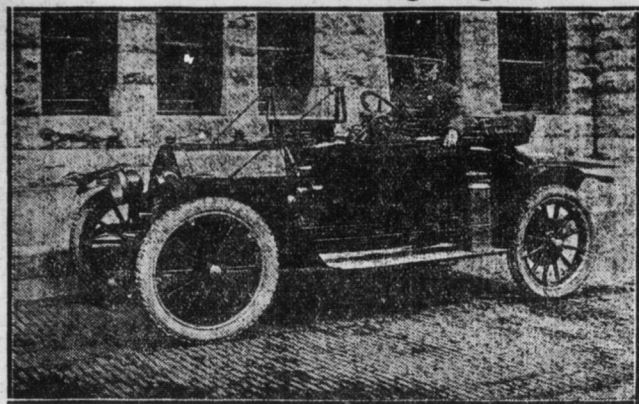


"Nobby Treads" All Around Make High Speed Safe



The illustration shows Acting Chief Charles S. Coombs, of the Syracuse, New York, Fire Department, seated in a speedy runabout equipped with "Nobby Tread" tires on all four wheels.

Case Company Takes Over Road Grader Plant

It has just been announced that the J. I. Case Threshing Machine Company of Racine has taken over the plant and equipment of the Perfection Road Machinery Company, of Galion, Ohio, makers of Perfection road graders, drags and roter plows.

Frank K. Bull, president of the Case company, in speaking of this transaction, says: "We have been impressed by the demand for road graders such as the Perfection company has made for us for several years, and have therefore deemed it wise to take over the actual production of this established firm."

The Perfection plant will be moved from Galion to Racine, and the graders, with many improvements, will be manufactured and sold now as Case graders.

CLASSES ON STRAWWIDE

Special to The Telegraph Enola, Pa., July 10. — Sunday school classes of Saint Matthew's Reformed Church, of Enola, enjoyed a strawwride to Good Hope Mills on Thursday. They were chaperoned by Mr. and Mrs. Charles L. Dice, and those present were: Miss Cora Weirich, Misses Olive Torbett, Mary Struckner, Hilda Smith, Nellie Gruber, Sara Dice, Beatrice Peck, Esther Neldig, Mildred Dice, Miriam Neuer, Lawson Keller, Paul Strickner, David Dice, I. Fisher, James Penny, Roy Eshleman, Charles Peck, Marlin Dice and Wilbur Dice.

Saxon "Six" Beats Train; Frisco to Los Angeles

Carrying a message from Mayor Ralph of San Francisco to Mayor Rose of Los Angeles, a Saxon "Six" recently completed an unusual run. Without setting out for any special record achievement, the Saxon was able to beat the time of the fastest trains running between San Francisco and Los Angeles.

On the return trip from Los Angeles the car covered the distance of 490 miles in 13 1/2 hours, taking the coast route, which is considerably longer and rougher than the valley route over which one of the high-priced "eights" recently broke the record.

The average gasoline consumption was 19 miles to the gallon. One-half pinner of water was all that was used on the round trip. The car gave absolutely no trouble and needed no adjustments whatever.

The Saxon now holds the record for the coast route. The best time previously made was between fourteen and fifteen hours.

The performance was all the more noteworthy as the pilot of the car was unfamiliar with the roads, and traveling part of the way at night, had to take conditions as he found them, using more than ordinary caution in his driving, making time here, losing time there, along the 490-mile journey, but, even with this handicap, pulling into the southern metropolis with a good margin to the Saxon's credit.

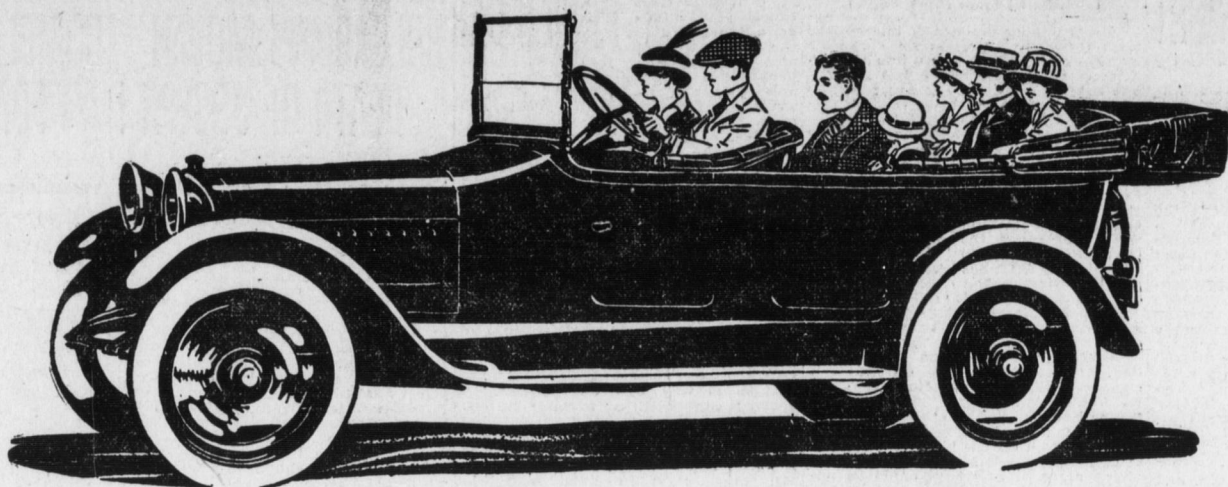
Holding the road for mile after mile, the car traveling faster than the United States mail, proved once more than the automobile in competition with the train is as fast and as safe as the modern railway.

