

NO LONGER IN THE EXPERIMENTAL STAGE

Electrical System Now Integral Part of Nearly All New Models

Announcement by various automobile manufacturers disclose the fact that, in virtually all models priced at \$985 or over, electrical devices for lighting, starting and ignition are now listed as standard equipment.

In most cases these devices are built into the chassis of the car and are integral parts of it. With but one of two exceptions, all large producers have used the presence of a modern electrical system to do away with the magneto as a piece of needless duplication and complexity.

Exceptions of this rule are almost solely manufacturers listing cars at two prices—with and without complete electrical systems. Manufacturing efficiency in such a case demands the fitting of an electrical apparatus not an integral part of the chassis and therefore not adoptable to ignition purposes.

H. M. Joy, electrical engineer of the Studebaker Corporation, points out the fact that manufacturers who install duplicate electrical systems have almost always after a year of trial abandoned the magneto and gone over without reservation to a built-in system that performs all functions of electricity, including ignition.

"That was virtually our Studebaker experience," continued Mr. Joy. "When we introduced the first electrical system into our cars we fully realized that the generator was, in effect, a magneto of current. We kept that the magneto added both weight and complexity, and used up a very considerable amount of horse-power in operation. But we were determined not to act radically.

"One year's experience proved to us that the generator-storage-battery system was thoroughly equal to any added task we might impose on it. We adopted it as a built-in unit, added a distributor and discharged the magneto for all time.

"Our confidence in our electrical system was amply made good. The storage battery and generator have given a 'hotter' spark than we could ever secure through a magneto. Cold-weather starting is immensely facilitated, the starting spark coming direct from the powerful storage battery. At speed the generator furnishes a spark as perfectly timed as the magneto ever did.

"The best proof of magneto-less ignition efficiency is afforded by our service department which informs me that, from the thousands and thousands of Studebaker cars in the hands of owners, there has not been a single source of complaint regarding storage battery-generator ignition."

Immense Paint Shop For Maxwell Plant

While dealers and salesmen are selling their cars, the Maxwell Motor Company of Detroit, is enlarging their factory space to make room for the enormous increase in material and manufacturing which is required to meet the unusual demand for the new car.

A circus tent was set up on the Maxwell factory grounds in Detroit, as a temporary paint shop, where only axle housings were painted. The tent is now to be taken down, however, for beside it has been constructed a mammoth building to be used for painting and enameling work only. The building is 200 feet long and 150 feet wide. It is modern in every way, having steel construction throughout, cement bases and floor, with walls of yellow brick.

HORACE P. KNIGHT

Horace P. Knight, 38 years old, formerly of this city, died on Thursday at his home in Wilkinsburg, following an attack of pneumonia.

Mr. Knight was born in this city and was a student of the Harrisburg Academy. When he was 20 he went with his father to Sedalia, Missouri. Later he returned to this State. He is survived by his two brothers, Harrow W. and Joseph, who are living in England; his wife, mother and sister, Mrs. W. C. Baldwin, 2027 North Second street. Funeral services were held at his sister's home, 2:30 o'clock this afternoon. Burial was made in the Harrisburg Cemetery.

Auto Tires

all look very much alike when new—but, are likely to differ greatly in efficiency. For instance—two of the

Miller Tires

on the City Highway Cadillac have a record of over

5200 Miles

Sterling Auto Tire Co. 1451 Zarker St., Harrisburg, Pa.

HAYNES LITTLE SIX \$1485

Reo Trucks AND Pleasure Cars

HARRISBURG AUTO CO.

FENDERS PROTECT AS WELL AS ADD BEAUTY

Injury to Vital Parts of Car and Serious Accidents Prevented by Their Use

"Up to the past couple of seasons automobile fenders were regarded by the general public almost as a necessary evil rather than as an integral part of the car," says Robert L. Morton, local dealer in Chalmers cars.

"It is a question if three or four years ago anyone ever looked at an automobile fender and thought seriously of the part it was designed to play in the general service of the car. Automobile fenders were not good to look at. Most of them were frankly homely. They were not designed as part of either chassis or body, but were simply hitched on to the car to cover up the wheels.

"In the past couple of years there has been a wonderful improvement in automobile fenders. In the primary object of the fender, which is to protect the car and passengers from dust, mud, and the new designs show wonderful improvement.

"It was two years ago that the Chalmers engineers saw in the automobile fenders a possibility of service and protection, even beyond that of keeping the car clean. They saw in them an element of beauty; a big possible factor in 'safety first' motoring.

"A careful study, covering months of experiments, was made of all types of fenders. Shapes, sizes and methods of construction were tested out under all conditions, and the result was the Chalmers molded oval fender.

