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 sims 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.

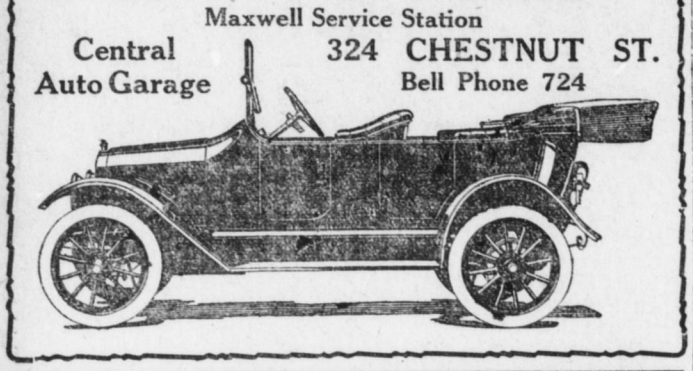
Holds the road at 50 miles an hour

With Electric Starter and Electric Lights $55 extra

E. W. SHANK

Maxwell Service Station

Central Auto Garage 324 CHESTNUT ST. Bell Phone 724



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 Resiliency

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.

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.

8 8 8 8

We'll have used cars galore
At prices ne'er known before
It'll pay you, Mr. Wise,
To come and pick your size

8 8 8 8

Try Telegraph Want Ads Try Telegraph Want Ads

FAR EAST RUBBER BEST FOR CASINGS

War in Europe Makes Situation Uncertain; Brazil Output Is Not So Good

(By J. H. Kelly, vice-president and general sales manager)

It is quite evident that no American industry realized the possible serious effects of the European war so quickly and emphatically as the rubber manufacturers. Following the declaration of war, manufacturers saw little prospect of receiving the raw material in any quantity but the rubber then afloat arrived safely in New York and this country unexpectedly received rubber that would have been used in European markets. But this only partially relieved conditions. It is equally true that the situation now is filled, more or less, with the same uncertainties as ruled at that time.

It is the purpose of this article to show the difficulties in obtaining this supply of raw material.

In the building of tires, crude rubber furnishes the foundation and crude rubber comes to the United States from distant lands, being carried mainly in vessels owned by nations now at war.

There are two principal sources of supply of the better qualities of crude rubber that is used in the manufacture of automobile tires and other high grade rubber goods; one is from South America, where the rubber trees grow wild. This is known at Para rubber. It is gathered along the Amazon river and the best quality of this rubber is classified as Up-River Para. It is the best quality on the market and the most expensive.

The other source of supply of the better grades of crude rubber is the Far East, viz. India, Ceylon, Malay States, Sumatra and Java. From these countries, we are supplied with what is known as plantation or cultivated rubber. This rubber is generally shipped via steamship lines running from Colombo and Singapore to London.

Africa, Central America and Mexico are rubber producing countries but the quality of rubber grown in these countries is not as good as South American and Far East rubber.

Comparatively speaking, Brazil is not so far away from the United States, but it must be kept in mind that this rubber is carried in vessels most of which are controlled by countries now involved in the European trouble, and also that a majority of these shipments have been cleared through London; in fact only a small portion of crude rubber has been coming direct to the United States from the producing countries.

The world's supply of crude rubber, or rather the amount in stock at the rubber factories, New York and London, was at a remarkably low ebb at the beginning of the war, and it can be seen readily that with hostilities continuing it is a question if the supply can be increased materially.

The average rubber manufacturer places contracts for future delivery and as a rule does not carry over 90 to 120 days' supply. He has rubber coming in to him in weekly or monthly shipments. You can readily understand with the present condition of affairs, the uncertainties of the rubber manufacturer being able to get the rubber that he has on contract. The price of crude rubber for available stock that could be delivered promptly increased immediately at the opening of the war 50 to 100 per cent. While rubber is quoted lower at the present time than it was a few days after the opening of hostilities, at the same time it is considerably higher than it was previous to August 1. The prices being quoted now on rubber are not for immediate delivery and there is still a question of being able to get this rubber that is offered for sale at any specified time.

