

VIM Light Delivery

\$685

f. o. b. Philadelphia

Just what its name implies—the "get there" qualities that will deliver the goods in thousand-pound quantities. The first light delivery car to be designed on strictly commercial lines. Ruggedly built to withstand abuse.

SPECIFICATIONS FOR MODELS L, F and W

Engine—Northway light truck motor, 3 in. bore, 4 1/2 in. stroke, four cylinders, water cooled thermosiphon mechanically operated valves enclosed. Motor cast in block; crank shaft diameter 2 in.; three main bearings.

Horse Power—15-20.

Clutch—Leather-faced cone, 12 in. diameter, 2 1/2 in. face; designed for 30 h. p. loading, thus qualifying for abuses attending commercial service.

Transmission—Three-speed and reverse selective sliding gears, 5 in. face, six and eight pitch shafts all of chrome nickel alloy, mounted on annular bearings, mounted as unit with motor.

Axles—Front axle special drop-forged steel in one piece, I-beam section; knuckles and steering arms are drop forged and heat-treated. Rear axle equipped with Brown-Lipe differential of alloy steel; drive shafts 1 1/2 in. diameter.

Wheels—12 spoke, 1 1/4 in. size of spoke, Schwarz Mouldings.

Wheelbase—94 in., tread 56 in., angle of steering 35 degrees.

Gear Ratio—4 1/4 to 1.

Weight—About 1650 pounds.

Finish—Medium Coach Blue, Red stripe, Black Mouldings.

Speed—2 to 30 miles per hour.

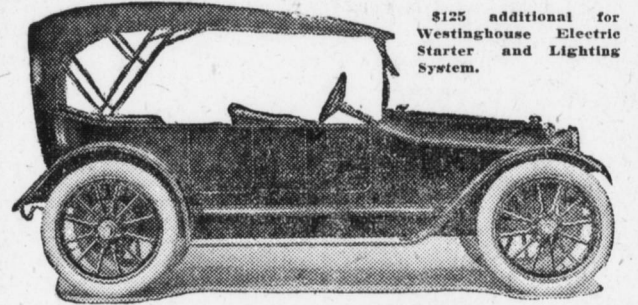
DEMONSTRATION HERE NEXT WEEK

Bentz-Landis Auto Co.

1808 LOGAN STREET

J. A. BENTZ, Manager.

HARRISBURG, PA.



\$125 additional for Westinghouse Electric Starter and Lighting System.

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 of extraordinary mechanical genius. The engineers behind the Vulcan 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 1150-L

THERE!

THERE in unusual Power obtained by Buick Valve-in-Head Motors which foremost engineers agree are more powerful than any other type. THERE in Beauty of Line which satisfies—THERE in Economy of Upkeep which adds to the joy of ownership—THERE in Durability beyond any ordinary requirement—THERE in a Popularity which sold the entire 1914 output of 33,200 cars by March 15—THERE in Safety, Simplicity, Reliability and Comfort.

These are the accomplishments, proved on every kind of road in every country, by

BUICK

Valve-in-Head Motor Cars.

A Full Line of Fours and Sixes, including Three Touring Cars and Two Roadsters.

C24-\$900; C25-\$950; C26-\$1185; C27-\$1235; C28-\$1650. F. O. B. Flint, Mich. The Buick story for 1915 promises greater accomplishments than ever. The preface is found in a demand, rapidly increasing, for 1915 Buick cars—a demand which endorses the Buick aim to provide the car which will suit the individual taste and requirements of the knowing car buyer.

The enthusiastic approval of over 180,000 Buick owners, is your sure proof of these accomplishments. Improvement in foundry practice, proven methods of machine operations, and one more year of the world's knowledge of various materials. The 1915 Chevrolet in touring and roadster models are also here. Prices \$750 to \$2500

HOTTENSTEIN & ZECH

City Auto Garage

Rear of Union Trust Building On Square

HOWRY & SON

Build wagons for all purposes to carry a load from 600 to 6 tons, delivery wagons painted and lettered up-to-date, heavy platform wagons are built with or without top as desired. Painting and trimming automobiles, closing open cars in front with doors. Repairing a specialty.

Howry & Son

Both Phones.

SHIREMANSTOWN, PA.