"The perfect molded oval fender of the present season is a real protection to the finer and more sensitive parts of the car; because of the rigidity of the construction it is a bumper against the hard knocks of constant usage.

"Just the other day a man came in to my store and told me of his experience in an unavoidable collision at a street car crossing. He was moving slowly down the street. Another car came at high speed from a cross street. It was impossible to avoid a collision. The only thing injured on my customer's car was the right front fender, which was badly dented and scraped. The other car had the front end almost completely wrecked. And it was not even necessary to put a new fender on the Chalmers car. In three hours we had the dents straightened out and the scraped parts retouched with enamel. The fender showed no indication of the collision.

"Mishaps of this kind due to the careless driving of others or their neglect of the simple signals of motoring, while not dangerous to passengers in the car are very liable to ruin the finish or injure the body or running gear. Moulded oval fenders on a car are the bumpers which prevent such injuries. I could name many instances right in this vicinity when the fenders of the car have protected it from severe damage.

Safety First Car Tours the Country

The Safety First Society of New York has the satisfaction of the knowledge that the "safety first car" campaign in charge of the general secretary of the society, Frederick H. Elliott, is bearing fruit. This car, which Mr. Elliott has been driving during the past seven weeks through New England and the Middle West, is equipped with devices designed to promote safety, and while the tour is being made largely to inspire local interest in a number of cities, its ultimate purpose is the organization of a federation of safety first clubs.

This organization has enlisted the aid of numerous societies and associations in Detroit, including the Twentieth Century Club, the Boy Scouts and others. Police Commissioner Gillespie declares that in Detroit it is a fact that 83 per cent. of the accidents occur at the middle of blocks and not at street intersections, and that steps must be taken to teach pedestrians to cross the street at the intersection and not in the middle of the block. Another thing that the Detroit society is urging is more playgrounds for children.

At Toledo, Ohio, the Toledo Safety First League is active and one of the things that it is endeavoring to promote is a series of safety zones, three feet wide from 80 to 100 feet long, extending from each street corner, these zones to be marked by white lines.

The work of this society is being helped materially by contributions from other organizations, including the Toledo Commerce Club, Toledo Automobile Club and others. The society has ordered 50,000 safety first buttons, which will be distributed among school children.

The safety first car has attracted considerable attention because of its safety equipment. The car is equipped with anti-skid chains, bumper, fire extinguisher, electric signaling device, lamps which can be dimmed on unlighted roads when passing another vehicle, and wire wheels, which are considered especially safe for automobiles, efficient brakes, etc., together with other devices. The car is a 1915 model Jeffery and in addition to pennants has the Safety First emblem embossed on each side. During the next two weeks Mr. Elliott will cover the cities of Washington, Baltimore, Trenton, Philadelphia and Newark.

Ready for Further Orders.

Captain Lawson was owner and pilot of the packet New Orleans, plying the Mississippi broke banks. There were miles of rushing waters. Only an experienced eye could tell the channel. Captain Lawson had been at the wheel for thirty-six hours. He was exhausted from loss of sleep. Rastus, a colored pilot aboard, was called to the captain.

"Do you see that north star?" asked the captain.