The rubber producing countries of the Far East furnish the greater portion of the rubber which is used in this country. A glance at the map will show you what a surprising distance this rubber has to travel before it reaches the American manufacturer. Follow the course of a vessel from Colombo or Singapore, 8,000 to 10,000 miles through the Indian Ocean, Red Sea, Suez Canal, Mediterranean Sea, Gibraltar to England and from there across the Atlantic to New York, 3,300 miles more, and see what shipment from the Far East means in times of peace—then add to this the dangers and difficulties in time of war. With hostile battleships hovering about and with deadly mines under the water, even distance pales into insignificance.

If the Far East supply should be shut off, the tier manufacturers must look to South America. Brazil furnishes aproximately 40 per cent. of the supply of rubber, but the conditions prevailing in the Far East are practically duplicated in South America. Brazilian rubber, known as Para, has been almost entirely carried in foreign vessels to London. A glance at the map will show the distance rubber travels, and give a faint idea of the difficulties in route from the upper reaches of the Amazon to New York City, even granting that this plan may be followed more extensively in the future.

Owing to the slump in rubber prices some time ago, Brazilian concerns permitted their supply to diminish until there is practically nothing in reserve. The rainy season is now prevailing, and little in the way of bringing in a new supply will be done until October, so it can be said that the immediate outlook in South America is not as satisfactory as might be.

One result of the situation may be the readjustment of the method of handling the crude rubber supply, but this cannot be done in a day or a month. About one-half of the supply is used in the United States and the American manufacturer is anxious to have shipments come direct and the financing done here. It has been suggested that the supply from the Far East came across the Pacific to San Francisco or through the Panama Canal to New York. The lack of American Merchant Marine may soon be corrected, and there would apparently be no good reason then why the financing, or at least that affecting the United States, cannot be done in New York as well as London.

But withal there is a note of encouragement in London. Our president, T. L. Robinson, who is now in London, takes an optimistic view. He writes that rubber people in England believe that the situation will be relieved, but admits that it may be a little time before satisfactory arrangements can be made.

AUTOMOBILE NOTES

The inspector of the Ohio Dairy Company of Toledo has covered more than 10,000 miles on his motorcycle since last May, riding over all sorts of roads, cattle paths, lanes and even through pastures and meadows, and says his two-wheeler has never failed him.

When the hunting season opens in Canada it will find numerous motorcycle parties organized ready to start in search of wild duck.

The proceeds from the Labor Day motorcycle events at Springfield, Mo., are to be used to build a clubhouse for the Springfield Motorcycle Club.

BAKER ELECTRIC SETS NEW RECORD

R. S. Pullen Drives to Atlantic City and Return on One Charge

Establishing a new record for electric cars, R. S. Pullen, sales manager for Carroll A. Haines & Company, accompanied by S. S. Pancoast, an electrical engineer, as observer, drove one of the latest types of Baker Electric roadsters to Atlantic City and return on one charge of the battery, last Thursday. After completing the trip to the Haines Garage, he continued driving around the streets of the city until he had covered a total of 130 miles.

Mr. Pullen makes affidavit that the run was performed entirely on one charge and that there was nothing freakish about the storage batteries or other equipment on the car.

He used thin plate batteries, manufactured by the Philadelphia Storage Battery Company, and Goodrich Silvertown Cord tires.

During the run the car averaged fifteen miles an hour.

Miller Tire and Reo Test of 3,000 Miles

For a test of car and tire endurance, Henry J. Adams, of Fostoria, O., completed a three thousand mile trip through the northeastern section of the country with a Reo car equipped with Miller tires made by the Miller Rubber Company, at Akron, O. Adams made the following route which he recommends as being an ideal tour. Cleveland to Buffalo to Rochester, down the state road to Montreal, back through Rouses on Lake Champlain, across Vermont and the Green Mountains, up into New Hampshire, and the White Mountains; across Maine to the Atlantic Coast; then down the coast to Boston, through Rhode Island and Connecticut to New York City and across New Jersey to Philadelphia and on to Delaware, Baltimore, Md., from there to Washington, D. C., over into Virginia and Mount Vernon, Washington's old home over the Blue Ridge Mountains to Gettysburg, Pa. Cumberland, Md., across the Allegheny Mountains into West Virginia and back into Ohio.

