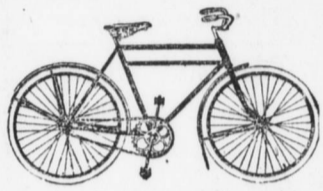
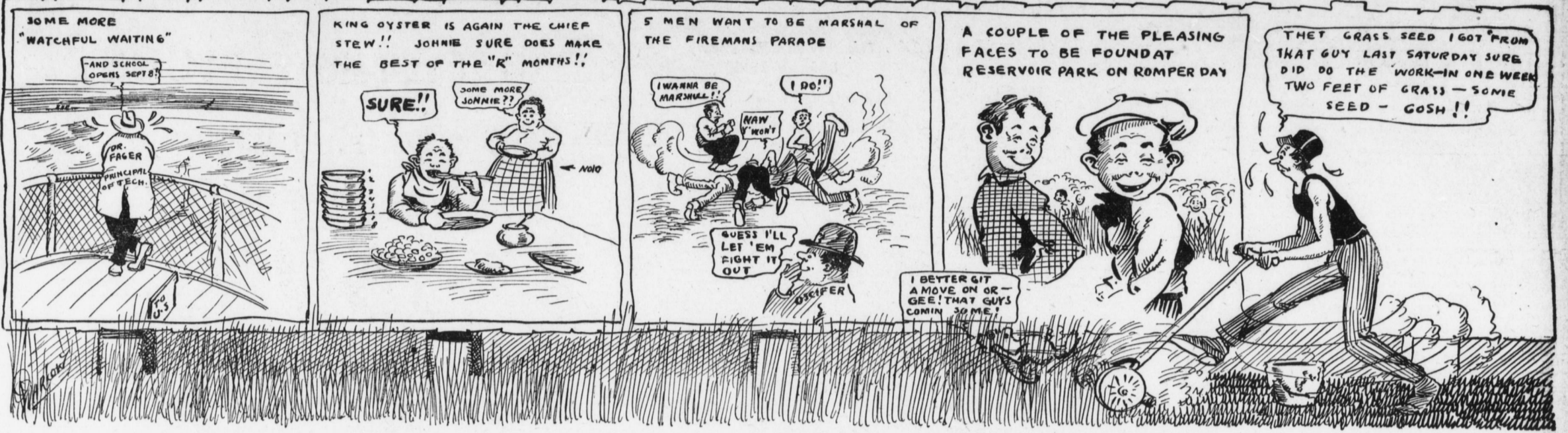


THE WEEKLY BILLBOARD - BY JAW -



Bicycles For the School Days Boys and girls who ride to and from school not only increase their pleasures but add to the vigor of body and mind. Bicycles for the family—all guaranteed. We have the kind that will withstand the roughest handling from \$18.00 up. We have a lot of good tires at \$1.50.

EXCELSIOR CYCLE CO. 1007-09 N. THIRD ST. Open Evenings. Bell Phone 1435J BRANCH: 126 N. Front St. Steelton, Pa.

Twice as Many Chandlers For 1915



CHANDLER LIGHT-WEIGHT SIX \$1595

The Chandler weighs only 2885 pounds. It runs 16 miles or more per gallon of gasoline, 700 miles per gallon of oil, and 7000 miles per set of tires. The Chandler Company has doubled its production for the season 1915. The public has given its verdict. It wants more Chandlers. The handsome design, the workmanship, the economical light-weight and the

Marvelous Motor of this splendid six have achieved widest recognition. Come in and study the Chandler motor. Take the car out and drive it.

Then you will understand why we call it marvelous. It is the finest American development of the long-stroke principle. It is beautifully made, precise as a watch, and it is powerful. In it, and on it, you will find every high-grade feature of the costliest sixes.

And remember this: It is the exclusive Chandler motor, the result of eight years of six-cylinder experience and not a common-piece stock motor. Cast aluminum motor base, extending from frame to frame, taking road strain off the motor. Genuine imported Coventry silent chains for driving auxiliary motor shafts. Cam shaft cut from solid forging, with cam integral. Extra heavy crank-shaft, perfectly balanced. Unusually large connecting-rod bearings. Self-contained oiling system, with constant lubrication for every working part. Separate unit electric starting and lighting system. Bosch Magneto, for ignition. Motor beautifully finished in pearl gray baked enamel. All parts immediately accessible.

Now, that's only a suggestion as to the extraordinary quality of this exclusive Chandler Motor. You must come see the car to fully grasp it. Chandler Body Design for 1915 is the last word in motor car beauty. And the profit-sharing price is \$1595. There is no like value to be had at similar price.

We are Making 1915 Deliveries Order Your Car NOW Andrew Redmond Third and Boyd Streets CHANDLER MOTOR CAR CO., CLEVELAND, O.