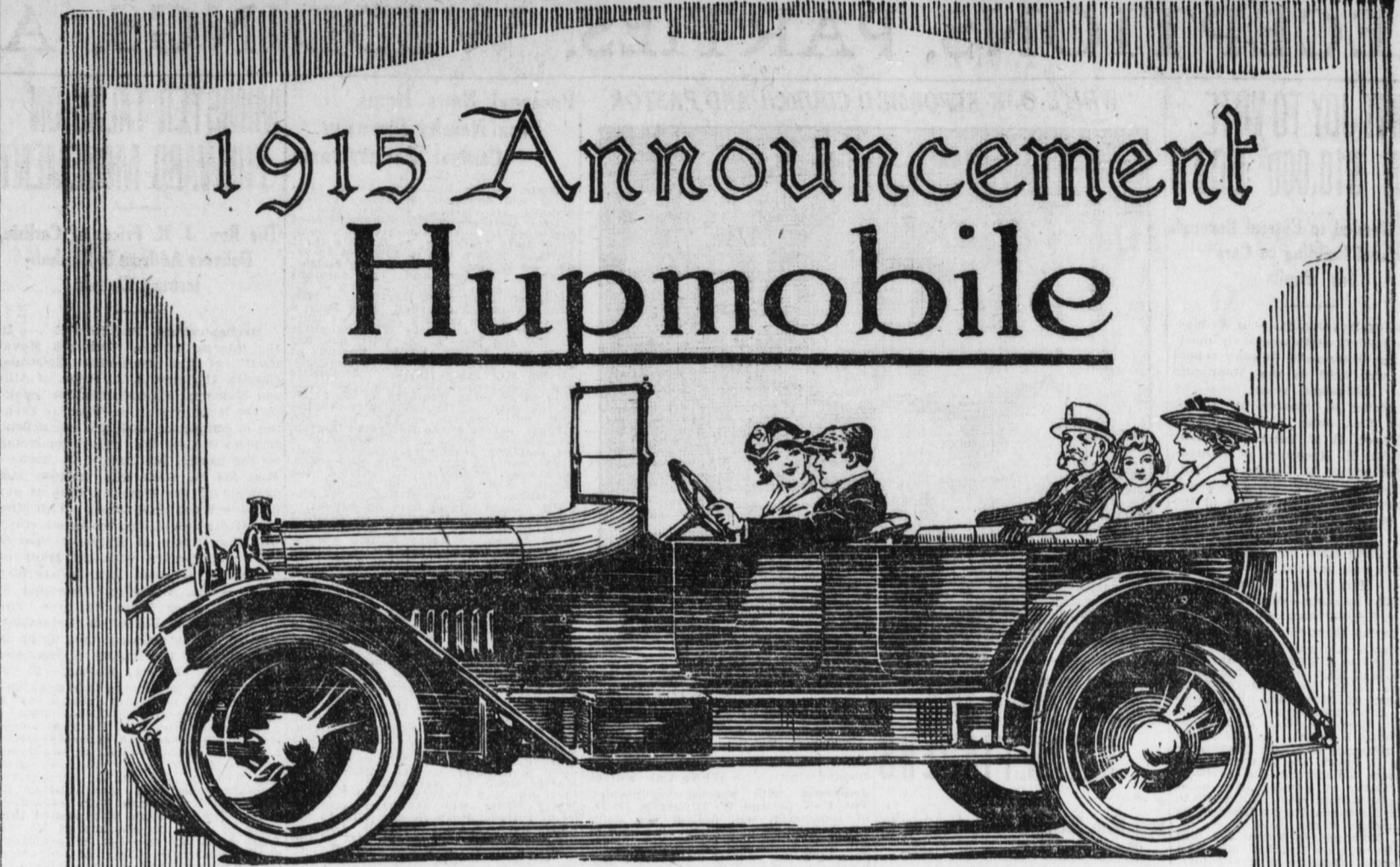
"Yes, boss."

"Well, hold this boat on that star."

"Yes, boss."

When the captain awoke an hour later his boat was winding in and out among the trees. The captain was indignant. "I thought I told you to hold this boat on the north star!" he cried.

"Lor, boss, we've done passed dat star long ergo."—National Monthly.



1915 Announcement Hupmobile

Car of the American Family \$1200

For the third time the Hupp Motor Car Company has produced a car which, we believe, will prove immeasurably superior to any that assumes to compete with it.

The first Hupmobile 20 made for itself, and held against all rivalry, an immense following, at home and abroad.

The "32" put the Hupmobile into another class and surpassed the "20" in world-wide popularity.

This new Hupmobile bids fair to eclipse them both, as the very utmost a motorist can desire.

A highly specialized, individualized, Hupmobilized motor car which gives you, we believe, more service and comfort for your money than you can find if you comb the market a dozen times over.

Listen to the details:

Every Improvement Important

Ease, convenience and economy of operation are furthered by:

- Left steer with center control
- Easier steering wheel
- Easier steering
- Easier clutch action
- Throttle and carburetor control levers on steering wheel
- Automatic spark advance
- New starter that makes motor non-stallable
- Foot throttle in improved position
- Larger brakes
- Sweeled pads on foot pedals
- Lighting and ignition switches at center of cowl board
- Non-skid tires on rear
- More power
- Larger valves
- Heated intake passage
- Improved carburetion
- Improved ignition
- Improved motor lubrication
- One-man type top

The passengers are afforded greater ease and comfort by:

- A larger body
- Ample room for five passengers
- Deeper seats, with same comfortable Hupmobile tilt
- Larger wheels and tires
- Semi-elliptic rear springs
- Deeper, softer, full-tufted upholstery
- More leg room in front and in tonneau
- Longer wheelbase
- Wider doors
- Side curtains to swing with doors

