

MANY TYPES OF CARS CREATED BY TRADES

560 Kinds of Commercial Automobiles for 1917
Market

A wide range of commercial cars designed to suit the pocketbook of every commercial man, is offered to the 1917 trade by the motorcar maker.

More than 560 models and kinds of commercial cars are on the market in this country this year. The large number is due to the fact that some plants produce a certain model car of several types, minor details such as the drive, gear, wheels and axles being different. A dominating majority of the cars, from the dinky grocery and florist's delivery wagon to the ponderous van, are gasoline cars of the four-cylinder type.

The greatest demand for commercial cars will be for those in the neighborhood of two tons, to judge by the preparations made by manufacturers. There are more gasoline and electric trucks in the neighborhood of two tons than any others, and the only models of steam commercial cars made are one and a quarter and two and a half ton trucks.

The price range from \$225 to \$2500, depending upon the weight of the construction and the work it is intended for. These prices are quoted for the chassis alone, most manufacturers preferring to make additions to order to suit the needs of the customer's business.

Following is a table showing the average chassis price for the various commercial cars, grouped by motive power and by weight.

CARS		
Class by weight	Model and Average Chassis Price	Price
500-1200 pounds	24	5824
1200 pounds	25	1781
1500 pounds	26	2099
1 1/4 tons	27	1819
1 1/2 tons	28	2099
1 3/4 tons	29	2379
2 tons	30	2659
2 1/4 tons	31	2939
2 1/2 tons	32	3219
3 tons	33	3499
3 1/2 tons	34	3779
4 tons	35	4059
4 1/2 tons	36	4339
5 tons	37	4619
5 1/2 tons	38	4899
6 tons	39	5179
6 1/2 tons	40	5459
7 tons	41	5739
7 1/2 tons	42	6019
8 tons	43	6299
8 1/2 tons	44	6579
9 tons	45	6859
9 1/2 tons	46	7139
10 tons	47	7419
10 1/2 tons	48	7699
11 tons	49	7979
11 1/2 tons	50	8259
12 tons	51	8539

ELECTRIC		
Class by weight	Model and Average Chassis Price	Price
500-1500 pounds	11	1898
1 1/4 tons	12	2098
1 1/2 tons	13	2298
2 tons	14	2498
2 1/2 tons	15	2698

STEAM		
Class by weight	Model and Average Chassis Price	Price
1 1/4-2 1/2 tons	2	2499

The top-notch truck, an regards price, is a 6 1/2-ton gasoline car. The chassis alone costs \$500. Among the electric cars five-ton chassis at \$519 is the highest in price.

Automobile Archibald Asks:
Why do many gentlemen, who are suspected of possessing combination safes, neglect to put safety locks on their motorcars when they must leave their machines standing in the highway?

Car Exports From U. S.
Total \$97,464,381

Year	Number	Value
1908	2,477	\$4,666,991
1912	21,757	21,560,139
1913	25,286	26,012,934
1914	29,090	26,574,674
1915	37,876	40,254,035
1916	77,496	97,464,381

1916 Racing Records Broken by Speed Kings

Barney Oldfield, driving the Christie, broke the speedway record in the Ventura track race at the Ascut Speedway March 19, turning a lap in 45.84.

John Aiken, driving a Peugeot, established a new world's record in the Ventura mile event at Shreveport May 13. His time was 1:11.15, or at an average speed of 100.71 miles per hour.

Bob Burman, driving a Peugeot, from a standing start made a lap in 33.545, which made a new record. This was also at the Ascut Speedway, March 19.

Dr. R. R. Dwyer set amateur's speedway lap record of ninety-four miles per hour at Chicago May 31.

Barney Oldfield, in his Christie, visited the Chicago speedway in 1905, or at 113 miles per hour.

Dario Resta set new record for Chicago Speedway June 11. His time being 29, 21, 31.64, for the 300-mile event, or at a speed of 90.61 miles per hour.

June 10 Ralph de Palma established a new American record for distance covered in one hour, driving on a speedway track, when in the sixty minutes he covered 93.22 miles.

In a dual meet with Ralph de Palma at the Chicago Speedway June 18, Dario Resta established new American records for five, ten, fifteen and thirty miles.

Dario Resta set record of 29, 20, 45, for 130 miles on 1 1/2-mile track at Omaha July 16. Eddie Richardson, driving the Maxwell, broke the world's fastest mile record at Omaha July 16, in 1:11.77, at a speed of 104.11 miles per hour.

Dario Resta, driving the Peugeot, broke the world's five-mile record at Omaha July 9. His time being 51.82, equal to 111.75, made by Bruce at Los Angeles in 1912.

V. Rader, driving a Packard racing test car fitted with a twelve-cylinder piston engine, broke previous track record at Indianapolis August 10, turning a lap in 1:29.27, an average speed of 100 miles per hour.

Aiken broke world's 50-mile record at Shreveport May 13, driving a Peugeot at an average speed of 101.61 miles per hour. The previous record was made by Resta on the Chicago speedway, namely, 2:53:11.6.

In October Ralph de Palma was granted an official 100-mile speedway record for his performance on the Omaha 1/2-mile track. His time being 29:07.17, or at a speed of 104.11 miles per hour.

Aiken broke 100-mile record at Shreveport May 13, driving a Peugeot at an average speed of 100.55 miles per hour.

A. H. Patterson, driving a Hudson super-six, set new world's record for longest road race of 100 miles at an average of 28.15 miles per hour at Santa Monica November 18.

FARM TRACTOR USE DOUBLES IN STATE

Need of Light Car for Small Farm Seen by Secretary of Agriculture

Study of the adaptability of the farm tractor to the Pennsylvania farm is urged upon the Pennsylvania farmer by Charles L. Patton, State Secretary of Agriculture, who sees the need in the Keystone State of small, powerful tractors for the little farms.