Automobiles

PAINTED QUICK AND GOOD
AUTO SEAT-COVERS TAILOR MADE

C. A. Fair

CARRIAGE AND AUTO WORKS
TRY US AND BE CONVINCED

CHALMERS DEALERS TELL OF WAR ZONE

News Colored, So They Must Seek
Facts From Friends and
Papers Abroad

The Chalmers Motor Company has recently received two letters which indicate in an interesting way the attitude among the mercantile classes of Europe toward the warring powers. Holland has remained neutral and has at times with difficulty retained her neutrality. L. D. Krausemann, Chalmers representative in the country of the dikes, told us how he was rendering assistance to Germany. Mr. Krausemann writes in part:

"With the outbreak of war I had to leave my Chalmers 'Light Six' in Germany in the care of the keeper of a hotel. I knew that my car would be confiscated by the German army if it were in running condition, so I took the precaution of removing a vital part of the ignition system, feeling very sure that the mechanics of the German army would not discover the deficiency and would leave my car alone.

"With the aid of our Dutch consul and after a great deal of difficulty with the authorities, I succeeded at last in bringing my car back to Holland. When I finally got permission to take the car away, I learned that the German authorities had discovered the defect in the ignition system which I had caused by removing one of the parts. This indicates that the car would have been put in military service had the German mechanics known how to replace the part I had removed."

A letter from Frederick Strubel, Chalmers dealer in Barmen, Germany, shows a very difficult spirit. Mr. Strubel's letter arrived at the Chalmers factory by a round-about route, having been more than a month in transit.

"Your last letters were very much delayed on account of the blocking of the English Channel for German steamers by the Englishmen, whose interference will probably soon be stopped, if it has not already been stopped," writes Mr. Strubel. "Unfortunately, I am unable to give you detailed information regarding the war as this is prohibited in order to prevent any possibility for the enemy to intercept private communications and to make conclusions therefrom on Germany's movements and intentions. For this reason I am allowed only to write in German and in an unsealed letter."

"You may rest assured, however, that so far we have won every engagement and for this reason it is highly improbable that life in Germany will become disagreeable as to make me immigrate. I think the United States may except, however, some immigrants from England and France, as we are making it so warm for these countries that their people will soon be trying to find more temperate climes if present conditions continue."

This part of Mr. Strubel's letter shows how carefully the war facts of the powers at strife are regulating their news. Germany hears only good news from the German army, while France, England and Russia quite evidently receive information equally well colored.

"You would do me a great favor," continues the Chalmers dealer in Barmen, "if you would send me continually all newspapers containing news of the war whether printed in German, French or English. It is a well known fact in Germany that the sympathy and a large part of the better class of people in the United States is with us. I would like to see this sympathy in printed form. As a matter of fact we are also interested in reading things unfavorable to Germany."

"The war is consuming a considerable number of motor cars. These vehicles are confiscated by the military authorities and are paid for at their net value. Of course, in military service automobiles are not handled very carefully, particularly in view of the fact that we shall collect the expenses for them from the French at the close of the war."

I have great pleasure to advise you that my Chalmers 'Master Six' and Chalmers 'Light Six' are actually taking part in the war. They are naturalized Prussians and are certainly doing honor to their American home country."



The first three motorcycles to finish in the 116-mile Grand Prize races in the Denmark were of American manufacture. The police department of Seattle, Wash., has purchased twelve additional motorcycles.

Motorcycle manufacturers in England are reported to be working night and day in an effort to supply the demand for motorcycles to be used in the army.

A new motorcycle club has been organized at Coffeyville, Kas., with a membership of 37.

The Butte (Mont.) Motorcycle club has just completed a new \$4,000 club house.

"A horse isn't in it with a motorcycle," says Miss Mabel Bowman of San Mateo, Cal., who has deserted her riding horse for the two-wheeler.

Though 73 years old and a veteran of the Civil War, L. Miller of Myers-town, Pa., takes a spin almost every day on his motorcycle.

An economy contest is being planned by the Success Motorcycles club Milwaukee, Wis.

M. P. Fogh, of Cedar Falls, Wash., has just completed a 3,379-mile motorcycle trip through eleven states.

The News-Herald of Joplin, Mo., has added a second motorcycle to its equipment.

The Capital City Motorcycle club of Columbus, Ohio, is planning a get-together meeting for motorcycles of Franklin county.

