

Stops Puncture Troubles



SEE THAT C-V-SEALER IS IN YOUR TIRES

No Loss of Air
C-V-Sealer absolutely prevents the loss of air from ordinary punctures. It will also seal up small blow-outs.

No Loss of Resistance
C-V-Sealer is used in small quantity—a quart is sufficient for the largest tire. You can use C-V-Sealer and still ride on air.

No Injury to Tires
We guarantee that C-V-Sealer will in no way injure the rubber in your tires. If it does, present the evidence and we'll buy you new ones.

Costs Little
C-V-Sealer costs \$4.00 a gallon—enough to fill four tires—or \$5.00 put in your tires. With the average puncture trouble one filling will last for years.

Demonstrations anytime day or night at REX AUTO GARAGE, 1917 North Third Street.

C-V-SEALER CO.

BOX 268 HARRISBURG, PA.

JEFFERY CARS



Stand for Economy, High Grade Quality, Distinction in Style, Plus Comfort at a Moderate Price

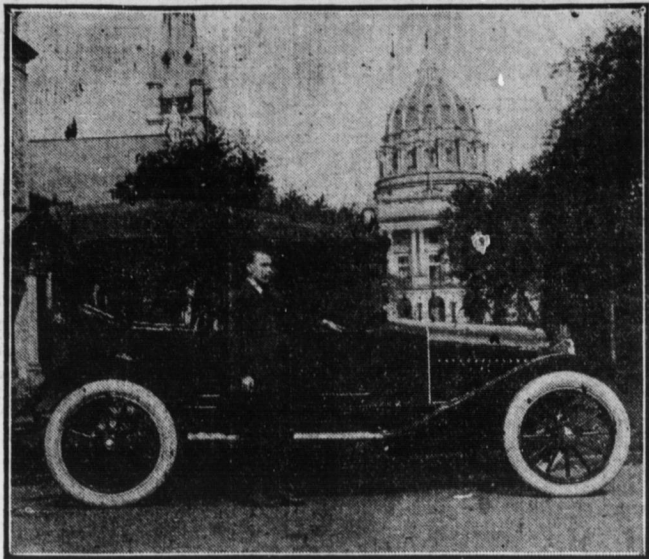
JEFFERY TRUCKS

| | | | |
|------------------|------------|-----------------------|------------|
| Jeffery Four | ...\$1,450 | 1,500 lbs. Chassis | ...\$1,300 |
| Chesterfield Six | ...\$1,650 | 1 1/2-ton Chassis | ...\$1,650 |
| Jeffery Big Six | ...\$2,400 | Jeffery Quad. Chassis | ...\$2,750 |
| | | 4-wheel Drive | ...\$2,750 |

All Prices F. O. B. Factory. Different Body Styles.

Bentz-Landis Auto Co.
1808 LOGAN STREET
HARRISBURG, PA.
J. A. BENTZ, Manager.

THE NEW 1915 VULCAN TOURING CAR



Among the new models shown this year is the Vulcan, made in one chassis and 118-inch wheelbase, with touring and roadster bodies. The 1915 model differs almost entirely from the preceding one in design and refinements. The Westinghouse electric starting and lighting system is a feature of this season's model. The illustration above shows the stream-line effect and one-man top, with H. A. Fishburn, manager of the Penbrook Garage, in charge of the car.

Chesterfield Six Latest in the Jeffery Models

Last season the automobile industry was made to blink by the appearance of a four-cylinder car on the American market, embodying a great many of the proven and accepted European features, most prominent of which was the high speed, high efficiency block type motor.

This car was the Jeffery Four, and it numbered among its other European features imported annular ball bearings, the Delmar leather coupling which had never before been used in this country and a Rothschild-designed body similar to those which he exhibited at the London and Paris shows.

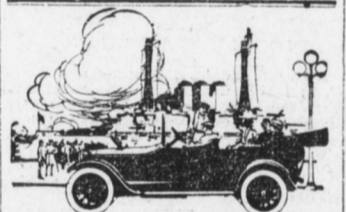
The new Jeffery Chesterfield Six is right now creating an equal amount of comment because it looks like a Peugeot or a Delage, and is the first moderate-priced American car to incorporate the worm drive silent rear axle.

It is said that 50 per cent. of the cars in England are using worm drive rear axles, and that France and Germany are rapidly taking it up. The claims made for the worm drive would seem to be substantiated by its silent, smooth and efficient operation and economy of fuel. The worm and pinion being constantly in contact eliminates the jerks incident to starting or changing gears.