Try Telegraph Want Ads.

NEW OPPORTUNITIES CREATED BY THE WAR

Sales Manager of Jeffery Automobiles Tells of Great Fortunes to Be Made

"Twenty-five years from now the children of the men who are leaders in business to-day will be commenting upon the fact that if their fathers had had foresight in 1914 they would have recognized in the present situation the greatest opportunity for business development and actual money making in the history of the world." In these thoughtful and optimistic words, E. S. Jordan, Sales Manager of Jeffery automobiles recently reviewed the prospects before American commerce.

He has on my desk before me," continued Mr. Jordan, "a list of five hundred separate articles ranging in value from \$5,000 to \$30,000,000 which have in past years been imported exclusively from European countries into the United States. The cessation of these imports opens new markets to American manufacturers of similar products. Furthermore, American substitutes for all these European articles must be reduced henceforth in America.

For instance, do you know that we imported more than \$2,000,000 worth of handkerchiefs last year; \$22,000,000 worth of dye stuffs; \$16,000,000 in laces and embroideries; \$22,000,000 worth of linens; \$3,000,000 worth of yarn; \$4,000,000 worth of green or pickled sheep skins; \$2,000,000 worth of glove leather; \$27,000,000 worth of diamonds; \$6,000,000 worth of toys and \$1,500,000 in dolls and parts of dolls.

When the Civil War broke out every little town in Massachusetts had a half dozen shoemakers or cobblers making shoes each in his own separate shop. The war called these men to the front, and necessity, the mother of invention, forced the production of a shoe manufacturing machine. The great shoe industry of Massachusetts.

The business of the Chicago stock yards doubled during the Civil War, and the steel business of Pittsburgh came into its own during that period.

"The world, outside of the United States, may fight for months on its shoes, but this supply cannot last. These nations must look to the United States for food, clothing and shoes, not to mention a thousand other necessities of life."

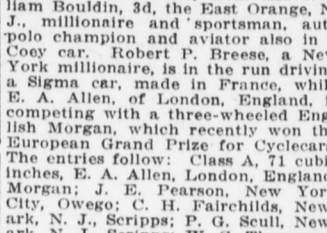
Imagine yourself in business in a small town. You are operating a small general store. You are one of a half dozen other merchants in the same line of business. Your business has been meager during the last few months. The general condition of the country has been one of depression. Suddenly all other merchants in your line of trade close up their shops and go off into a forty-acre lot to fight tooth and nail. You are left absolutely in control of the market.

This is the situation of the United States to-day. Since war was declared we have received from South America and other countries of the world many inquiries for Jeffery cars. Cars built along the lines of the Jeffery have dominated their markets. France last year sold \$5,000,000 worth of cars in South America, Germany \$3,000,000, Belgium \$1,500,000, England and the United States sold nothing. Now the markets of European countries have been closed to us.

Cycle Cars Make First Reliability Run Newark, N. J., Sept. 5.—Two dozen light cars comprising the cream of American, French and English factories left Lincoln Square at 9 o'clock this morning on a three days' 300-mile reliability test. The cars, under the auspices of the Cyclopedia Club of New Jersey, to Atlantic City, via Philadelphia and return. This run which is the first of its kind ever held on American soil, marks the inspection of the light weight, economical running light car and the results of these under a 1,000 pounds automobiles which obtain from 35 miles and over to a gallon of fuel will be watched with a great deal of interest by the central public and the members of the automobile industry in general, many of whom are ac-

DR. FAGER, AGED 60, WIKES SIXTY MILES

[Continued From First Page]



many miles. Here is what he says about it in a letter to the Telegraph: To the Editor of the Telegraph: Dear Sir: For the benefit of pedestrians will you please permit me to make a few statements concerning my sixty-mile birthday walk. Walking is one of the healthiest of avocations, but requires so much time that few can enjoy it to its fullest extent. I would say right here that my style of walking is almost universally condemned as being foolish—just seeing how many miles you can cover. The ideal walk is to start out with no objective point and leisurely go where you please, stopping to admire the scenery, sitting down to read a book or hold converse with your friends. To people who like that sort of thing that is about what they like. But I prefer my way, although I do not claim it is the better. There are two things that must be watched closely in order to succeed in walking—first, your digestion and, second, the condition of your feet.

Don't Eat Too Much As soon as you hear of a hiking party walking two or three miles and then enjoying a chicken and waffle supper, you may be sure that no benefit was derived. To walk fifty miles needs training in many directions, but particularly in abstaining from excessive eating. A person who over-eats cannot walk well. As you said I enjoyed a big dinner you made quite an error, for you must eat sparingly after any great exertion, because the stomach is only as strong as the exhausted body. The shoes worn by the majority of people are wrongly shaped anatomically. With pointed shoes a man cannot be comfortable. Light woolen stockings and broad-toed shoes will enable you to walk in comfort. The smallest knot, wrinkle or seam is bound to cause you suffering and eventually to compel you to stop.