"The tour lasted twenty-five days and the tires are good for another trip," states Mr. Adams, and upon the return of the Fostoria man, four tires were sold upon the strength of the tire equipment on the sturdy Reo car.

F-A-M NEWS and NOTES

Another American motorcycle which has just been commandeered by the Belgians is that of H. G. Gault of Steubenville, O., who was touring in Europe. When his machine was confiscated Gault joined the Red Cross relief corps.

Four days and a half. That's the time it took Carl H. Swartz and Harley Burchell to ride their motorcycle from Freeport, Ill, to New York City.

It is said that seventy-two motorcycles were included in the British expeditionary force.

F. C. Van Olsen, who recently made a cross-continental motorcycle trip to New York, has started back to California. He is making the return trip over the Southern route.

Jimmie Walker of Bridgeport, Conn., has just returned from a motorcycle tour covering thirty-two states. Walker traveled in the interest of the concern by which he is employed, and has been on the road since May 19.

A party of Kentucky motorcyclists, headed by W. T. Davis, of Maysville, are making a tour to Denver.

A recent government reports shows 16,000 motorcycles registered in Italy.

Miss Hattie Eccles was one of the most enthusiastic participants in the recent endurance run of the Yonkers, N. Y., Motorcycle Club, and although the course was one of the worst imaginable, she declares that she is ready to enter the next contest.

Motorcycle dealers of Cincinnati, O., are planning exhibits in connection with the automobile show which is to be held October 3 to 10.

B. G. Brown, of Boston, Mass., spent his vacation on a motorcycle tour through Nova Scotia.

In the motorcycle events which were a part of the annual homecoming celebration at Ontonagon, N. Y., Gorsche of Tamarack broke the State amateur record for five miles, making the distance in 6:30.

Mr. and Mrs. R. S. Maxwell, of Beloit, Wis., are making an eight-day motorcycle tour of Indiana.

About 150 motorcyclists attended the F. A. M. Labor Day picnic at Sioux Falls, South Daktota.

Miss Marie Niesen is one of the most enthusiastic girl motorcyclists of St. Paul, Minn.

The Freeport, Ill., Motorcycle Club is taking steps to have danger signals placed at curves and railway crossings along the roads leading into Freeport.

About 125 riders attended the annual outing of the Elmira, N. Y., Motorcycle Club, held at Happy Thought cottage.

Sam Fagan and Frank Laux, of Bedford, Indiana, have been enjoying a motorcycle tour through the northern part of the State.

J. Hill Freeman and J. J. Johnson, two enthusiastic motorcyclists of Houston, Tex., are touring to Rome, Ga. They are not trying for any speed or economy records, but will spend some time visiting and sightseeing enroute.

Remarkable Performance of 1915 Maxwell in Run

It was a surpassed and envious crowd that surrounded a Maxwell touring car at the end of the endurance run from San Francisco to Lake Tahoe a few days ago. Surprised that such a small car should be first to finish in a run which had all the difficulties and engine tests of a mountain climb contest and envious because they had not had the honor to drive such a car. The Maxwell was an ordinary stock car. It was the smallest car in the ract of thirty-five entries, its competitors being the best-known and largest cars on the American market. In the car were newspaper men and an official photographer and in addition to showing the way to others, the Maxwell had to stop frequently that the photographers might get pictures for the automobile magazines and newspapers of the country.

Extracts from the San Francisco Bulletin of September 12, show how the Maxwell "turned the trick."