"The Department of Agriculture urges that the farmer give the tractor question his most earnest study and, if possible, to obtain a practical test on his own farm before purchasing," he said. "The light tractor is the one best suited for the Pennsylvania farm."

There are between 700 and 800 tractors of various makes in use on the State farms, according to an estimate made by the Department of Statistics. Seven hundred and forty was given as a conservative estimate. The last year showed the increasing popularity of the tractor, if the present purchase of the tractor is any indication. The statement continued:

About 600 tractors were sold throughout the State during 1915, so that the increase over 1914 was more than 100 per cent. Many of these tractors were sold in the fall after the farmers had disposed of their crops.

The Pennsylvania farmer still is a little ignorant about the tractor, but with the advent of a light tractor that will turn 500000 pounds, as to be available in the small fields which make the most of the Pennsylvania farms, there is no question that the use of tractors will spread fast. Few large farms, where there are great fields that do not require repeated plowing, the tractor unquestionably is a successful money-saver and labor-saver.

The farmer in this section must approach the purchase with caution. Pennsylvania farms need the tractor formation and small fields need a small but powerful tractor, several of which were introduced in the East during the last year.

The popular test of tractor in this State is what is known as the S-16, which is capable of drawing a three-acre engine plow for light work and a two-acre plow for deeper plowing. The tractors are equipped for the use of both kerosene and gasoline, but it is the cheapness of kerosene that makes this the popular type. There are few steam tractors in use."

State Mecca for Tourists
Pennsylvania's comprehensive plans for improvements in highways this year are attracting widespread attention in neighboring States. The mountains of the Keystone State have always been popular because of their beauty, and a great influx of automobiles tourists is predicted should the highway-including the State receive the growing planned by the State Highway Department.

Auto Owners to Get Extra Guarantee of 1500 Miles on All Standard Makes of Tires With No Advance in Price

If Old Guarantee Is for 6000 Miles—
Our New Guarantee Gives You 7500 Miles
If Old Guarantee Is for 3500 Miles—
Our New Guarantee Gives You 5000 Miles

A TREMENDOUS SAVING IN DOLLARS AND CENTS TO THE MOTOR USING PUBLIC

Heretofore tires have been called upon to do not only their OWN work but the WORK OF THE SPRINGS ALSO. This, naturally, has shortened the life of tires. Tire manufacturers, therefore, have been compelled to accept conditions as they have found them and limit their mileage responsibility. There has been more mileage in the tires, but nobody has known how to get it out of them.

The way has been found to get that extra mileage out of tires. Records of tests made by manufacturers and car owners show that the insertion of an anti-frictional, self-lubricating bearing between all the leaves of all the springs, from end to end, gives free, smooth, uninterrupted spring action. This enables the springs to quickly absorb all road shocks, making the car ride easier and permitting this sensational tire guarantee.

Therefore, the L. S. Hall Rubber Co. announces that it will guarantee 1500 more miles for any standard make of tire, bought of us, than the manufacturer will guarantee, whether the insert is purchased at their store or elsewhere, if the springs of your car are equipped with Dann Insert, the lubricated spring leaf bearing. This guarantee will be in writing, and we will stand squarely behind it.

TO ALL PURCHASERS OF NEW CARS—Register your car with us; equip with Dann Insert (if your car is not already so equipped); greatly increase the mileage of your present tires, and get

Our Written Guarantee of 1500 Extra Miles On Your Future Tire Equipment Bought of Us

This Wonderful Guarantee Is Made Possible By

DANN INSERT

"The Lubricated Spring Leaf Bearing"

The Saving on Two Tires Will More Than Pay for the Cost of Dann Spring Insert

Dann Insert is a SELF-LUBRICATING BRONZE BEARING. It fits between the leaves of the springs in your car from end to end. It is packed with a special graphite compound which will not flow liquid and which insures maximum spring efficiency at all times. This BRONZE BEARING allows spring leaves to slide freely over each other—to do the work they are expected to do. Keeps the springs continuously, permanently lubricated—eliminates rust and spring squeaks—makes springs act freely, flexibly, easily. Your car will ride as though it were floating on air.

FREE
Send coupon below for free booklet containing valuable information for car owners.



**We Guarantee Easy Riding—or Your Money
Back after 30 Days Use**

Dann Insert is packed in a box all ready to fit the springs of your car, regardless of make. You put Dann Insert in your old springs. You do not have to buy new springs.

*Demand Dann Insert in the car you buy.
This tire guarantee is open also to all owners whose cars are now equipped with the Dann Insert.*

See the exhibit at our Booth—D-1—on Balcony at the Auto Show, and in Ledger Central window, Broad and Chestnut, all this week.



L. S. Hall Rubber Co.
1402 RIDGE AVE.,
PHILA.

Please read Booklet, "The Story of Easy Riding" also price of "Dann Insert" for my car. No obligation on my part.

Car
Model Year
Name
Address
(L.S.)

Prestige

Millions own automobiles, but only comparatively few may enjoy the luxury of the Rauch & Lang Electric.

It is a standard of prestige—"The Social Necessity"—recognized universally.

No other car approaches its utility, beauty and perfect performance under all conditions.

The identity of owners of Rauch & Lang Electrics in this community unquestionably proves this.

Let us tell you their names if, indeed, you do not know many of them already.

For catalogue or demonstration on request
Baker R & L Motor Car Co.
H. H. DOERING, Mgr.
2214 Chestnut St.
Bell Phone—Spruce 3022

**Rauch & Lang
Electrics**

"The Social Necessity"