for the cause of prohibition.

Plattsburg will have a Chautauqua this summer.

The big increase in the number of automobiles in operation must produce an increased number of accidents.

Can You Afford to Defend a Damage Suit

when you consider the small cost of transferring the responsibility to the

Maryland Casualty Company

We have attractive rates for Automobile, Fire and Life Insurance also. Ask for quotations.

L. J. BROWN & SONS

(Incorporated) General Agents Potsdam New York

More and more every day Ford cars become the necessity for everybody—a utility in city and country. Their great usefulness is part of the daily life of all the people, through giving universal service with universal economy.

Touring Car, \$490; Runabout, \$440; Town Car, \$690; Coupelet, \$750; completely equipped, f. o. b. Detroit.

FRANK P. MATHEWS
Distributor for Northern New York
GEO. B. MATHEWS, Local Agent
Club Garage Potsdam, N. Y.

Ajax Tires and Tubes

We Have a Complete Line of TIRES and TUBES

The Tire with a 5,000-Mile Guarantee.

We Have a Line of Reliners, Patches, and All Accessories.

Remember, We can Give You the Best Values for Your Money.

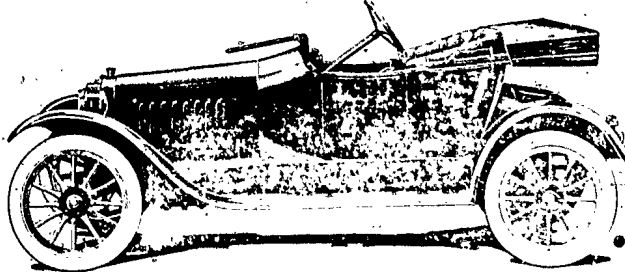
You Take No Chance in Buying Ajax Tires and Tubes.

SMITH & SMITH

BUICK AND SAXON

FOURS and SIXES

Both Leaders in Their Class.



Saxon Roadster, \$395

MYRON G. HASTINGS

Agent,

POTSDAM NEW YORK

Power With Sturdiness

Climb in an Oakland—step on the accelerator and know the pleasure of reserve power that can be quickly and smoothly applied. Try the Oakland out on your steepest hills—note the power and strength to climb the grades.

Oakland Fours and Sixes

attract the attention of car buyers everywhere because of five leading points of superiority, all of which are found only in Oakland cars.

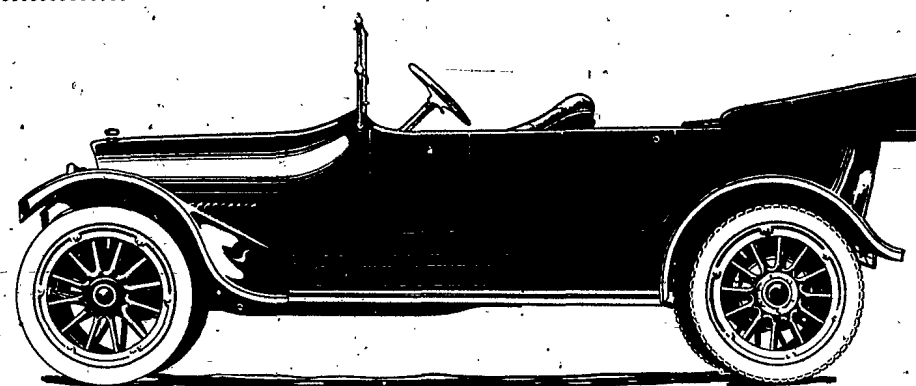
1. Great Strength with Light Weight.
2. High Speed Motor with Great Power.
3. Low Center of Gravity with Least Road Clearance.
4. Flying Wedge Lines with Least Wind Resistance.
5. Economy with Luxury.

Let us show you the car that has made the hit of the year with shrewd car buyers. The safety and enjoyment of you and your family depends on these essentials and you know it.