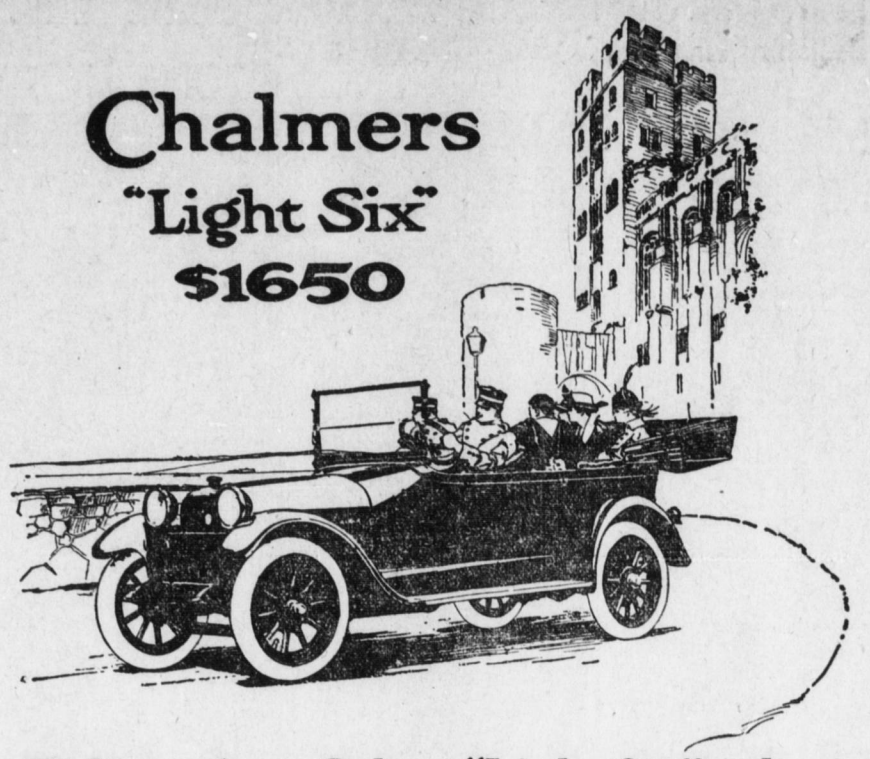
"Over the range of hills by Altamont, Greenville, to Tracy and thence to Stockton, the procession took its way, the little Maxwell unassumingly maintaining its position behind some of the presumably more powerful and speedy creations which were out for glory and the establishment of new records to begin the season of 1915.

It was not until the foothill country was reached and some of the cars began to get warm that the Maxwell began to demonstrate its fitness to be among the elect. Then it began to pass first one car and then another, which, try as the drivers would, could not keep pace with Flanders' creation.

Every photograph took time and upon completion the party was generally some distance ahead.

Then came the making of a pace that called for all the reserve power, the quick turning and flexibility of control for which this little car is already famous and the constantly recurring result of overtaking and passing car after car, until once more the lead was reached and maintained."

Chalmers "Light Six" $1650



Ride in Any Other "Light Six"—then Ride in the Chalmers

Even if you know comparatively little about automobiles—you simply cannot help recognizing the clear cut superiority of the Chalmers over any other "light six."

The extra value in the Chalmers has made this car the fastest selling "Light Six" at its price on the market. Its superiority is so evident that more than 4000 men have already selected this 1915 model.

You will note the superiority first in the greater grace of the clean-sweeping lines, in the greater beauty of detail and the more skilled workmanship in the upholstery and the finish.

Then as you drive this great car further and further you will begin to appreciate the greater ease and comfort, the almost absolute absence of vibration or jarring even when going over rough roads.

You will recognize, too, the greater power and flexibility of the master motor as it takes steep hills smoothly and surely; as it goes through heavy sand and mud without the slightest cessation of speed.

This Car Performs Equally Well on the Boulevard and on the Country Road

There's many a car that looks well and rides well on the smooth boulevard. But ***only a car built on the Chalmers principle of "Quality First"*** will give the ***same service*** over rough country roads.

Make whatever car you buy prove its mettle under conditions so rigorous that it must show its real quality. You may never have to meet those same conditions in all the time you drive the car but you'll know that you own a ***real*** automobile—not a pet of the pavement.

To Judge This Car by Price Would Be to Under-Estimate It

Before a jury of thousands of automobile buyers the 1915 Chalmers "Light Six" has been unqualifiedly declared the ***biggest motor car value*** at the money ever produced. That's why it's the fastest selling model we ever built.

If you would take a 1915 Chalmers "Light Six" completely apart and examine it piece by piece you couldn't find even a minor part that was not of the highest quality, both in material and in workmanship. Because this is true we again ask you not to consider buying any car until you have given the Chalmers "Light Six" ***a real test.***

Get Your Evidence First Hand

$1650 is a big enough investment to make it worth your while to give the car you purchase a pretty searching test. Take a day off and come with us on a real road trip in this 1915 Chalmers "Light Six." Don't be satisfied alone with the information you can get from a catalog or a salesman. Get your evidence about this car right from the road—first hand.

