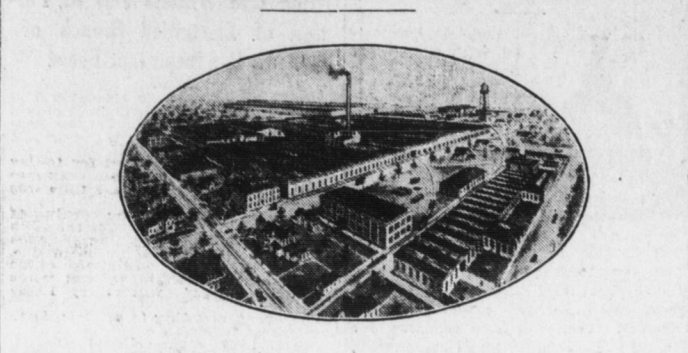


Cadillac
Standard of the World
EIGHT
Cut-Open CHASSIS
Shown at
Arena, 3rd and Delaware
Crispen Motor Car Co.
413-417 S. Cameron St.

How the Old Oaken Bucket Lead to the Self-Measuring Pump

It Wasn't Moss Covered, but the Ice Coating Caused the Salesman's Dream That Led to an Invention So Commonly Used



The greatest achievements in history have had their inception in small beginnings. Most great inventions have been inspired by small happenings around home. The history of S. F. Bowser & Co., Inc. is not tedious to any reader, because of its wonderful developments and the remarkable life history of S. F. Bowser, the president of the company and inventor. It deals with problems which confronted one generation and were solved during the life and time of that generation.

Only twenty years after the recognized use of petroleum as a commercial necessity the first effort toward conserving this product was made, when he created the self-measuring oil storage equipment. From that time to this he and the company have steadily progressed until now they are recognized the world over as the oil storage and distributing experts, manufacturing oil-handling devices of all kinds suitable for the most modern private garage to the largest and most complete factory or railroad power plant or oil house.

S. F. Bowser's story that led to the invention of the self-measuring pump is as follows:

"For twelve years before my invention I was a traveling salesman, selling wrapping paper, paper being \$30 so on, in which time I had many experiences that would try the steel of any man and more. Finally, notwithstanding the rugged man that I was, my nervous system was undermined and I became wholly unable to take care of my business. I had to slacken my pace for the time being and take a greatly needed rest, which time I decided my home to one of my creditors and moved down town near the Pennsylvania Railroad station (Fort Wayne, Ind.) where I got three rooms for \$1 a month.

"Here I relaxed, but remained on the road selling wrapping paper and tinware for a friend of mine, working as I could stand it, two to four days a week, hoping to be home every night, or at least was seldom away from home more than one night at a time. I kept this up for a year and did fairly well. I kept out of debt and paid my friend for whom I wanted to leave a debt, in which time my physical condition improved, as was evidenced by the fact that I gained eight pounds.

"This was early in the spring of 1885 and I was going one of the o'clock train one morning in pursuit of my business. Therefore I got up at o'clock to get ready, and among other things, wanted to get my wife a good supply of water for the day. The well from which we got our water was about seventy feet deep and our means of getting it was somewhat primitive, notwithstanding the same way is in use now, here and there, throughout the country, and doubtless forever will be.

"Over the well was built a little house and up in the roof of this little house a big grooved swivel wheel was fastened, over which the long well rope passed, so that a bucket could be tied to each end of it. By letting one bucket down for water you at the same time would be drawing up the other bucket full of water. The little house over the well was unusually high. It simply had a roof on it and was not enclosed, and the well being deep and the night being still and very cold, the steam that came out of the well froze onto the rope thus exposed between the mouth of the well and the roof, which was, as before stated, unusually high from the ground. Therefore, when I went to draw water, I had to pass through my hands, and it being a very cold morning, added to its sting of cold—but I got the water. In the meantime my good wife, who never murmured or complained, had me a bite to eat and I took my grip and made the train.

"I went to Detroit, twenty-two miles south of Fort Wayne. Here I got a team of horses and a sleigh and drove to Pleasant Mills, some six miles southeast. From there I drove to Willshire, Ohio, three and one-half miles farther on. It was on this drive from Pleasant Mills to Willshire that my mind turned to the unpleasantness on a cold morning. My thoughts turned to devising some better way, at which time I saw, as it were, a pump cylinder at the bottom of the well sufficiently large to hold a ball of water, the same being provided with a discharge pipe and a pump rod similar to our present pump, and so arranged that with one full stroke I could discharge a bucketful of water.

"This looked good to me and I thought if it was good and practical, maybe I could work up a little business out of it by manufacturing it for the market. Upon my return home I took it up with my brother, who was an engineer on the Pennsylvania railroad and lived the second door from me, drawing water from the same well.