Overland to Spring Still Another Great Surprise

Following close in the wake of the Willys-Overland Company's announcement of their model 88 touring car, comes the report that the big Toledo plant is about ready to place on the market a big, new, powerful car.

John N. Willys, president of the Overland company, when interviewed on the subject would make no further statement other than that the new car would match up in every respect with the high standards that have long been associated with Overland products.

The general feeling among those most closely allied with the Overland interests seems to be that this new car will overshadow all previous surprises sprung by Mr. Willys since his entry into the automobile industry seven years ago.



Chalmers Six-48 Now \$1550 Big Seven-Passenger Touring Car

At last you can get one of the biggest motor cars on the market at the price you have been considering—one of the most luxurious motor cars made by one of the great leaders of the higher-priced motor-car field.

At last you can get a car at a reduced price that hasn't one bit of value taken out of it.

At last you can get at the price of cheap cars, a Chalmers car—a car that 10,000 owners have run for two years at the lowest record for real economy of upkeep ever known.

Cut from \$1925

This car was placed on the market two years ago at \$1925. Thousands were sold at that price. Then the car was reduced to \$1725 and we sold thousands more at this figure.

Most of these cars went to New York, Philadelphia, Boston and Chicago, where the list of Chalmers Six-48 owners reads like the Blue Book.

They were not bought merely by those who felt that \$1725 was all they could afford to pay for an automobile, but by people who could afford any car.

Over a thousand Six-48's are operating in the New York City district alone, yet one man at the Chalmers New York branch attends to all repairs or adjustments that have ever been necessary.

No Changes But Improvements

The cars operating in this district broke all records for upkeep—freedom from repair cost considered.

There can be no improvement made in a motor which does such work as this.

There can be no structural improvement made in carburetion which makes such a record in gas economy, or on a chassis with such proper distribution of weight—light where it can be, strong where it should be.

Not one of these quality advantages has been skimped in the 1916 model of this car, but numerous refinements have been made.

The car is built in our own shops. It is not a motor picked up here, a transmission there, and other parts from somewhere else.

How We Are Able To Cut

This fact and quantity production have enabled us to produce this car at the 1916 price.

We are building 20,000 cars this season. That is nearly four times as many as ever before. We are putting up new buildings; we are installing new labor-saving and cost-reducing machinery.

With bigger organization, increased capital and new plans, we have cut down administrative expense in its ratio to each car made.

After several years work we are now equipped to make quality cars at quantity prices.

This car gets all the advantages of this general saving.

In addition we had no new tools to make on this model, no new tool fixtures to make, no new machine tools—so we are able to give the present buyers the benefit of these special savings also.

Not a Made-Over Car

Thus you see that it is not a made-over car to meet a lower price; it is the same high-grade quality car that originally sold at \$1925.

Think of it!—this car at \$1550—\$375 cheaper than its first selling price—and then people wondered how we could make it at less than \$2000.

Why, a great motor manufacturer once said to us: "It is the finest motor in material and workmanship we have ever seen (the one in this car at \$1550). We are frank to say that we have never turned out a better motor, even for higher-priced cars. No company that we know is turning out a motor with such high-class workmanship as you put on this one."

Look Beneath the Surface

Statements like this should make the prospective motor-car purchaser look beneath the surface of claims of all motor-car manufacturers nowadays.

The prospective purchaser can't tell by looking at a finished car what is in the chassis. If he is a man of mechanical knowledge he can tell something by close examination of the chassis.

But even then he can't find such differences as this motor manufacturer found in our motor.

But those who see Chalmers Cars in the making see these differences.

That's why we proudly call attention to the fact that we have never lost a single sale to a prospective purchaser who made a trip through the Chalmers factory.

