

When Detroit, the city

that produces more than three-fourths of the cars manufactured in the United States, shows by official figures for the entire year of 1915 MORE Studebakers in use on Detroit streets than any other car selling at more than \$500.



Series 17 Four

40 horsepower
7 passenger
\$845

Four Cylinder Models	
Touring Car, 7-passenger	\$875
Roadster, 3-passenger	855
Landau-Roadster, 3-pass.	1175
Six Cylinder Models	
Touring Car, 7-passenger	\$1085
Roadster, 3-passenger	1055
Landau-Roadster, 3-pass.	1385
Coupe, 4-passenger	1635
Sedan, 7-passenger	1710
Limousine, 7-passenger	2335
Half-Ton Commercial Cars	
Panel Delivery Car	\$910
Express Body	885
Station and Baggage Wagon	910
One-Ton Commercial Trucks	
Open Express, complete	\$1235
Stake Body, complete	1285
Bus, 16-pass., full equipment	1435

Prices Delivered in Harrisburg.

--- what surer judgment can you follow in buying a car?

Think for a minute—think what that Studebaker Leadership in Detroit means to YOU. If a friend of yours has a car you'd take his advice on buying a car in a minute—figure in your own mind that he ought to KNOW. Here's a whole city that KNOWS cars—and knows them better than any other city on the face of the earth. For Detroit's BIG industry is making cars. And so many people in Detroit are either directly engaged in the industry or else come into daily touch with others who are, that knowledge of cars is far more general and EXACT than in any other community.

And so when Detroit makes Studebaker its own Preference in cars—no man can overlook that judgment, whether he's running a farm in Illinois, a ranch in Colorado or a fruit orchard in California. For it means that in the judgment of the city that knows cars BEST, Studebaker gives the top VALUE of the market.

See the Car that Detroit PREFERS. See this new FORTY Horse Power, SEVEN passenger, SERIES 17 Studebaker at \$845—the GREAT 4-cylinder Value of the year.

More than 214,000 Studebaker Cars now in use.

Ford Sales Co.

147-155 S. Cameron Street

BANKS TOPHEAVY WITH DEPOSITS

Leopold Tells Group 5 This Causes Dull Business; Elect Officers

Special to the Telegraph
Philadelphia, Feb. 23. — Whatever profits munition makers, manufacturers and businessmen generally may be piling up as a result of increased trade due to the war, bankers are not getting a very big share of prosperity because of peculiar conditions, which force them to accept deposits at high interest rates and to make loans at low rates. This was the keynote of an address delivered yesterday by D. J. Leopold, cashier of the First National Bank, of Lebanon, Pa., at the annual meeting of Group Five, Pennsylvania Bankers' Association, at the Bellevue-Stratford.

Mr. Leopold, the principal speaker at the morning session, said this condition was accounted for by lack of expansion among business interests. "Big business," on the whole, he said, was sitting tight, with the result that there was little demand for loans. Meanwhile the workers, who are receiving high wages, are piling up bank deposits which, of course, cannot be refused by the bankers. Thus, the banks of the country, he said, are topheavy with funds, for which borrowers are making no demands.