Specifications

- More Power**
Motor, 3 1/4-inch bore x 5 1/2-inch stroke; cylinders cast en bloc, with water jacket space between barrels; valves 1 1/2-inch clear diameter, mushroom tappets, with special shape cams, very quiet; valve spring chamber closed by oil-tight cover, so that contacts are made in an oil bath. New shape combustion chamber, larger valves and larger cylinder bore produce more power. Multiple disc clutch, with thirteen 13-inch plates.
- Longer Wheelbase; More Room**
Wheelbase, 119 inches; tires, 34 x 4 inches. Roomy 6-passenger body; 2 inches more leg-room in front, 7 inches more in tonneau; full tufted upholstery; concealed door hinges, flush handled. Front springs, 37 inches long, practically flat; rear springs, semi-elliptic, 52 inches long, swing under axle; springs self-oiling. Brakes, 14 inches in diameter.
- Left Steer, Center Control**
Steering wheel at left; gear change and hand brake levers at right. Speedometer, starting and lighting switches mounted flush in center of cowl board. Speedometer drive from transmission.
- Non-Glare, Dimmer Headlights**
Hupmobile design. Upper half of headlight glass corrugated. Kills reflector glare, complying with many city ordinances and giving full illumination on road. One bulb in headlights, dimmed at will through resistance in switch. No side-lamps.
- Equipment and Other Details**
16-gallon gasoline tank in cowl; rain-vision windshield, fixed uprights, lower half adjustable for ventilation. One-man type top, attaching to windshield. Crowned fenders, with flat edge and without bending. Tail lamp exclusive Hupmobile design, illuminates license plate and entire width of road for considerable distance behind car. Non-skid tires on rear. Demountable rims, carrier at rear for spare rim and tire. Lighting and ignition switches controlled by Yale locks. Speedometer, choke rail, foot rail and cocoa mat in tonneau. Color, blue-black with maroon running gear. Price F. O. B. Detroit.
- Horizontal type bolted directly to cylinder block. Gas passage between cylinders, so that intake manifold is heated its entire length, assuring complete vaporization of even the heaviest gasoline.**
- New Type Carburetor**
Horizontal type bolted directly to cylinder block. Gas passage between cylinders, so that intake manifold is heated its entire length, assuring complete vaporization of even the heaviest gasoline.
- Improved Oiling**
A system already highly efficient made still better. Pressure feed from flywheel to main bearings and connecting rod bearings; cylinder walls lubricated by mist from crankshaft.
- Modern Ignition**
Ignition from storage battery, with automatic spark advance. Type rapidly being adopted by progressive engineers.
- Single Unit Electrical System**
Generator and starting motor combined, driven by silent chain from front end of crankshaft. Supplies current for starting, ignition and lighting. Makes motor non-stallable. Westinghouse 12-volt system.

Model \$1050 32

With electric starter and lights, over-size tires, demountable rims, tire carrier at rear and all regular equipment \$950 with regular equipment only. Prices F. O. B. Detroit

This new Hupmobile simply declines to be classed with anything of like price—in externals, in performance, in economy.

You can't compare it, because nothing near it in price will bear comparison.

If you've had Hupmobile experience, go see the new car, expecting to find all the good points you have known, and a wealth of added value.

If you know the Hupmobile only by reputation, you will find that the new car goes far beyond the best you have ever heard of former models.

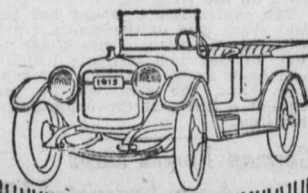
Hupp Motor Car Company, Detroit, Mich.

Bell Phone 931-J

ENSMINGER MOTOR COMPANY

THIRD AND CUMBERLAND STS.

Wholesale Distributors and Retailers



Eastern Railroads Show Further Losses

The railroads in eastern territory now applying for an advance of 5 per cent. in freight rates have filed with the Interstate Commerce Commission detailed statements of their operating results for the first two months of the fiscal year 1915. These figures show a loss in operating income for these two

months as compared with the same months of the last fiscal year amounting to \$71,190 and a loss as compared with the same months of 1913 of \$9,878,000. Total earnings are less than 1914 by nearly \$15,000,000 and operating expenses have been reduced by almost precisely the same amount. The loss in gross revenues for the first two months is represented by a reduction of \$9,966,000 in freight and \$4,246,000 in passenger earnings.

The Mother's Prayer.

Father, I thank thee— First, because Thou has made me a mother, and of all women the mother is most blessed. Second, because Thou hast helped me to be a true mother, by giving me understanding that I may teach my children. Lord, continue Thy goodness unto me and mine. Anoint me fresh each

day with waters of courage and patience. Give me added strength, O God, and greater wisdom. Be with me in my daily tests; shed Thy bright radiance about my home that the young hearts growing here may be nourished with the living waters. Guard them against evil, O Father, and keep them fresh in faith and trust. Keep them pure of thought and deed. Bless them with love, and with that strong belief in Thee which

exalts the heart and sweetens the life. Strengthen them, O Lord, with knowledge, and teach them honor the duties Thou seest fit to impose upon them. Give them riches of spirit, and the eternal joy which earthly shadows but deepen. Guide them, ever, O Father, and grant that they be well pleasing unto Thee. In the name of Thine own Son, Jesus, I ask it, Amen.—Beatrice E. Harmon, in Women's World.