"Neither of us being versed in this kind of business, but my brother having an acquaintance with a patent model maker down street, who was quite versed in mechanics of this sort, we went down and laid the matter be-



A VISION
of your car,
smashed on the slippery curve ahead—

You have neglected to put on Weed Chains.
You anxiously view the slippery curve ahead and have a mental picture of your car smashed against a rock.
Why nurse anxiety and coax calamity—why take such chances when you know

Weed Anti-Skid Chains

Absolutely Prevent Skidding

No other device has ever been invented that takes the place of Weed Chains. All kinds of "make-shifts" have been tried—useless and worthless all. The real value of Weed Chains has been proven so often and so satisfactorily during the last ten years that there is no room for argument. They are

slipped on in a moment without a jack. They don't injure tires even as much as one little slip or skid. They never fail in an emergency and take up hardly any space when not in use.

EVERY WEED IS GUARANTEED

FOR SALE BY
City Auto Supply Co.,
118-120 Market Street
Next to Senate Hotel Harrisburg, Pa.

1913 LOAN SHARK ACT IS UNCONSTITUTIONAL

Justice Stewart, of Supreme Court, Reverses Decision of the Superior Court

Philadelphia, March 15.—The Pennsylvania Supreme Court, in an opinion by Justice Stewart, to-day, reversed the decision of the Superior Court in the case of the Commonwealth vs. George F. Young, thereby declaring unconstitutional the money lenders' act of June 5, 1913. The Young case originated in the Court of Common Pleas of Allegheny county, and was carried to the Superior Court which is now reversed by the Supreme Court. This decision of the highest court in the State upholds a decision made by Judge Sulzberger, of the Philadelphia Common Pleas Court.

In his opinion, Justice Stewart says: "The general scheme of the act is to create into a class persons absolutely undistinguishable from the entire body of citizenship by anything suggesting differentiation with respect to rights, privileges, immunities or peculiarities, whether arising out of personal or business relations, and then to invest such class with a privilege denied to all not within the class, namely, the right to collect on money loaned at a rate of interest in excess of that to which all others are confined. So much is beyond all question. The artifice adopted by which this result with respect to interest charged, may be reached is too thin a disguise to conceal from even the most unwary the real purpose of the act, and too transparent to mislead any one into supposing that the charges allowed by a way of brokerage and examination fees is anything but usurious interest under another name."

NEWVILLE FOLKS FILE A COMPLAINT

Object to Electric Service Rendered by a Company in Cumberland County

J. S. Elliott, S. E. Shenk and E. S. Manning, of Newville, Cumberland county, have filed a complaint with the Public Service Commission against the Big Spring Electric Company, claiming that it has violated an agreement in notifying its customers that on and after March 15 it would cease to supply electric current for power purposes.

C. A. Stevens and other patrons of the New York Central and Hudson River Railroad petition for the re-installation of train service between Kermor and Gazam, Clearfield county. The Clydesdale Stone Company complains as to the rates on crushed rock on the Baltimore and Ohio between Ellwood City and Butler and Harmony Junction.

The Lock Haven public schools petition for a foot bridge over the tracks of the Pennsylvania railroad at Fourth street in Lock Haven.

PREPARING FOR FLIGHT

Paris, March 15, 9:40 A. M.—The Havas Agency published a dispatch from its correspondent at Athens reading: "News reaching here from Constantinople sets forth that the young Turks are beginning to find their position difficult and are preparing for flight."

PAIGE

4 "36" 5-Passenger Touring..... \$1075
6-46 7-Passenger Touring..... \$1395

F. O. B. Detroit

See Them at the Arena
The Sixth Annual Automobile Show
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BELL PHONE 3731R
REAR 1417 NORTH FRONT ST. GEORGE R. BENTLEY, Proprietor

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An excellent New Year's Gift. Secure a copy for yourself and send copies to your friends, or let us mail them for you.

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CHANDLER SIX CYLINDER



Andrew Redmond, Distributor, Third and Boyd Streets

SHOW AT ARENA HAS A FINE DISPLAY

Automobiles and Accessories Arranged Amid Attractive Surroundings at Sixth Show

With J. Clyde Myton at the helm guiding the sixth annual exhibit of the Harrisburg Automobile Dealers' Association, the doors were opened Saturday evening to an attendance of people that exceeded the expectations for the first night. The arena, as usual, is attractively arranged with its latticework in ceiling, and enhanced by the streamers of blue and gold, presented a beautiful scene with the arrangement of lights that show off the various models to the best advantage.

Andrew Redmond holds the stage again this year for the third successive year. Redmond's exhibit consists of an Overland model 80 touring, an Overland 81 touring and roadster, the new Overland six-cylinder seven-passenger touring, an Overland coupe on the model of 80 chassis is among the finest cars at the show. The Chandler light six touring is included, as well as a Chandler six chassis and an Overland Model 80 chassis, making one of the most complete exhibits ever put on the stage by Redmond.