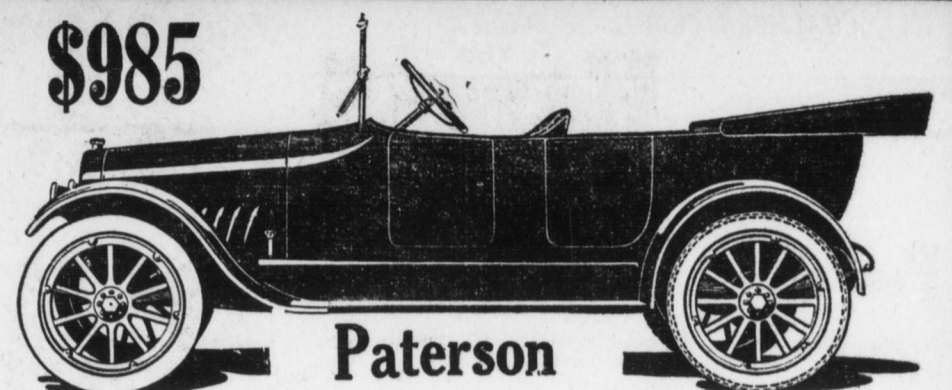
Officers of the group were elected before luncheon. Donald McCormick, president of the Dauphin Trust Company, was elected president, and R. H. Passmore, cashier of the National Bank of Chambersburg, was re-elected secretary and treasurer. The Executive Committee chosen comprises A. S. Paterson, president of the Union Trust Company of Harrisburg; J. L. Hartman, cashier of the Juniata Valley National Bank; E. A. Rice, cashier of the Western National Bank of York; Charles S. Zorally, cashier of the Farmers' National Bank of New Holland, and H. E. Schuler, cashier of the Commercial Bank of Carlisle.

E. P. Passmore, president of the Pennsylvania Bankers' Association and vice president of the Franklin National Bank of this city, presided at the luncheon. City Statistician E. J. Cattell cheered the bankers with predictions of a new era of great prosperity.

About 250 members of the group attended the meeting and luncheon. In addition to Mr. Leopold, other speakers at the morning session were William Ogleby, vice-president of the Commonwealth Trust Company, of Harrisburg; S. C. Stecher, treasurer of the Hershey Trust Company, of Hershey; and J. W. E. Bauman, president of the Farmers' Trust Company, of Lancaster. Donald McCormick, president of the Dauphin Trust Company, of Harrisburg, presided at the morning meeting.

Aluminum Pistons Among Features on Chalmers 30

"If the crowds around the Chalmers exhibit are any criterion, the average



HERE'S a big roomy, high-grade Six—sold extensively for seven years, and manufactured by a company that has built quality carriages for 46 years.

This new Light Six is their masterpiece—and they're justly proud of it—because it embodies the very best of the latest engineering ideas in practice. That's why we consider the Paterson "6-42" the greatest motor value at \$985.

Six-cylinder Paterson, new Continental Motor, 3/4x4 1/2-inch unit power plant, full floating rear axle, 117-inch wheel base, and many other superior mechanical features.



MONN BROTHERS, 1637 Swatara Street

show visitor is a fairly well informed individual on motor progress. "Among the new features which have been commented upon favorably in the new Six-30 Chalmers are the aluminum pistons, one of the most advanced features installed in stock cars during the past year. Until quite recently aluminum pistons were used only in a few specially built racing cars, but their adaptability to high speed stock motors was soon discovered by the ever watchful factory engineer.

Although the aluminum piston costs the manufacturer five times as much as the iron piston its manifest superiority over the older type has caused its adoption by quality makers. Chalmers pistons are made of lynite, a new alloy of aluminum approximately two-thirds lighter in weight than iron. By the use of lynite pistons, the tremendous strain on bearings and reciprocating parts formerly imposed by the iron piston, is reduced to the minimum. Just how important the reduction of weight in reciprocating parts is to the advance-

ment of engineering ideals, can be ascertained by a glance at standard motor speeds of the past few years. In 1913 a motor reaching a maximum speed of from 1,400 to 1,500 revolutions per minute, was considered the last word in high speed stock motors. "To-day the Chalmers Six-30 engine, typical of the most advanced design, develops 45 horsepower at 2,500 revolutions per minute and has repeatedly attained a maximum speed of 3,400 r. p. m. on block test."

NEWLY WEDS ON HAYWAGON
Special to the Telegraph
Sunbury, Pa., Feb. 23. — Mr. and Mrs. William McNutt, prominent young people were married here yesterday and a lot of their friends placed them on a haywagon and with a brass band paraded the main streets of the town.

LIBRARIAN THOMSON DIES
By Associated Press
Philadelphia, Feb. 23. — John Thomson, librarian of the Free Library of Philadelphia, died here today after a long illness. He was 80 years old. Mr. Thomson was known in the literary world as the author of volumes extensively used as reference works. For three years he was private librarian to the late Jay Gould.