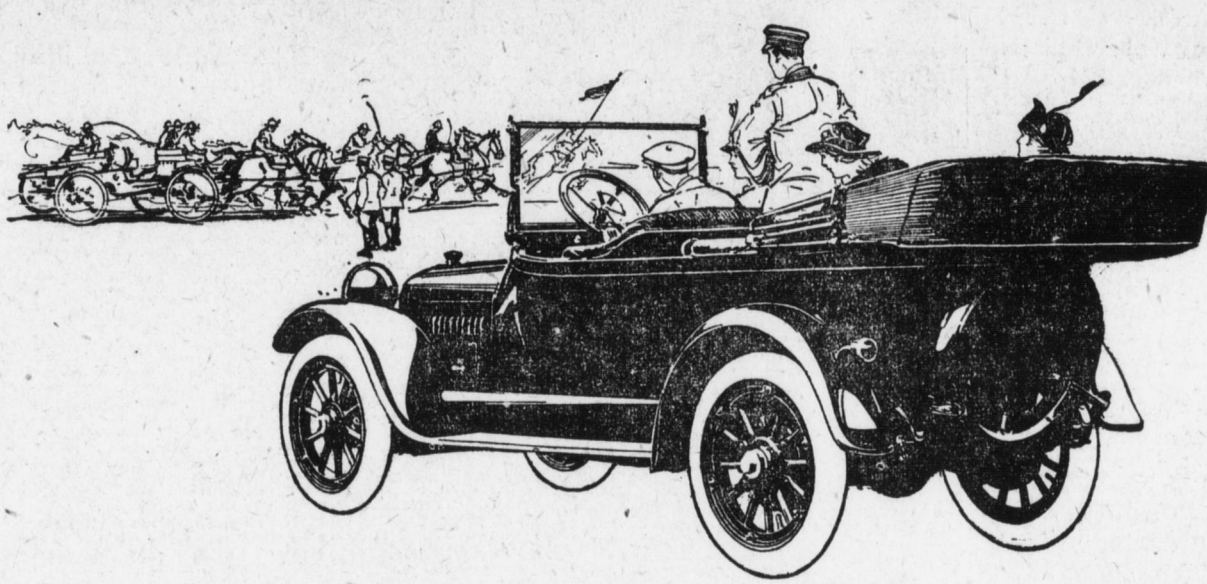
Bill Hodecker of Portland, Ore., has just returned from a motorcycle trip to Mexico. He says he experienced no engine trouble even though the temperature reached 115 degrees.

In the four months from April 15 to August 15 the number of motorcycles in Connecticut increased from 1,873 to 3,232.

1915 Chalmers

"Light Six"

\$1650



A Real Quality Car, of Superb Good Looks, at \$1650

Stand on the main thoroughfare of any city. Watch the many makes of cars as they flash by. Most of them pass without notice from the people in the street.

Then comes some thoroughbred of motordom. People turn to look. You hear them say, "What car is that?" or "Isn't that car a beauty!"

You probably have paid that tribute to the motor car thoroughbreds yourself.

And if you happen to be the owner of such a car, you have felt a glow of pride—the just pride one feels in possessing a superior and distinctive thing.

A motor car advertises your judgment. If people don't admire it, you soon tire of even the highest priced car. But if people in the street stop to praise its grace and beauty; if your friends tell stories of its fine performances; if your wife's friends laud its comfort, then you are glad to say, "That is my car."

And such a car is the 1915 Chalmers "Light Six."

Here is a car that has striking smartness and beauty. Owners of other cars praise the sweep of its molded oval fenders. Passersby stop to enjoy the grace of its perfectly blended lines.

Experts delight in its silent, vibrationless power—its rare "lightness of foot."

Over 4,000 "Light Sixes" have been proved in more than 3,000,000 miles of service. The Chalmers "Light Six" is the one 1915 car with an aggregate mileage great enough to prove beyond doubt that it has strength for every emergency, power to spare, and the easy riding qualities of cars costing much more. It is the one 1915 car that is selling more rapidly every day, even in these times when most people are thinking of other things besides automobiles.

We offer the 1915 "Light Six" at \$1650 as we do all Chalmers cars—as a real quality car, comparable with cars of much greater cost. This "Light Six" is not sold on price alone; but on quality—unusual value at an extremely low price.



Quality First

KEYSTONE MOTOR CAR CO.

1019-1025 Market Street Robert L. Morton, Manager

INDIAN HAS MANY NEW IMPROVEMENTS

1915 Model Shows Twenty-Nine Distinct Changes For the Better

The Indian motorcycle for 1915 has surpassed all its previous years in the number of truly horse-powering construction and design. Twenty-nine improvements—important changes and refinements—unite to carry the banner of Indian superiority still further up the peak of success.