The cranking and lighting system of the new car is the Bijur, which has been so successful on Packard cars. A rather unique method of determining the reliability and efficiency of this starter was adopted by the Jeffery company. It queried the Packard dealers throughout the country and asked them what starting and lighting troubles they had had. It was expected through this source to uncover the weaknesses in the system. The answers were so unanimous in their assurance that no trouble need be anticipated that the letters have been reproduced in portfolio form and placed in the hands of the Jeffery dealers throughout the country.

A high speed, high efficiency block type motor of small bore and long stroke is the power plant of the new car. The horsepower rating is 35 to 42, which would seem conservative in a 3 1/2 motor capable of turning up to 2900 R. P. M. under normal conditions.

Cantilever rear springs contribute their share to the easy-riding qualities of the new car, which is 122 inches long and is equipped with straight size 34x1 tires on demountable rims.



Convenience

To start at the touch of a button, to control every movement of the car without even shifting your position, to go fast or slow, forward or backward, or to stop suddenly with little more effort than it takes to raise your hand—such is the joy of operating a Chalmers "Light Six".

Think of it! The power of forty horses at your command and all you have to do is just sit in comfort, press a button, or move a lever—and the 1915 "Light Six" responds as if it were a part of you.

Such convenience of operation makes the Chalmers "Light Six" the choice of the man who drives himself—or the woman, either, for this is a man's car that his wife can drive with ease and safety.

And the Chalmers "Light Six" is a real quality car, too. It is built complete in the Chalmers shops by an organization which builds "quality first" and fixes price afterward.

Come try this convenient car. And learn, too, that it is just as convenient and safe for passengers as for the driver. See for yourself that it is easier to drive and easier to ride in than any other "Light Six" under \$2000.

1915 "Light Six", \$1650
1915 "Master Six", 2400



Penbrook Garage
PENBROOK, PA. BELL PHONE 1156-1

Testing Automobiles For Perfect Balance

"Every motor of the Haynes Light Six car must run so smoothly before leaving the test frames that a common, ordinary lead pencil will stand on end for hours when stood up on top of the cylinders," declares George F. McFarland, of the Harrisburg Automobile Co., distributors in this territory for the Haynes, American first car. "Balancing a silver dollar on edge of the cylinders when the motor is running from a thousand to twelve hundred revolutions per minute is another test that is frequently applied."

"Each Haynes motor is put on a frame mounted on elliptic springs identical with the same as in the chassis, and run fifteen hours. If there is the least vibration in the motor at any speed, it will be shown immediately by the vibration in the springs supporting the frame."

Manufacturing a perfectly balanced, silently running motor is a highly developed science. The fundamental work must start in the designing room where the proper masses of metal must be proportioned to the arms of the crank shaft. After each crank shaft is machined and the bearings ground to a high polish, it is accurately balanced, not only must the shaft balance on sensitive rolling discs in any position, but it must balance while being revolved at a high rate of speed.

For this purpose a specially designed balance is used with long pointers to move over magnified scales to indicate the location of the excessive weight. In throwing the shaft out of balance, not only are no uncommon occurrences, sometimes a whole day's production being shipped to one city. Dealers throughout the country are demanding more cars for their customers and the Maxwell Company is sparing no expense in their attempt to meet the demands. An instance of this was shown a few days ago, when a rush telegram had been received from Springfield, Mo., for three cars, the shipping department immediately ordered an express shipment of three cars. Expressing automobiles is rather uncommon, but the Maxwell Company believes that urgency demands action.

Studebaker Business Is Prosperous Everywhere

Studebaker branch houses and distributors, from all parts of the United States, show wonderful gains in sales over the same period a year ago and the company is frankly advertising the actual figures to show that the gain is not local to any part of the country.

Branches from the Atlantic to the Pacific show big gains representing anywhere from 25 to 500 per cent. For example, during the first two weeks of September, 1914, the amount of Studebaker business done at the branch in Chicago, Ill., was \$139,356, as against \$26,554 during the same two weeks in 1913; and other branches show equally significant gains during the same two weeks.

Thus, Chicago, 1914, \$275,422, as against \$72,570 in 1913; Atlanta, 1914, \$51,168, as against \$11,882 for 1913; Boston, 1914, \$67,533, as against \$25,660 in 1913; Dallas, 1914, \$56,901 as against \$16,259 in 1913; Minneapolis, 1914, \$148,464, as against \$58,825 in 1913; and Philadelphia, 1914, \$76,761, as against \$12,735 in 1913.

Studebaker dealers claim that this wonderful increase in business not only shows national prosperity, but that the new 1915 Studebaker cars, with their improvements and refinements have met with instant appreciation from the automobile buying public.

Improvements in chassis design have brought down the weight of both the Studebaker Four and the Studebaker Six 150 pounds each.