Everything else being equal, any person by hard training could walk sixty or more miles and it would be more than foolish for any one to essay a long walk without many preliminary trips.

Why He Likes It Why do I like this rough, insane way of tearing through the country? First, the feeling of the ability to do something hard and to enjoy all the discomforts incident to such a walk; the development of a thirst that a cup of iced tea looks better than anything that you could put alongside; the knowledge that you are fit is a big inducement. Then the enjoyment of the country and the contact with the country people and their kindly solicitation. People don't like the automobile inhabitants. It seems that they are only thinking of themselves and they willingly give you dust for miles, rendering houses and long along highways hard to live in. My birthday walk is on September 7, and I couldn't walk on that day for many of my friends take that time to congratulate me.

Doesn't Carry Pedometer I don't carry a pedometer, for they are not reliable. On my walk to Reading, which is 53 1/2 miles by turnpike, I wore two pedometers. One registered 43 miles and the other 67 miles. The difference was due to your steps, but the step varies so much that the instrument is not reliable, and then your last mistake was about the Bernhelsel brothers. They gave me a start and then met me at Camp Hill and brought me to good old Harrisburg. J. H. FAGER.

FINED FOR NIGHT WALKING George Bechtel and Lee Cupp were arrested by Sergeant Drabenstadt and Patrolman Comings last night, for disorderly practice. It was stated at the hearing before Mayor John K. Royal this afternoon, that the two young men were pulling steps on a front of homes on Allison Hill and making the night hideous with their rells. They were fined and allowed to go home.

Playing With Dog, She Fractures Right Leg While playing with a pet dog at her home this morning, Miss Anna Hall, aged 21 years, 323 South street, fell off the front steps, and her right leg was fractured. Miss Hall ran up the steps to get into the house ahead of the dog. The dog ran between Miss Hall's feet throwing her down the steps.

Thieves Steal Fancy Stock From Penbrook Coop Thieves broke open the chicken coop of John Day at Penbrook, Thursday night, and carried off fourteen young pullets. Mr. Day raises fancy fowls.

POST OFFICE CLOSING Announcement was made to-day by Postmaster Sites that on Labor Day, September 7, 1914, the main post office and Hill and McClay stations will be closed from 10 a. m. to 12 p. m. All delivery and collection, and the 5:45, 7:30 and 10:30 p. m. collections.

CHARTERS SIGNED BY THE GOVERNOR

Central Pennsylvania Concerns Figure in the List of New Incorporations

State charters have been issued as follows: Insulation Products Company, Pittsburgh, capital \$5,000. Loque Bros. Co. Insurance, Pittsburgh, capital \$25,000. White Palace Restaurant, Pittsburgh, capital \$75,000. Westmoreland Lumber Company, Greensburg, capital \$5,000. Penn Smokeless Coal Company, Pittsburgh, capital \$5,000. Casper, Todd & Shafer Booking Exchange, Inc., Pittsburgh, capital \$5,000. Continental Register Co., Pittsburgh, capital \$5,000, signs. Charles L. Brown Building and Loan Association, Philadelphia, capital \$1,000,000. Independent Federation Building and Loan Association, Philadelphia, capital \$25,000. Quaker Mills, textiles, Philadelphia, capital \$25,000. DuBois Mercantile Company, DuBois, capital \$5,000. Media Sockette Manufacturing Company, Philadelphia, capital \$5,000. Hagen Lumber Company, Scranton, capital \$25,000. Klein Chocolate Company, Elizabethtown, capital \$50,000. Mt. Wolf Realty Company, Mt. Wolf, capital \$10,000. Media Grocers Company, Media, capital \$10,000. Philadelphia Model Homes Company, Philadelphia, capital \$20,000. Royal Brown Manufacturing Company, fire extinguishers, Lancaster, capital \$5,000. Toza Theater Holding Company, Philadelphia, capital \$20,000.

Hudsons Are Shipped at Rate of 100 Per Day I. W. Dill has received the following assurance regarding shipments from factory: "Tuesday, August 25, 100 cars slid over the shipping platform and rolled out of the factory on the tracks of the Detroit Terminal railroad. That is the record—to date—but there have been days that nearly approached it. Days when 86 and 88 and 91 cars were passed through final inspection. And from all indications the century mark is to be a familiar sight on the final assembly walk from now on. The factory promises to catch up on production before the end of September. To date nearly 1,000 cars have been shipped out by express. Something absolutely unique in the history of the automobile trade.

