

METZ "25"

The Quality Car

\$600

Touring Model, Equipped Complete, including: Gray & Davis Electric Starter and Electric Lights.

This new Metz Touring Model is just as interesting to DEALERS as it is to prospective purchasers. It means bigger sales, more customers, and ALL of them satisfied.

In addition to complete electric system, equipment includes rain-vision, built-in windshield, instant one-man top, heavy tufted upholstery, deep cushions, 32-inch wheels, 3 1/2-inch Goodrich clincher tires, Bosch magneto, Hyatt roller bearings, built-in gasoline gauge, speedometer, signal horn, tools, etc.

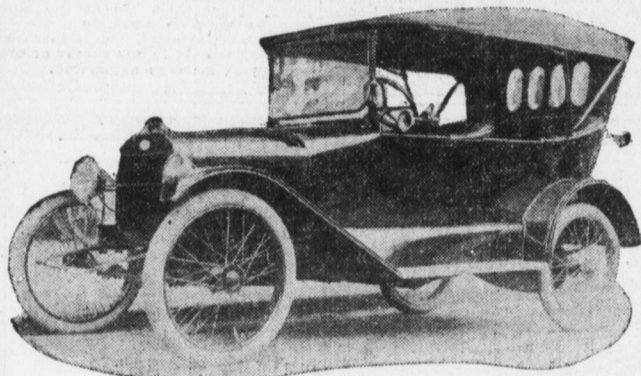
Metz Roadster \$495, Equipped Complete

This new fore-door model of the powerful METZ Roadster appeals to your appreciation of quality. It appeals to the man who wants the most for his money. It is extremely economical in operation, strikingly graceful and handsome in appearance, and in road performance and hill-climbing ability it has no superior at any price or in any class.

Metz Sales Co.

SEVENTEENTH AND SWATARA STREETS
GARAGE: Thompson Avenue, between Fourteenth and Fifteen Sts.

METZ NEW TOURING CAR



Represented by Monn Brothers, 1637 Swatara street.

The trimming designs of closed bodies at present aim to give as soft a cushion and back as possible. Fewer buttons are used and the small biscuit and the pipe-and-point are seldom found on the new cars. The super-seeded designs no doubt kept the trimming in good order much longer, but the present effort is to secure the same soft effect in a new job as was

formerly found only in a body that had seen service.

The annual meeting of the American Automobile Association will be held next May, in Boston, instead of in the winter, as has previously been the custom. Many of the members wish to tour to Boston and try out the famous highway system of Massachusetts.

METZ INTRODUCES NEW TOURING TYPE

Distinctive in Its Graceful Body Lines, New Gearless Model Appeals to Many

It is one of the significant signs of the times that the new Metz touring model, which made its first appearance last January at the New York show, has been received with open arms, so to speak, by the trade as well as the public.

Dealers all over the country are evincing a lively interest in this latest product of the Metz factories. They are in close touch with the trend of popular demand. And realizing the tendency of the public to seek both quality and completeness of equipment in low-priced cars, it is not surprising that they should discover in this new touring model, at its attractive price of \$600, an opportunity to do an exceptionally large and profitable business in their respective territories.

Style, comfort, and reliability in operation are all features of prominence in this new Metz. Its wheel base of 108 inches gives pleasing proportions to its stream-line body, and its instant one-man top fits down over and fastens securely to the frame of the windshield, which is of the rain-vision, built-in type, insuring comfortable driving in any kind of weather.

The seats are wide and comfortable, and are finished with heavy tufted upholstery of excellent quality, and deep cushions.

Regular equipment includes Gray & Davis electric starter, and electric lights, 32-inch wheels, 3 1/2-inch Goodrich clincher tires, Bosch high tension magneto, Hyatt roller bearings, speedometer, built-in gasoline gauge, signal horn, tools, etc.

The engine is a 25 horsepower water-cooled motor of the regulation Metz type, and the car is operated by fiber grip gearless transmission, which does away entirely with all danger of gear or clutch trouble.

From this description it will readily be seen that the new Metz touring model is a strictly up-to-date car in every department. Because of its handsome appearance it appeals to one at first sight, and critical inspection serves but to strengthen this favorable impression, as it plainly and unmistakably offers everything obtainable in the way of luxurious motoring, and at a cost no trifling as not to intimidate the average bank account.

Two of the Metz touring cars and three roadsters have been sold by the local agency since February 1. The Metz models will be represented at the Capital Auto show in Kelker street hall by the Metz Sales company, under the management of the Monn Brothers.

The production of petroleum in the United States in 1914 surpassed that of any previous year in the history of the industry, according to the United States Geological Survey, it being estimated at 222,000,000 barrels. The preliminary figures indicate an increase of more than 13 per cent over the production of 1913, which reached the then high record of 248,446,230 barrels. About 70 per cent of the 1914 output came from California and Oklahoma.