J. W. Dill has a Hudson light six, Model "40" and the big Hudson 6-54. The forty is raised from the floor and the power plant connected by electric motor to show the operation of machinery. Outside of the building are the G. M. C. Republic and Bessemer trucks, shown there for lack of space inside.

The Cadillac exhibit of the Crispen Motor Car Company includes a seven-passenger eight-cylinder model, the Cadillac roadster and the cut-open chassis. The latter is among the most interesting exhibits on the road, having attracted immense crowds at all the leading shows of the country. The lecturer with his flow of eloquence and instructive technical knowledge is always a fascination at automobile shows.

The Paige exhibit of George R. Bentley has the Paige Four and Six, also the mounted motor of the Four showing in a glance the silent spiral gears, water pump, generator, etc. The motor is cut away so that the cylinder walls and pistons are visible, also the crankshaft and connecting rods. Mr. Bentley is assisted at the display by his son Paul.

The Harrisburg Auto Company exhibit is one of the most complete that has been shown in this territory. A six-cylinder Reo touring car, advertised the world over as the new "Six with Sixty Superiorities," a four-cylinder touring, a four-cylinder roadster, a four-cylinder coupe and a four-cylinder 1914 touring car, as well as a six-cylinder chassis that has been shown at the New York show. A complete line of parts are included in the display.

The Herff-Brooks is represented by James K. Kipp with a showing of three touring cars. As these are among the models shown for the first time at a local show, they will command attention from many. Although on exhibition for the first time, these are not new in the city, as a great many of them have been sold since Mr. Kipp assumed the distribution. Charles Barney, of the Keystone Motor Car Company, claims first honors this year for having made the first sale, a Dodge Brothers' touring car. The Keystone exhibit consists of the new \$1,400 model direct from the Brooklyn show, a Saxon Six from the Boston show, a Dodge Brothers' touring car, a Master Six and a Chalmers Light Six.

Chains Essential For Safety on Slippery Roads

By F. W. Muller

Few automobile men will deny that if motorists were more careful in the matter of using chains the number of accidents that occur each year would be materially reduced. Skidding is one of the most prolific causes of disaster, and when this danger is offset, as it can be through the use of tire chains, there is no excuse for neglect in this direction on the part of chauffeur or owner. Too great reliance has been placed upon the objection of inexperienced motorists that chains do damage to tires; they do when the chains are not properly placed, but otherwise there is no possible objection to their being employed upon all occasions when the going is slippery and uncertain.

When a chain is too tight the links naturally imbed themselves in the shoe and eventually do harm, but when the chain is attached loosely so that as the wheel turns the chain works around the tire freely the rubber is not injured. Professor Hutton, of the Technical Department of the Automobile Club of America, who promote it is to study all such matters, says that the only material damage which comes to tires from chains is when they are improperly applied, and he holds that as a means of safety they are essential.

"After a light rain in the city," he says, "the asphalt pavement becomes slippery, and full control of a motor car is brought about only through the use of tire chains."

In the case of women learning to drive, chains are regarded by instructors as essential, even when there is the least amount of moisture in the road and some instructors, indeed, employ them at all times when their pupils are women, claiming that they steady the car, thus adding an element which gives the woman driver courage and confidence at the outset. The accident attending the recent trip of woman's suffrage advocates, when a car slid into the ditch, was brought about absolutely because the car involved was being driven along the slippery road without tire chains.

Chains are easily adjusted to tires, and, as pointed out above, may be so placed as to do no damage to the shoe. In the fire department they are regarded as indispensable. The success of the motor apparatus in the slippery, heavy conditions of last February and March was due to the use of tire chains.

Overland Model 80

Surprising Values in 7 MODELS of the 1915 OVERLANDS

Model 81 Overland Roadster.....	\$795.00
Model 81 Overland Touring Car.....	\$850.00
Model 81 Overland Delivery Wagon.....	\$895.00
Model 80 Overland Roadster.....	\$1,050.00
Model 80 Overland Touring Car.....	\$1,075.00
Model 80 Overland Four Passenger Coupe.....	\$1,600.00
Model 82 Overland 6-Cyl., Seven Passenger.....	\$1,475.00

All F. O. B. Factory Prices

THE "CHANDLER LIGHT SIX" THE CAR WITH THE MARVELOUS MOTOR. TWO, FIVE, AND SEVEN PASSENGER BODY AT THE NEW SEASON PRICE OF \$1,295.00 F. O. B., FACTORY. IS THE SURPRISE OF THE AUTOMOBILE WORLD IN A HIGH GRADE, SIX-CYLINDER CAR. EXHIBIT ON THE STAGE

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