R. H. BYRNS, Distributor
POTSDAM, N. Y.

THE NEW REO THE FIFTH—\$1050



THE 3-UNIT POWER PLANT which always has been and always will be a feature of Reo Automobiles, makes this the most accessible automobile in the world. REOS ARE THE ONLY CARS in which main crank-shaft as well as connecting-rod bearings can be adjusted without taking the motor out of the car. Patented feature—strongly protected. ANY ADJUSTMENT or repair can be made to any unit without disturbing any other. ALL THE EXPERIENCE—all the ingenuity—all the skill—of the Reo engineers have been concentrated on this one idea for several years—simplifying design always with greater accessibility in view.

How About It? Some one once said that "the man who makes a hasty decision regrets it." So be sure you at least see and ride in a REO before you buy.

THE ISLAND GARAGE, Inc.

BARTHOLOMEW & DANDY, Proprietors.

POTSDAM, N. Y.

Before Buying That New Car

TALK WITH

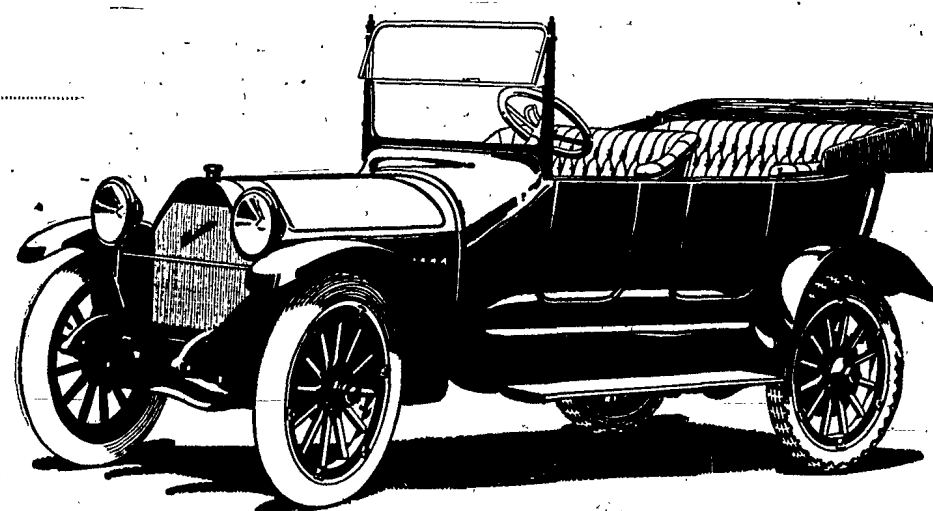
H. E. FLACK, Potsdam, N. Y.

Who represents the largest line of Cars sold in this-county. We have a CAR FOR EVERY DESIRE.

Starting with the LITTLE GRANT, 4 cylinder, two passenger and light 6 cylinder, five passenger. The next highest priced is the MAXWELL two passenger Roadster and five passenger. Then comes the REGAL, in two passenger Roadster, five passenger and 8 cylinder. Next is the CHANDLER SIX in two, five and seven passenger, which is the greatest car value for the money on the market this season. Last, but not least, the great JEFFERY line, which are mechanical masterpieces in automobile construction. We also handle three lines of Trucks, including KOEHLER and JEFFERY.

DON'T BUY UNTIL I HAVE A LITTLE VISIT WITH YOU.

Studebaker Automobiles



Two types of each—five passenger SIX and seven passenger SIX; FOUR Touring Car and FOUR Roadster. You will find them competing with cars that sell at prices \$500 higher; and you will also find them showing higher quality throughout. Studebaker prices are lower because these cars are completely manufactured in Studebaker plants, carry but one profit, and impose no middleman's tax upon the buyer. Today—or tomorrow—go to the Studebaker store and see the new Studebaker models, FOUR and SIX.

D. E. GREGG, Agent, Potsdam, N. Y.