SATURDAY EVENING.

100 miles in

82 min. 46 sec.

This is the record made by

The Eight-Cylinder Cadillac

on the new Chicago Speedway, Sept. 21, 1915.

In this remarkable performance the Cadillac demonstrated itself to be the fastest touring car in America-if not in the world.

Tests were conducted primarily for experimental purposes and for trying out some engineering principles. The speed trials were merely incidental thereto. Two seven passenger cars, fully equipped with top, windshield, extra wheel and tire, were used. The first was a car that had seen some service in experimental work.

This car broke pre-existing touring car records by covering 71.06 miles in 60 minutes, and 100 miles in 84 minutes, 16 4-5 seconds.

With these laurels already won, the second car was then put to the test. It was a brand new car taken direct from the finishing room at the factory and driven over the road to Chicago. Its speed-ometer showed only 345 miles of travel when its trials were started. The second car covered 72.41 miles in 60 minutes, beating the first by one and thirty-five hun-dredths of a mile. It covered 100 miles 4n 82 -minutes, 46 seconds, beating the first by one minute, thirty and four-fifths seconds. The uniformity and the consistency of the running of the two cars can be characterized as nothing short of marvelous----if not unprecedented.

Nor were the cars piloted by professionals. Their drivers were members of the experimental and engineering departments of the Cadillac factory. The driver of the fastest car had not previously driven ten miles on a track. Faster time has been made-but only by cars which were designed for speed purposes and in which practically all else was sacrificed to that end.

It is not the mere matter of speed attained. You will probably never want to ride so fast. The real significance is the demonstrated stamina of the cars-that Cadillac quality built into them which enables them to withstand severe punishment. It is one thing for a car to perform at maximum speed for a short time---for perhaps a few miles. To maintain that speed mile after mile for sixty minutes or until the century of miles is rounded out, is quite another. And a glance at the figures will show that not only did the cars maintain terrific speed but that the efficiency improved and the speed actually increased as the distance lengthened.

The accurate fit of every part, the harmonious action of every unit, the lubrication, the carbure-tion, the radiation, the ignition; these and a thousand and one other things all had their parts to play.

The things you want in a motor car-the things which contribute to your physical and mental ease, to your comfort and to your satisfaction are the things which made possible these achievements.

Crispen Motor Car Co.

413-417 South Cameron Street

These records were made by Cadillacs such as the everyday purchaser can obtain.

Do You Grasp the Real Significance of these Achievements?

The shortcoming of a single function would have spelled failure.

10

HARRISBURG

MAXWELL DEALER IN COMPETITION

E. W. Shank With Three Cars Contested For Low Gasoline Average on Tour

One of the feature events of the touring year, the returns from which are awaited with great interest gen-erally, is the unique competition just held by the Maxwell Dealers' Association of Zone 1-a sales district inclation of Zone 1-a sales institut in-cluding Eastern New York, Eastern Pennsylvania, New England, New Jer-sey and Maryland. The event was an efficiency run in which eighty new 1916 Maxwells, fresh

from the factory, competed, over a cross-country course lying between Buffalo and the dealers' respective home cities. It followed a visit to De-troit where the members of the asso-ciation had inspected the busy Maxwell plants, and had purchased for the went plants, and had purchased for the run the $\frac{852,400}{100}$ worth of cars which they used in it. The dealers took ship at Detroit for Buffalo, their eighty new automobiles occupying the hold. At the Lake Erie

occupying the noid. At the Lake Erie port they climbed into their cars and rolled out for the test. Each car had been furnished lubri-cating oil and water for the start. The oil reservoir had been sealed, it being taken for granted that one gallon would be enough to carry any of the cars to its destination, as none of the contestants had to travel more than 1,000 miles.

testants had to travel more than 00 miles. The tour left Buffalo in two main fisions, traveling east and south. ese divisions also split, as the mem-es of the party neared their respec-e homes. For long distances, how-er, each main division presented a y array, the new cars being still ther embellished by liberal decor-ions which featured a wide variety pennants, bearing the names of the less which were the respective des-nations.

of pennants, bearing the names of the cities which were the respective des-tinations. During the run each driver 'kept ex-act track of the amount of gasoline used. On his arrival he filled out a blank form of affidavit which he for-warded to Walter E. Flanders, the Maxwell president and general mana-ger who had donated three cash prizes a to confident predicted that the prize where only predicted that the pelled to average the tour will be an al-most revolutionary commit be an al-most revolutionary commit be the early stages of the run Suevral the early stages of the run Suevral the on the gallow the standard factory road tests and adjustments, even better results were hoped for, as the tour Several of the tourists living in Say and the tour be the factory coacts and adjustments, even better results were hoped for, as the tour Several of the tourists living in

sults were hoped for, as the tour ogressed. Several of the tourists living in istern New York were able to reach eir homes in one day of running by vering from 200 to 300 miles. For ost of the tourists the run contained of days of cross-country work. H. B. ary, Jr., of Was-country work. H. B. ary, Jr., while Pher had over 700 les before him at the start. E. W. ank, local him at the start. E. W. ove one can stributor for Maxwells, ove one can from Buffalo, another is driven by fr. Willoughby and the ind by Mr. Vogler, district manager Philadelphia.

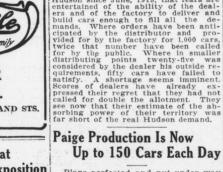
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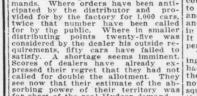
OCTOBER 2, 1915.