The present type Studebaker motor has always been a beautiful example of the more recent school of motor design, but their improvements and refinements have increased its power and efficiency over the design of a year or two ago.

The Studebaker Four in a recent reliability run made in Wisconsin covered five hundred and five miles with a perfect score and from an economic standpoint showed a consumption of twenty-two and a half miles to the gallon of gasoline.

Dealers everywhere are reporting the most flattering tests for both power and efficiency and they claim that the public is very quick nowadays to appreciate good motor car design and for that reason the increase in Studebaker business for the last few weeks has been remarkably great.

AVERAGED 7,900 MILES

John G. Haas, Proprietor of the Square Deal Auto Supplies, at 1498 North Third street, received the following from Louisville, Ky., with reference to the Republic tires: "Since we have been using these tires, and we now use them exclusively, we have been getting a general average of 7,900 miles per casing. The fact that they are smooth tread proves to us that you are justified in using the slogan 'Quality'."

"Taking into consideration the abuse from cars every day, I am prompted to say that the average man should get fully 25 per cent. more mileage than we do."

A satisfied customer is always a good booster and I can assure you that whenever the opportunity presents itself we will recommend your tires and tubes. Auto Parcel Delivery Co., E. Herren, manager.

Eight Cylinder



Now that conjecture and rumor are set at rest, and the shock following the first realization that a new era had dawned in the American automobile industry has somewhat subsided, the individual public are settling themselves to diagnose the situation from their various angles.

As an automobile buyer it is up to you to join the "Think-for-Yourself" Club. In the first place, the mere fact that an innovation of this kind, coming from the house of Cadillac should create such unprecedented interest, is proof that the public puts considerable confidence in the judgment and foresight of Cadillac engineers—undoubtedly founded on past achievements such as the application of the electric lighting and cranking device, etc.

Secondly, can the following Cadillac claims be accepted as conservative, as has been their reputation heretofore:

"The Cadillac Eight is a car of practically throttle control, of rapid and easy acceleration. From a snail's pace to the speed of the wind, without apparent effort, without hesitation, without tremor."

"In operation you enjoy the widest flexibility. From less than three miles an hour in crowded city streets and congested traffic to more than sixty miles an hour on the open highway has been demonstrated to be the range."

"Good roads yield up a velvet quality of travel undreamed-of."

"Bad roads lose much of their terror and hills seem almost to flatten out before you, so easy, so smoothly, so quietly and with so little apparent effort does the car surmount them."

"Comfort is subserved in the highest degree by the absence of vibration, the soft upholstery, the yielding springs, the large wheels and tires, the easy control, the unusual flexibility, the extreme smoothness actuated by the worm bevel driving gears, and the quietness of motion."

"The supreme motoring experience of your life awaits you when you take your first ride in this truly remarkable car."

These as well as the many claims of mechanical advantages and superiority of design, you can readily prove when the new demonstrator arrives in a few days.

CRISPEN MOTOR CAR CO.

413-417 South Cameron Street

Maxwell Representative Says Demand Exceeds Supply

W. D. Paine, eastern superintendent of sales for the Maxwell Motor Company, was at the Central Auto Garage to-day with E. W. Shank, local representative for Maxwell cars. Mr. Paine said:

"The Maxwell factories are being pushed to the limit of production. Between 150 and 200 cars are shipped daily from the Detroit factory. Large trainload shipments are no uncommon occurrence, sometimes a whole day's production being shipped to one city. Dealers throughout the country are demanding more cars for their customers and the Maxwell Company is sparing no expense in their attempt to meet the demands. An instance of this was shown a few days ago, when a rush telegram had been received from Springfield, Mo., for three cars, the shipping department immediately ordered an express shipment of three cars. Expressing automobiles is rather uncommon, but the Maxwell Company believes that urgency demands action."

WAR FAILS TO STOP BUSINESS

With reference to the effect of war on business, the following letter to dealers has been sent out by Alvan Macauley, vice-president and general manager of the Packard Motor Car Company:

"Our car orders are considerably ahead of what I thought possible, and they continue to hold up in a surprising way, despite the fact that we have been passing through the dull period of the summer, when most of our patrons are away from home. If we didn't know that the war conditions were serious, we would confidently expect a record-breaking Fall business. Perhaps we are going to have it anyway, since more than a month has elapsed since the war started and our business has not suffered."

"There is business in considerable quantity to be had. We are getting it right along, getting more of it than

we thought it was possible to secure. Businessmen seem willing to deny themselves almost anything, rather than go without their cars. Perhaps that's the explanation of the situation. If so, dealers should avail themselves of the fact."