BROCKWAY TRUCKS INTRODUCED HERE

Chain and Worm Drive Models Made by Vehicle Concern in Business 62 Years



E. J. CAVENDER

The Commercial Car Company under the management of E. J. Cavender at Thirteenth and Walnut streets, Brockway Motor Trucks, has assumed the agency for the representation of the customer in motor trucks, feeling that concentration on one line of effort accomplishes better results and gives greater satisfaction to the customer than if diverse interests conflict. Mr. Cavender has had practical machinist experience covering a period of fifteen years with leading makers of motor cars. This expert knowledge on truck construction will be applied in the personal supervision of all adjustments and repairs work. As the service feature of the automobile business is among the most important considerations to an owner, this knowledge will be a great asset to Mr. Cavender in his business. Mr. Cavender is well-known locally, having been associated with one of the leading automobile dealers for some time in the sales department and is thoroughly familiar with all branches of the automobile business.

J. K. Armstrong, who has for three years had charge of the automobile supply department with one of the large dealers in this city will associate himself with the Commercial Car Company as road man on motor truck supplies.

The Brockway motor trucks are made by the Brockway Motor Truck Company of Cortland, N. Y., a concern that has been building vehicles for sixty-two years. When the motor truck began to make inroads on the horse-drawn vehicle, the Brockway company adapted their splendid organization to the change of conditions and have since then attained a reputation for making a truck that stands in the front rank among the best.

The Brockway trucks are powered with continental motors. The motor is located under the hood, making it accessible for adjustment of motor, carburetor, magneto, at the same time giving the driver a more natural driving position and greater ease and freedom in getting into and out of driver's seat. Schebler carburetors are used, Bosch high tension magneto on all models. The transmission is of the selective type of Brown-Pipe construction. Sheldon axles and springs, Baldwin roller chains and many other features in construction equally as famous for quality. The body-building is of the Brockway quality, embodying the lifetime experience in fine carriage building and painting of the same standard. Three chain-drive models of 1,500 to 4,000 pounds capacity are made ranging in price from \$1,350 to \$1,950, and two worm-driven models of 2,500 to 4,000 pounds, selling at \$1,900 and \$2,200, respectively.

The Brockway trucks will be displayed at the auto show in Kelker street hall, being the first opportunity to inspect and compare the respective merits.

High Power Emblem With Large Bore and Stroke

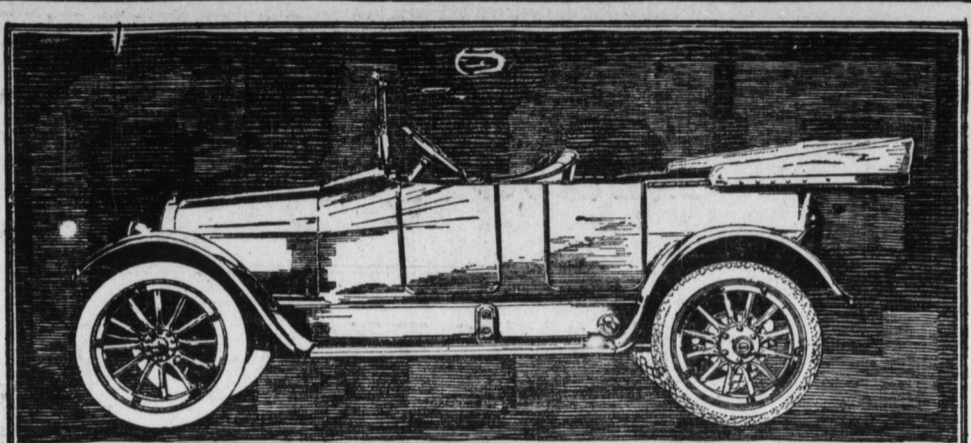
The Emblem high power motors have a piston displacement of 76.6 cubic inches about 16 cubic inches more than that of any other motor cycle. Improvements made in the mechanical valve actions have resulted in an engine of tremendous power, speed and endurance. The new model has a 1 1/2 inch bore and 3 1/2 inch stroke. Motorcycles are capable of from five to eight miles more an hour than those of last year. While the standard models are listed as 5, 8 and 10 horsepower motorcycles they will produce 7, 11 and 14 horsepower, respectively. Despite the importance and cost of these advantages, Emblem motorcycles are less expensive than before.

The crank case of the Emblem high power motor is made of aluminum, very accurately machined to make oil-tight joints. It is of unusually large diameter to accommodate the large fly wheels. The crank case is fitted with a circular oil sightglass, enabling the rider to see that his motor is being properly lubricated. The fastening lugs and magneto tabular parts of the crank case casting so designed as to make the removal of a motor a simple and quick process, involving the turning out of only six bolts. This type of motor fastening is similar to that used in the highest type of automobiles.