MRS. A. E. SIEBER HOSTESS
Special to the Telegraph
Mechanicsburg, Pa., Feb. 23.—Mrs. A. E. Sieber was hostess for her Sunday school class of young girls in the Church of God last evening at her home in East Main street.

A Proven Mechanism

The New and Greater

CHANDLER SIX

\$1295 F. O. B. CLEVELAND

THE new Chandler bodies, the most beautiful of the season's offerings, are attractive indeed. The New York and Chicago Show crowds admired, and purchased in great numbers, the new Chandler touring car and the new four-passenger roadster. At all the shows the country over, the New and Greater Chandler has been the center of greatest attention.

But the vital reason why so many thousands of motor car buyers are choosing the Chandler is the established and known excellence of the Chandler chassis,—the Chandler mechanism.

In every essential way it is the same chassis on which, for three years, all Chandler bodies have been mounted. THERE IS NOT A SINGLE HINT OF EXPERIMENTATION.

"The Marvelous Motor," built in the Chandler factory ever since this Leader of Light Sixes was first put on the market, has won its laurels and still holds them.

It has always been powerful—powerful enough to do with ease anything that you could ask any automobile to do.

It has always been speedy—speedy enough to go faster than 999 out of every thousand car owners would ever want or dare to drive.

It has always been flexible—slowing down to a snail's pace on high, and jumping away instantly at the touch of the throttle.

It has always been economical in operation—owners averaging 16 miles per gallon of gasoline, 700 miles per gallon of oil and 7000 miles per set of tires.

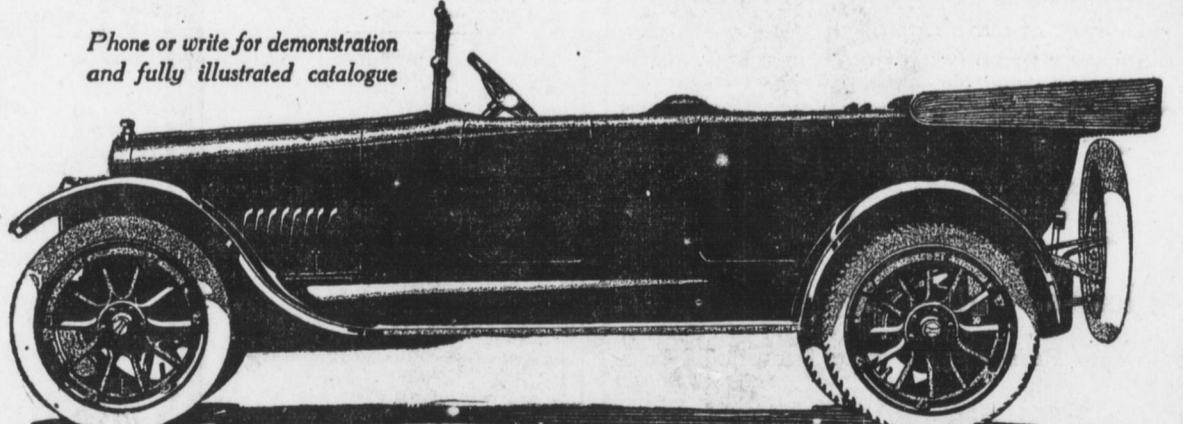
For three years it has had, and today has in even greater degree than ever before, all of these qualities you rightly demand in a high grade motor car.

It is a known quality. And, more than ever in the past, automobile buyers this year recognize the security of dealing in known quantities.

Chandler production has been increased to 20,000 cars for 1916, but Chandler dealers say that even this great output will not take care of the demand for the New and Greater Six.

Good judgment will indicate the advisability of finding out for yourself all these things which thousands of Chandler owners now know to be true of the Chandler, and then placing your order at once.