Herff-Brooks New Models Are Being Shipped Daily









100 100 200

internal-external gear type of high-





Now is the Time

to own a National Six or Twelve From an engineering standpoint the Six and the Twelve are the logical number of cylinders. This is established without a doubt. From an owner's standpoint-yours-it is daily being proven that the logical Six or logical Twelve is the

National. Even on the face of it, the National prices

look very low, but when you learn what you get the prices grow less. Nothing is omitted in structural

strength, comfort, beauty or exquisite appointments. Don't deny yourself a demonstration. Come and

see for yourself at our show rooms

Highway

6 PAIGE Touring, 7 pas HUDSON 4-cylinder Touring, fully equip-ped, \$350. top. CHALMERS Readster, run about 1000 miller, at a big reduction. OLDSMOBILE small Touring, fully 1914 OVERLAND Touring, \$250. 1914 OVERLAND Roadster, no 6 OLDBARCHEL Samall Touring. Tully equipped. 500 UBRLAND touring. Carly haved. 1314 OVERLAND Roadstern, newly over-hauled.
7 ACKARD Touring. Tully equipped. 1314 OVERLAND Roadstern, 1800.
7 ACKARD Touring. Tully equipped. 1314 OVERLAND Roadstern, 1800.
7 ACKARD Touring. 1800 car, 1700.
7 ACADILLAC & passenger, newly over-hauled.
8 DOUET Touring. 19 passenger, 1819 over-hauled.
8 DOUET Touring. 19 passenger, 1819 over-hauled.
9 DOUETER Touring. 19 passenger, 1819 over-hauled.
9 DOUETER Touring. 19 passenger, 1819 over-hauled.
9 DOUETER Touring. 19 passenger, 1918 REGAL Coups. only \$400.
9 STUDEBARER small Touring; very 1918 REGAL Coups. only \$400.
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9 STUDEBARER SC. CARS OF MANY DDF PERENT SMARDER AT VERY LOW PENCES. hauled. 1915 LOZIER Touring, 7 passenger; disap-1918 1914 a low price. 1914 STUTZ Runabout, \$2550 model, \$700. HUP Coupe, with extra runabout body. HUE Coupe, with extra runabout body, (ADDINIT Roadster, 5500. (ADDINIT Roadster, 5500. (ADDINIT Roadster, 5500. (ADDINIT Runabout, 44 shape, 5500. (1915 JEFERIES Touring, 5600. (1915 JEFERIES TOURING. (1915 JEFE Gorson's Automobile Exchange 238-240 N. Broad St., Philadelphia Bend for Free Bargain Bulletin Wante HARRISBURG AGENT, FOR SALE OF USED CARS H. W. HELLER, 1826 Boas Street, Harrisburg

ine Penn pupils will be awarded the O. M. Copelin penant for perfect per-centage in the school children's parade during the municipal celebration last week. Both schools had perfect scores but the Penn children decided that in-asmuch as they had already won one of the prize graphophones it would not push its claim to the flag. President Harry A. Boyer reported this decision last evening at the regular meeting of the School Board. The directors inci-dentally discussed the parade and the wonderful showing made by Harris-burg's school folks. Another change in the standing of the schools was announced too. The Calder building which had been credit-ed at first with a full attendance drop-ped back to second because it mustered but 126 of its 127 pupils. Five new transfers of pupils to this building had been made the week of the parade and this led to the miscount. The attend-ance last month was the largest in the listory of the district; the enrollment was 10,800 at the opening of the Fall terms and the average attendance was 10,077, a record breaker. The contract for lighting the Shim-mell building was awarded to W. E. E. Lauver at his bid of \$1000.

King Buys Factory to **Meet Demand For Eight**

Meet Demand for Light Owing to the demand for the eight-cylinder King causing increased pro-ductin of this product the King Mo-tor Car Company has taken over the four-story plant at 1045 East Jefferson avenue in addition to their present factory at 1300 East Jefferson. The building at 1300 East Jefferson avenue will be known as plant No. 1, while the structure at 1045 East Jef-ferson avenue will be called plant No. 2. The King Motor Car Company adds nearly 70,000 square feet of floor space with the acquisition of the new build-ing.

Ing. This plant was formerly occupied by a manufacturer who furnished equip-ment for other automobile factories in Detroit.

ment for other automobile factories in Detroit. Speaking of the change F. A. Voll-brecht, vice-president and general manager of the King Motor Car Com-pany says: "For some little time we have been looking for more space. We have been looking for more space. We have been using several smaller plants outside o fthe factory but this was not conductive to efficiency. Our fac-tory production manager, Mr. Garlent, was anxious to get his departments closer together. Under the new ar-rangements manufacturing facilities are improved, and our increased pro-duction plans can be more adequately handled."



The Reo Truck means efficiency'in motor car delivery. ¾ to 1 ton capacity, 120 in. wheelbase. Bevel gear drive. Electric lights and starter. Body 8 ft. in clear. Top, curtains, windshield and speedometer. 3434 ½ in. Knobby tires, regular equipment or Swineharts cellular (at a slight additional cost). Speed 22 miles,

\$1,075. Two-ton Truck, \$1,650.

ALL PRICES F. O. B. FACTORY. We sell only Reos and carry all Reo parts in stock for new and old models.

Harrisburg Auto Co.

Third and Hamilton Streets



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