The cylinder of our 1915 motor is of special one-piece casting, heat-treated and ground to a mirror finish. There can be no leaky points. The large air space between the cylinder and the exhaust port allows free circulation of air around the cylinder. Together with the large cooling flanges, this construction results in a motor which will keep exceptionally cool at the highest speed.

Grip ratchet free engine control will continue to be used in the 1915 Emblem. The ratchet holds the grip into whatever position it is turned by the rider thereby either partly or entirely as desired, freeing the motor from the transmission. With the motor running free, the motorcycle can be mounted with both wheels on the ground (on hillsides if necessary) and endless variation of speeds is placed at the convenience of the rider, complete control is always assured, and economy in gasoline is effected by the rider's ability to take advantage of every opportunity to coast.

The wheelbase of the average car, listing at over \$3,000, has increased steadily for five years, jumping from an average of 124 inches in 1910 to 133.2 for 1915. In this period there has only been one perceptible increase, five inches, between 1911 and 1912, and since then it has steadily climbed up one inch per year. The five-inch jump was due to the six-cylinder movement which in that year grew from practically zero to 44 per cent.



The Name Behind the Car

Since 1842 the name of CASE has stood for excellence in motive power machinery. In these years we have developed, conscientiously and conservatively, a tremendous manufacturing and sales organization. This world-wide selling organization handles CASE cars in conjunction with our other products—a noteworthy fact for you to remember.

Your faith in the product of this company is well founded because our reputation, earned through the seventy odd years of manufacturing experience, is back of the smallest part.

Judge CASE cars by value, not by purchase price. Value is determined by service. And remember that the CASE "25" at \$1350, with 5% discount if cash, is completely equipped with extra casing and tube on rim, tire cover, Weed tire chains and work light, in addition to the usual equipment.

J. I. CASE T. M. COMPANY, INC., RACINE, WIS.

See this Car at Capital Auto Show, Kelker Street Hall

CASE

The Car With the Famous Engine

Harrisburg Branch, 429 to 435 S. Second St.

ONE PLEASURE CAR BY STANLEY FIRM

Local Distributor Tells of the Mechanical Features of New Auto

Embodiment many new features, the Stanley model 720, which is the only type of pleasure car that the Stanley Motor Carriage Company will build this year, has been announced by Paul D. Messner, manager of the Harrisburg distributing branch of the company.

Included in the list of new mechanical features are: Condenser, pumping system, lighting system, burner, superheater, vaporizer, throttle, frame, springs, steering-gear and oil stem. General features improved are: Body lines, upholstery and tires. Of all Stanley's, this year's car is the most silent, best riding, best looking, best performer and best winter car. It is nonfreezing because all water is hot. It will travel 200 miles or more on a small tank of water.

Mr. Messner, in talking with the Telegraph automobile man about the 1915 Stanley, said: "For 1915 the Stanley Motor Carriage Company will build only one type of pleasure car. It is a large, roomy, comfortable, five-passenger, 20-horsepower touring car, with 130-inch wheelbase, hand-made aluminum body, 16 1/2-inch upholstery, one-man top, clear vision, rain vision windshield, crowned mud-guards, clear running boards and electric lights, with dynamo and storage battery."

"The body is designed primarily for comfort. The front seat is 44 inches wide and without partition and has a door on either side. The cushions in the front seat, are eight inches deep, and the back upholstery is 10 inches deep. The tonneau seat is 48 inches wide.

"Following the traditional Stanley practice, the rear seat does not overhang the rear axle. It is placed in front of it, thus giving additional comfort in riding. The springs are full elliptical in the rear and half elliptical in front.

"The price of the new model is \$1975, an increase in price from \$1800, the cost of last year's model. The Stanley Motor Carriage company is among the few concerns that increased the price of their offerings for 1915. The money has been put into improving the car, making it the best steam pleasure vehicle on the market." The Stanley mountain wagon and truck model will be at the auto show in Kelker street hall.

Motor registrations in New York the past year netted that State more than \$1,600,000, an excess of \$350,000 over the same period of last year. More than 170,000 automobiles were registered and 65,000 chauffeurs licensed. These figures reveal about 20 per cent increase in fees, 26 per cent increase in registration and 19 per cent increase in the number of chauffeurs licensed, there being 132,000 motor cars registered and 56,228 chauffeurs licensed in 1913.

German Submarine Sends Another British Cruiser to Bottom; 200 Lives Lost

London, March 13.—The auxiliary cruiser Bayano, a comparatively new British ship, is the latest victim of the German submarine war, having been sent to the bottom yesterday morning by a torpedo.

The Belfast correspondent of the Daily Telegraph says the Bayano was sunk off Corsewall Point, Wigtownshire, Scotland, and nearly 200 lives were lost, as the cruiser sank almost immediately. The vessel had a crew of about 215 men on board.