Hudson cars are reaching some eastern dealers through the medium of one of the fastest trains in the world—the Detroit-Hudson express shipments being attached to that fast-flying limited.

Shipments are being handled absolutely impartially. No dealer is getting any favors. Each is being allotted cars in his regular order and according to schedule established when contracts were completed.

All are participating in this record production and record shipment.

PUT FIRE OUT WITH HIS HANDS Wind blew a curtain into the gas jet at the home of Charles Fleck, 132 Verbeke street, last night. A blaze was prevented by the timely action of Mr. Fleck who extinguished the flames with his hands, burning several of his fingers severely.

I-H-C Trucks Increase in Favor For Delivery Use The rapid progress made in the sales of the I H C truck is indicated by the following from C. J. Stevens, assistant general agent of the International Harvester Company for this district: "The I H C motor truck has been on the market for the past eight years and each year has seen an increasing number of sales. "To-day there are more of these trucks in use than any other make of commercial car. These facts alone are convincing proofs of satisfactory service, and are being used in practically every line of business where light hauling and quick deliveries are essential.

The I H C is backed by a manufacturing experience of over twenty-five years, and hundreds of service stations are established throughout the United States, and the largest factory in the world for building motor trucks exclusively speak for the permanency and financial backing of this truck. "The International motor truck enables the buyer to give winning service, and to make deliveries summer and winter, rain or shine. Careful tests made by merchants and contractors prove conclusively that the I H C delivery car has been a paying proposition for them, and it is only a question of getting the right car.

Small Cars Are a Feature in Detroit G. A. R. Parade Small cars figured conspicuously in the G. A. R. parade in Detroit in connection with the annual encampment, one of the features being a detachment of twenty Saxon cars carrying old soldiers who were unable to march in the procession. Although most of the veterans were too proud to ride in cars and insisted on accepting offers of automobile owners and manufacturers and ride along the line of march.

The Saxon cars, which headed the automobile division, were driven four abreast in five lines. Each car conveyed a veteran in addition to the driver, the pilots being dressed in blue suits and wearing white caps. "Thousands who lined the curb on both sides of the street cheered the machines and their occupants, some of whom were over 80 years old. This procession furnished one of the most picturesque features of the whole parade, because most of the men who rode in the cars were older in years than the rank and file who marched.

Maxwell Cars Represented in Harrisburg by E. W. Shank

This year the Maxwell Motor Company of Detroit are specializing on but one model chassis, the Maxwell "25." The five-passenger touring car sells at \$695 fully equipped, and \$55 additional for electric lights and electric starter. The roadster with regular equipment at \$670.

Seventeen new features are claimed for the new 1915 model by the manufacturer. These include: Pure streamline body, adjustable front seat, Sims high-tension magneto, three-quarter elliptic rear springs, tire brackets on rear, spring tension fan, Kingston carburetor, clear-vision wind shield, foot rest for accelerator pedal, tail lights with license brackets attached, gasoline tank located under dash cowl, Crown fenders with all rivets concealed, head lights braced by rod running between lamps, famous make of anti-skid tires on rear wheels, gracefully rounded, double shell radiator equipped with shock absorbing device, instrument board, carrying speedometer, carburetor adjustment and gasoline filler, improved steering gear, spark and throttle control on quadrant under steering wheel, electric horn button mounted on end of quadrant.

The agency for this car has been assumed by E. W. Shank, with demonstrating car on exhibit at the City Auto Garage. Mr. Shank is well known throughout this territory, having traveled through the State for years as salesman for motor propelled machinery.

Don't Worry "War or no war, freight rates or no freight rates, tariff or no tariff, baseball or no baseball, grape juice or champagne. The new Hudson 6-40's, are being shipped at the rate of 100 per day.



Price, \$1550 The latest creation of the Master Builder, Howard & Coffin, a large light weight, roomy, 6-cylinder, seven-passenger car, which won every efficiency contest in which it was entered the past three seasons. It combines quality, beauty and economy. May we mail you latest catalog? Demonstration on request. Sold by I. W. DILL.

MAXWELL

NEW 1915 MODEL At Its Price, \$695, the World's Greatest Automobile Value Here's the car that has all the features of a \$1,000 car, and

The New 1915 Model Has 17 New Features Sims real high-tension magneto; sliding gear transmission; left-hand drive; center control, anti-skid tires on rear, and all high-priced car features. The easiest car in the world to drive. A great big, handsome, powerful, swift-running REAL automobile. The greatest hill climber in the world. The car that has set the whole country talking. WITH ELECTRIC STARTER AND ELECTRIC LIGHTS \$55 EXTRA.

Holds the Road at 50 Miles an Hour Write Phone or Call For Demonstration

E. W. SHANK AT CITY AUTO GARAGE STRAWBERRY AND RIVER STREETS, NEAR SQUARE