- Interesting Features**
- In the face of higher cost of materials, nothing has been cut out of the Chandler. Highest quality equipment continues to be a feature.
 - Bosch High Tension Magneto, the most expensive and satisfactory ignition.
 - Gray & Davis Separate Unit Electric Starting and Lighting System.
 - Chandler aluminum crank case.
 - Chandler full-floating silent spiral bevel-gear rear axle.
 - Three silent enclosed chains driving motor shaft.
 - Annular ball bearings.
 - Stewart-Warner magnetic speedometer.
 - Stewart vacuum gasoline feed.
 - Non-skid tires in rear.
 - Deep cushioned upholstery covered with long-grain semi-glazed leather.
 - Seven-passenger touring car and four-passenger roadster, each \$1295



Phone or write for demonstration and fully illustrated catalogue
Cumberland—418-W Bell—2133
Andrew Redmond Third and Boyd Sts. Good Live Dealers
Harrisburg, Pa. Wanted in all Open Territories : : : :
Distributors For Central Pennsylvania
Chandler Motor Car Company, Cleveland, Ohio

Oldsmobile

Two Leaders at the Auto Show See Them

Here is an Eight That is Light

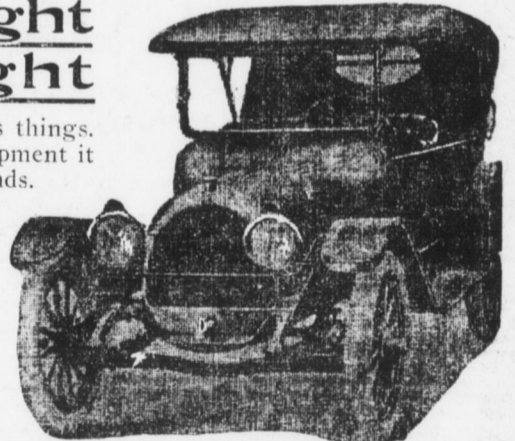
This is the kind of car that does things. With full touring supplies and equipment it tips the scales at less than 2,700 pounds.

We believe we are justified in calling it the lightest eight-cylinder car, for its horsepower, ever designed.

The motor is of V-type construction, L-head, with eight cylinders cast in two blocks of four cylinders each and set at an angle of 90 degrees. The bore and stroke dimensions of the motor are 2 7/8 by 4 3/4 inches.

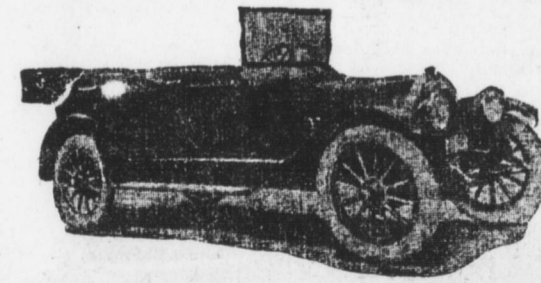
The piston displacement is considerably greater than the average manufacturer would consider necessary in a machine weighing less than 2,700 pounds.

The motor develops over 40 actual horsepower at 1,800 revolutions per minute.



Olds 8-cyl. \$1195 f. o. b. Lansing, Mich.

Model 43—the Light Valve-in-Head Four



This is the Four-Cylinder Car which quadrupled the output of the Olds Motor Works for 1916. It brings together in a superb manner

- a new lightness
- an overflow of power
- an almost total silence
- a very strong chassis
- extreme commodiousness
- a rich luster
- a new beauty
- advanced style

Oldsmobile efficiency standards call for cars weighing considerably less than 3,000 pounds. Model 43 registers a weight of 2,755 pounds, ready for the road with a full supply of fuel and a spare casing. It is the first line vehicle to achieve such lightness—a lightness which means low tire cost, low fuel cost, less wear on the motor and faster acceleration.

Olds 4-Cyl. \$1095 f. o. b. Lansing, Mich.

East End Auto Co., Linden and Shrub Sts. F. S. GANS, Manager
Bell Phone 315-R