A few big features of the 1915 "Light Six": a ***different*** kind of automobile beauty; unusually handsome finish; Pullman-like comfort; a 48 H. P. long stroke non-stallable motor which "stays put"; graceful molded oval fenders of both strength and beauty; ***4 1-2 inch tires—"Nobby" tread on rear wheels;*** unusually complete equipment including Chalmers-made one-man top of silk mohair, quick acting storm curtains; five demountable rims, one-motion Chalmers-Entz electric starter which makes the motor non-stallable, Klaxon horn, electric lights, etc. And perhaps the greatest feature of all, the unusually high quality in a car at such a price.

Arrange today for a "Real Test" ride in the Chalmers "Light Six."

KEYSTONE MOTOR CAR CO.

1019-1025 Market Street

Harrisburg, Pa.

FINISH OF MOTOR CAR REQUIRES MUCH CARE

Eighteen Operations With Uniformity in Temperature and Application of Coats

"The finish of a car is a point that should receive much attention. The automobile, unlike the piano in the home or the highly polished furniture in the office must withstand exceedingly severe conditions. Dust, rain, oil and temperatures ranging from below zero up to and above the 100 degree mark, must all be resisted by the enamels and varnishes on the motor car. Some automobile manufacturers finish their own cars while other have this work done for them on a contract.

The disadvantage of this latter method," explained George F. McFarland, of the Harrisburg Auto Co., distributors, in this territory for the Haynes, America's First Car, "is that the manufacturer is never sure of what he is getting, for while a car may have the appearance of having been expensively finished, unless the best pigments and varnishes have been used, and unless the work has been correctly and painstakingly executed, durability need not be expected.

"Haynes cars are finished entirely in the Haynes factory, only the very highest grade products being used. The bodies are all 'rub-finished,' that is to say, the paint is actually rubbed into the surface of the metal. It is considerably more expensive than other methods as it requires eighteen operations to produce a finished job. The object is to get a very thin uniform coat over the entire surface. Any vibration of the car tends to bend and crack the varnish. A thick coat will crack and peal off, while a thin, even, carefully applied series of coats will resist this tendency to crack.

"This may be illustrated by bending a piece of heavy cardboard and a piece of tissue paper. The cardboard breaks with the slightest bend while the tissue paper may be crumpled against and again without fracture."

Hupmobile Business Looks Very Promising For Year

"I cannot exactly say that business looks dull," said F. J. Mooney, sales and advertising manager of the Hupp Motor Car Company, as he pointed to a batch of orders for 1915 Hupmobiles.

"Hupmobile dealers all over the country are clamoring for cars and we are working night and day to supply the demand. Right now, we have enough orders on hand to keep our factories busy at normal capacity for the next three months, and if orders continue to come in as they have been in the past few weeks, it will be a long time before the production department will be able to catch up.

"The southern situation is beginning to lok very promising. A number of Hupmobile dealers in the South are advertising that they will take cotton in trade for Hupmobiles, and not long ago our distributor at Dallas, the Cameron Auto Company, had a large half-page advertisement in all the Dallas papers in which the Hupmobile was portrayed on a huge bale of cotton, with this inscription under it—'Buy Hupmobiles and Pay With Cotton.'

"The Hupp Motor Car Company has, by the way, purchased more than 400 bales of cotton from the cotton committee in the recent 'Buy a Bale of Cotton' campaign which has been carried on throughout the country. We have authorized all our southern dealers to purchase a bale and use it for window display, charging the cost of the same to this company.

"September has been a very busy month with us, and the largest September in the history of this organization. Even foreign countries are beginning to show signs of life, for the other day, cable orders for carloads were received from Sweden, Rome and London, England, and I only hope this will mean a revival of foreign business.

"The financial situation in all sections of the country is beginning to look more promising, and the reports we have had on business conditions in general from all Hupmobile dealers tend to bear this out."

PAIGE

GLENWOOD "36" 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

BELL PHONE 3731R

REAR 1417 NORTH FRONT ST. GEORGE R. BENTLY, Proprietor

MILLER NON-SKID TIRES

Grip the Road Like a Cog-Wheel

STERLING AUTO TIRE CO. 1451 Zarker St.

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