The increasing gear mechanism which the motorcycle world has accredited to the Indian have been retained, and to these has been added a characteristic group of sound, new mechanical developments, such as is always expected of Indian skill and ingenuity.

For some time there has been a desire among riders for a lightweight machine developing ten-horse-power. To meet this demand the manufacturers of the Indian have developed a lightweight, twin-cylinder model of ten-horse-power, which is seventy-five pounds lighter than the regular twin.

One of the main features of this model is the motor construction. All the bearings and cam mechanism are identically the same size as are used in the larger twin. A specially designed roller-bearing clutch is used that amply takes care of the power and weight of the machine plus the strains and usage.

The increasing use of the motorcycle for passenger side car and commercial work has led to the new departure of the motorcycle practice—the three-speed gear. This permits of a wide variation of speed reductions according to the weight of the load carried or the nature of the grades and road surfaces encountered. The Indian three-speed gear mechanism has ratios of 10 to 1, 6 to 1, and 4 to 1, thus permitting adaption to practically any riding conditions. This device can be attached to all models except D-1.

For the Big Twin Models, which are rated at fifteen-horse-power, there has been designed a new heavy-duty clutch. This is of the multiple-disc type and is fitted on the countershaft in the usual Indian manner. The big contact area of the friction surfaces, 62.82 square inches, is not only ample for tandem or

side-car work, even on the hardest roads, but for three passengers, if necessary. All working parts are protected from dust, oil, and water, and as the dry plate system is used, intense heat or cold have no effect upon the operation of the clutch. A large roller bearing carries the friction discs, and eight adjustable springs regulate the tension.

An addition to the 1915 Indian Models, which will be much appreciated, is the Indian starter. This is of the quadrant and pinion type and is simple yet powerful. Down pressure on the foot lever brings the quadrant into engagement with the pinion on the clutch and turns the motor three or four times to each stroke, the clutch being engaged to obtain positive and full cranking effect. The starting of the motor can be done without jacking up the rear wheel.

A new magneto, the Dixie, makes its appearance on this year's Indians. It is original in design, not merely a variation of old ideas. Special felt rings, metal coverings and ingenious joints make the mechanism water, dust and oil proof. This magneto is of the true high-tension or jump-spark type and is constructed in such a manner that all parts of the instrument are readily accessible for inspection.

To meet the divided preferences as to clutch operation, the Indians this year have a dual interacting clutch control, which allows the rider his choice of hand movements, the assurance of clutch operating linkage has also been simplified.

The Hendee Manufacturing Company considers one of the most far-reaching improvements in its manufacturing activities was the installation this year of one of the most complete metal-testing laboratories in the United States. Here the materials used in making Indian motorcycles are subjected to the most drastic tests that can be imagined both before and after manufacture. By noting the breaking points of various materials it is possible to select by elimination, those which are best suited for the strains they will have to undergo in service. An important conclusion reached as a result of these tests was in regard to the use of chrome vanadium steel. It was found that this alloy so far surpasses in strength the ordinary carbon steel for frames and forks that it was at once decided to use chrome vanadium in the manufacture of 1915 models.

Riders of 1915 Indians will, therefore, have, in addition to many mechanical improvements, the assurance of stronger, more durable mounts than ever before.

The Proper Care of Tires During Winter Months

When storing cars for the winter, we recommend the removal of all Miller tires from rims that are not quick detachable as the first and most necessary precaution against deterioration. After carefully cleaning the tires they should be slightly inflated or just sufficient to retain their shape and should be wrapped in cloth and placed in a dry room with temperature about 50 degrees. The tires should then be kept in a dark place at all times, as the exclusion of the light preserves the tire and toughening ingredients. Tubes should be slightly inflated or sufficiently blown up to keep their shape when stored in the same manner as the casing. Light will effect tubes as much as tires so that a covering should be supplied before permanently laying up. Very often considerable annoyance is experienced by the motorist when he leaves casings and tubes on the car to retain its weight and not be moved for the winter months. The experienced will at once appreciate the necessity of removing both casings and tubes from their machine before laying up.

FORD CAR GARAGES

Guaranteed absolutely fireproof and Portable. All glass, locks and hardware furnished. Seed buildings for all purposes.

HOME OFFICE & FACTORY, BALTO., MD. MFRG. BY THE C. D. PRUDEN CO. S. Wm. Davis, Sales Agent.

DEMONSTRATION BLDG. Market Street Opposite P. & R. Station

Care of FRY COAL COMPANY, 9th and Market

PAIGE

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
GEORGE R. BENTLY, Proprietor