The British admiralty in its statement on the disaster says: "On the 11th of March wreckage of the Bayano and bodies were discovered, and circumstances point to her having been sunk by an enemy torpedo."

"Eight officers and eighteen men were rescued, but it is feared that the remainder of the crew were lost." The captain of the Belfast steamer Castlereagh reports passing Thursday morning a quantity of wreckage and dead bodies floating in life belts. He attempted to search for possible survivors, but was prevented by the appearance of an enemy submarine, which gave chase for twenty minutes.



B. R. JOHNSON

Manager of the Automobile Show at Kelker Street Hall, under the auspices of the Capital City Motor Dealers' Association.

Herff-Brooks

These Magnets of Value Draw Owners to the Herff-Brooks Six, \$1375

Fifty Horse Power. Electric Starting and Lighting. Timken and New Departure Bearings 34 in. x 4 in. Goodyear Tires. Complete Equipment. 124-inch Wheelbase. One-man Top. Best Bosch High Tension Magneto, D. W. System, Honeycomb Radiator. Detachable Demountable Rims. Headlight Dimmers. Six Cylinders. Seven Crankshaft Bearings. Folding-down 18-inch Steering Wheel. Stewart Speedometer. Stromberg Carburetor. Point by point, compare the \$1,375 Herff-Brooks Six with other cars. Comparisons may be odious but they generally bring the truth to light. Herff-Brooks cars are manufactured practically entire in one huge plant. This great factory is perhaps the largest parts plant in the world and is still occupied in making parts for many makers. So all Herff-Brooks' manufacturing costs are low.

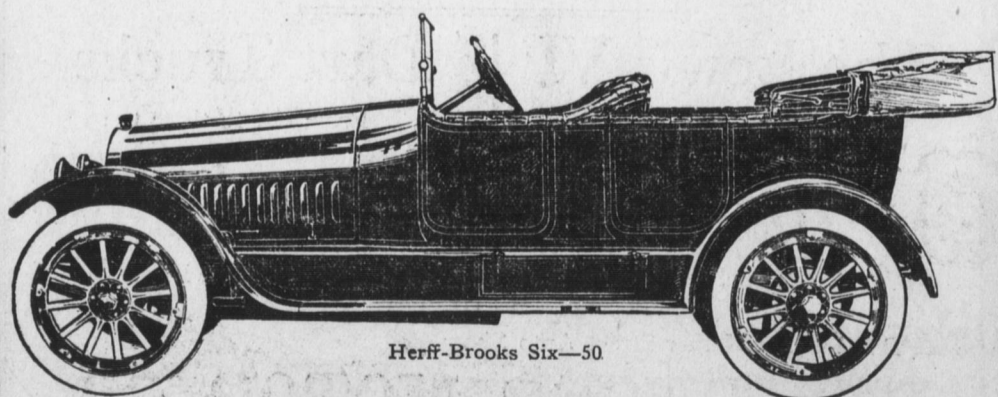
The 4-40 \$1100

Forty horsepower; five crankshaft bearings; drop-down steering wheel; one-man top; complete equipment; 34x4-inch tires; Bosch high tension magneto, D. W. system; electric lighting and starting; Stewart Speedometer; four cylinders; honeycomb radiator; demountable rims and extra rim; Timken and New Departure bearings; Turkish upholstery; Stromberg carburetor. Other cars selling at \$1,100 have only 35 horsepower and 114-inch wheelbase, while the Herff-Brooks has 40 h. p. and 118-inch wheelbase.

The 4-25 \$765

The new Herff-Brooks "25" is a wonder. Not a promise, but tested under the roughest roads of the West. Four-cylinder motor cast in bloc; 25 horsepower; Atwater-Kent uni-sparker ignition; tubular type radiator; Halley carburetor; New Departure Ball Bearings on main drive shaft; 106-inch wheelbase; crown type fenders; 30x3 1/2 Goodyear tires; electric starter; electric lights; one-man top; Stewart speedometer; demountable rims, one extra rim. All prices f. o. b. Indianapolis.

FOR YOUR OWN SAKE, WE URGE YOU TO SEE THE HERFF-BROOKS AT ARENA AUTO SHOW, NORTH THIRD ST.



Herff-Brooks Six—50

James K. Kipp, Dealer

Garage, 1713-1717 N. 4th St.

Residence, 2203 N. 4th St.

False list prices that encourage price-cutting and exorbitant allowances on used cars are unfair to the cash buyer who pays the full catalog price

Packard

CARS ARE THE REAL STANDARD OF PRICE, OF QUALITY AND OF SECOND HAND VALUE Everywhere

PACKARD MOTOR CAR COMPANY OF PHILADELPHIA 107 Market Street, Harrisburg, Pa.