Talk to Owners of This Car

Many of your neighbors in _____ Fill in City and vicinity are running this car now—ask any of them about it.

It is the car of Quality—Plus. It is the car of Quality, because the Chalmers Motor Company has never succumbed to the temptation to make cheap cars. When we cannot build quality cars we will go out of business.

It is the car of Quality—Plus, because, with new plans for quadrupled production, new organization and the biggest business in our history, we can make Quality Cars at prices which make this Six-48 absolutely the best "buy" in the field of cars priced from \$1200 to \$2000 today.

We are not given to over-statements. Hence we ask the privilege of proving this rather strong claim. May we show you this car, to-day?

The Car of Quality—Plus

Chalmers Motor Co. Detroit, Michigan

Keystone Motor Car Co.

1019-1025 Market Street

Both Phones

"Let Your Next Car be a Chalmers"



To Avoid Tire Trouble on the Road Take Mileage With You!

The Miller process of building tires prevents trouble by avoiding its cause—by retaining all the natural vegetable wax and oil in the cotton fabric. This keeps it from becoming



brittle and weakened and gives it the power to resist. For a blow-out comes from the inside—from a bruised and deadened fabric. The Miller process of building

Miller Tires

does not cook this life-giving lubricant out of the fabric or destroy the native toughness of the rubber, but retains both and makes a rugged unit of them. No Miller tire is handicapped in its manufacture—therefore not handicapped on the road.

Put Miller tires on your car and you will put the greatest number of miles behind you.

Ask the Miller Dealer to show you a section of the Miller Tire.

Sterling Auto Tire Co. Distributors

1451 ZARKER ST. (15th and Market) HARRISBURG, PA.

The Miller Rubber Co., Akron, U. S. A.

THE SUPREME TEST

of the ability of any Tire and tube repair shop is found in their retreat record.

Our retreat record is over

Seven Thousand Miles

All makes of tires and tubes repaired. Work called for. Bell phone 2854.

Sterling Auto Tire Co.

1451 ZARKER ST. (15th and Market) HARRISBURG, PA.

Underinflation Cause of Most Tire Trouble

"Summer heat is often made responsible for blowouts and other tire troubles when specific evidence for the nuisance is unobtainable," says Frank E. Bosch, local representative for Miller Tires. "It is far from a matter of luck whether tires give us good service in summer as in winter. Proper inflation and a certain amount of ordinary care will preserve the running qualities of any good tire. An automobile tire will stand a tremendous amount of abuse, but underinflation is the base

of the tire maker's life. There is no one thing that can be done more for economy than to keep tires properly inflated. In summer the heat generated on a properly inflated tire while running cannot in any way be held responsible for blowouts any more than in winter. A tire driven for a considerable distance "soft" is sure to be injured when it comes in contact with stones or other obstacles of the road. The same tire when blown up afterward and being subjected to a varying air pressure will not give maximum mileage. "Mis-handling does more damage to tires than ordinary obstructions of the road. The noisy shriek of a blowout always indicates trouble from within,

WOMAN MAKES RECORD IN CADILLAC EIGHT

Completes New York-Los Angeles Run of 4,950 Miles in 24 Days In making the coast-to-coast drive—New York to Los Angeles—in 24 days, with a Cadillac Eight, Mrs. Lillian Harris, of Redbank, N. J., is considered to have set a new record for women drivers. Carrying four other women as passengers, Mrs. Harris drove the entire distance of 4,950 miles without assistance. She reached her destination

without mechanical or any other kind of difficulty. One of the things about which Mrs. Harris was particularly enthusiastic was the absence of fatigue during the tour, which she attributes to the smooth running of the car and the ease with which it was handled. Out of the 24 days, there were only four on which it was necessary to go into gears lower than high, the use of the intermediate and low gears being occasioned by encountering some unusually bad roads. After the women have visited the San Diego exposition, toured Southern California and have seen the San Francisco fair, they will begin the return trip overland in July, following the Lincoln highway.

BAKER WILL COVER THREE Erwin G. "Cannonball" Baker, who broke the transcontinental record on a motorcycle last year, and then clipped a few hours off of his motorcycle record in an automobile this year, has been chosen to ride three relays in the transcontinental motorcycle dispatch relay, which starts from Washington on July 15. Baker's ride embraces 274 miles of mountainous roadway between Elko to Fernley, the hardest mileage on the trip. VACATION FOR PASTOR New Cumberland, Pa., July 10. — At a recent meeting of the official board, of Trinity United Brethren Church, the board granted the pastor, the Rev. A. R. Ayres, a two weeks' vacation, to take when he wishes.