WANTS CAR SAVED FOR HIM

Major G. W. Marton, Seventeenth U. S. Infantry, writes the Studebaker branch at Atlanta to keep a new car for him, until he gets back from Berlin, where he is engaged in facilitating the home-bound progress of American tourists.

AGENCY FOR VIM DELIVERY CAR
The Bentz-Landis Auto Company, at 1808 Logan street, known as the Jeffery Agency, has taken on the sale of Vim delivery cars. These cars are 800-pound capacity, selling at \$685.

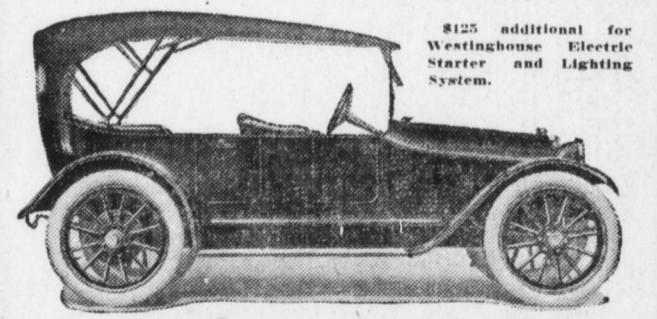
Hupmobile

We now have at our salesroom, Third and Cumberland streets, all new

1915

models of Hupmobiles, including the NONSTALLABLE, 119-inch wheelbase car, with the one man top which sells for \$1,200—Other models \$1,050—all equipped with electric lights and starter.

Ensminger Motor Co.
Wholesale Distributors
THIRD AND CUMBERLAND STS.



THE VULCAN \$850
THE WORLD'S GREATEST LIGHT CAR
A QUALITY CAR AT A QUANTITY PRICE

A five-passenger touring car of extremely graceful lines and classy appearance. A powerful hill climber. Made under the direction of men are men of automobile experience dating back to the beginning of the industry, as well as possessing natural mechanical ability of the highest type. Not the greatest car in size, nor the greatest in production, but the greatest in performance and efficiency—lightest in trouble, lightest on tires and gasoline, positively the light car that gives users the greatest value for the money. A number of them are in use by your neighbors. Let us prove the car's efficiency and good looks to your own satisfaction. Price includes full equipment delivered here. Roadster type \$750.

Penbrook Garage
PENBROOK, PA. BELL PHONE 1156-1

There are many good reasons why you should use Republics;



but the biggest reason is one that concerns your pocketbook—the extra mileage and service you get out of them.

Square Deal Auto Supplies
1408 N. THIRD ST. HARRISBURG, PA.

Maxwell

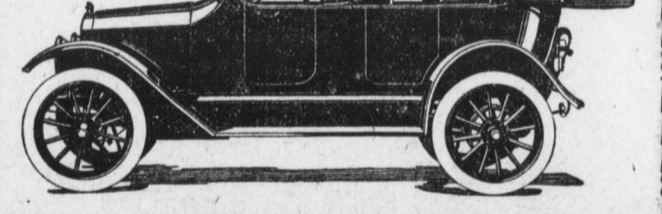
New 1915 Model \$695 17 New Features

The "Wonder Car." The sensation of the automobile world. The biggest automobile value ever offered under \$1,000. Powerful, fast, silent and one of the easiest riding and most economical cars in the world.

A splendid, fully equipped real 5-passenger family automobile. With stims high tension magneto, sliding gear transmission, left hand drive, center control, anti-skid tires on rear and—

Practically All the High Priced Features of High Priced Cars

The easiest car in the world to drive. The greatest all around hill climbing car in the world. The car with a pure stream-line body. Holds the road at 50 miles an hour. With Electric Starter and Electric Lights \$55 extra



E. W. SHANK
Maxwell Service Station
Central Auto Garage 324 CHESTNUT ST. Bell Phone 724

PAIGE

GLENWOOD "30" 5-passenger touring \$1195
BRUNSWICK "25" 5-passenger touring \$925

This includes full equipment with Gray & Davis electric starting and lighting systems. All prices f. o. b. factory, Detroit. Paige cars are correct in design, proportion and mechanical construction, and made of the very best materials by the most skilled workmen. In its entirety the Paige cars bear the stamp of quality. Let us send you reasons why and complete specifications. Write or call for demonstration.

RIVERSIDE GARAGE
REAR 1417 NORTH FRONT ST. BELL PHONE 3731R GEORGE R. BENTLY, Proprietor

MILLER NON-SKID TIRES

Grip the Road Like a Cog-Wheel
STERLING AUTO TIRE CO. 1451 Zarker St.
VULCANIZING

Try Telegraph Want Ads.

Keystone Motor Car Co.
1019-25 Market Street
Harrisburg, Pa.