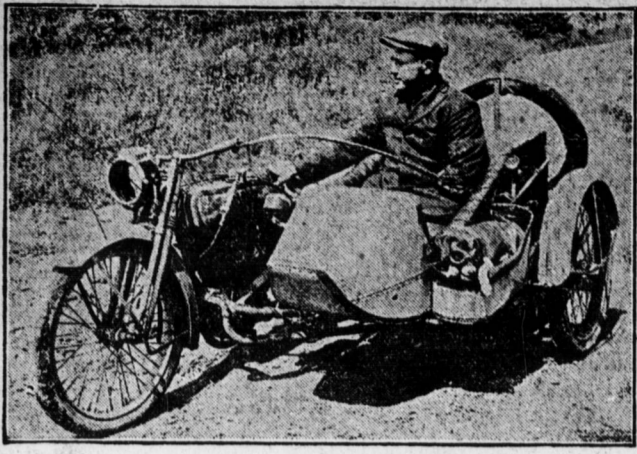


LEGLESS, BUT SEES AMERICA



The loss of both legs and the business end of his left arm has not deterred Alfred LeRoy, Los Angeles, from carrying out his determination to see America. Despite his misfortune, LeRoy is not asking odds of the world. He has been across the continent four times with a motorcycle and sidecar outfit and during the course of his travels has been up against difficulties that would make the average tourist fully equipped with arms and legs, turn back in dismay.

The controls of the ordinary motorcycle center in the handlebar, but LeRoy has transferred them to where his saddle would be were he to ride the motorcycle. Steering is done with the stump of his left arm which fits into a ring guiding a long rod passing to the front wheel of the motorcycle. LeRoy is a lightning fast thinker and his control of the Harley-Davidson and sidecar through the most congested traffic is nothing short of marvelous. The complete control of the machine is in his right hand, the throttle, spark, clutch, gear shift and brake, operations that the ordinary motorcycle rider divides between his two hands and two feet.

Selling post cards and chewing gum pays LeRoy's expenses. To protect his stock, he carries a dog with him everywhere he goes and has had a special compartment built onto the sidecar body to accommodate his canine guardian. He has had bad luck with dogs. One was bitten by a rattlesnake near Dodge City, Kas., and another went astray in Milwaukee.

POWERFUL PRESS FOR TRUCK TIRES

A. H. Bailey's Service Station Adds New Equipment For Applying Tires

"Since experienced truck users, operating in Harrisburg and other American cities have recognized the decided advantages in specifying tires pressed direct to the steel bands of the truck wheel," says A. H. Bailey proprietor of the Eureka Wagon Works, 614-618 North street, "the necessity for adequate facilities to perform this application work has become more urgent."

Mr. Bailey is special distributor for Goodrich Truck Tires in Harrisburg and vicinity. He has spared no effort in his plans to demonstrate what real truck tire service can mean to local operators primarily interested in getting as near full-time work out of their trucks as possible. Mr. Bailey is convinced that any operator, whatever the make or size of trucks he uses, can be assured of the best tire proposition in America if he equips with Goodrich De Luxe tires and then takes advantage of the modern facilities now provided in his service station for having them applied scientifically and correctly.

ties now provided in his service station for having them applied scientifically and correctly.

"To keep pace with local demand for dependable service," continues Mr. Bailey, "we have installed a new 150-ton hydraulic forcing press in our service station. We are aiming to develop our service facilities to a point that is on a par with those in Goodrich's Philadelphia, Pittsburgh and New York. We believe Harrisburg operators will appreciate getting the first class, rapid tire application service we are now in a position to offer."

By means of the new press and accessory equipment in his plant, Mr. Bailey gives assurance that the old problem of truck forced to lay-up for part or all of a busy work day will be solved. An appointment made by telephone in advance will overcome the old possibilities of having to lose a half day or more of profitable truck operating time.

The Eureka Wagon Works is an old established concern and the additional facilities in the hands of men with years of experience in the vehicle business makes this establishment the equal of service stations for trucks in the larger cities.

In line with Mr. Bailey's usual progressiveness he aims to keep his establishment abreast with the trend of the times in the vehicle world.

Cadillac to Build Huge New Plant in Detroit

Announcement has just been made by the Cadillac Motor Car Company that it has acquired in Detroit nearly 50 acres of land, whereon it will erect a large plant to house all of its manufacturing activities. While the present Cadillac factory is recognized throughout the automobile industry as being the finest equipped motor car plant in the world, the company's business has outgrown present facilities. It is also desirable to concentrate all operations of production in one plant.

The site of the proposed new plant, on which it is expected building operations will begin next year, is regarded as one of the most advantageously situated in Detroit. Its western boundary is the junction of the Michigan Central Railroad main line with the Lake Shore division of the New York Central. The former is the southern boundary of the property, with the latter as the northern boundary, with the tracks of the Grand Trunk a few feet beyond. The Wabash and the Pere Marquette are only a short distance to the west, which assures close proximity to the main lines, also when that road enters Detroit over the Pere Marquette lines. In the matter of shipping facilities, the site is said to be without equal in Detroit.

The land is said to have cost approximately \$750,000. The plant, not including equipment, will, it is estimated, represent an investment in the neighborhood of \$2,000,000. It will probably give employment to 10,000 to 12,000 persons.

The main advantage to the Cadillac Motor Car Company will be the acquisition of facilities adequate to handle its growing business, and the grouping of its various departments in one great plant. At present its main plant is at some distance from its foundries, its sheet metal divisions, and its body building plant. Since the Cadillac Company produces nearly all parts of its cars, and builds, finishes and trims the bodies, etc., the centralization of its operations will tend to increase the efficiency of an institution already recognized for high efficiency.

Overland Convention to Be a Studendous Affair

The dealers' convention, to be held at the factory of the Willys-Overland Company, Toledo, Ohio, which is expected to be the biggest affair of its kind ever held in the history of American industry, promises to exceed all expectations of its originators.

Nearly 6,000 dealers, their employes and their guests are expected to attend to this unusual automobile conference from December 4 to December 23. Not only Overland and Willys-Knight dealers from all sections are making plans to be here in full force on these dates, but many of them plan to bring their salesmen, service men, bankers and leading businessmen from their home towns to see for themselves the size and stability of America's most modern automobile plant.

Factory tours, lectures and talks outlining new sales and service policies, musical and vaudeville shows, banquets, smokers and hand concerts, are but a part of the huge program that is planned for their entertainment. The convention will easily be the greatest instance of manufacturer-dealer co-operation on record.

Twenty-eight special trains will be run from all sections of the country. Accompanying many of the trains will be some of the most prominent officials of American railroads, who plan to make the trip to see that the various special trains go through without the slightest hitch or delay over their lines. Immense convention has been divided into nine sections in order to give each individual dealer an equal share of attention.

On December 4 and 5 all dealers in the Denver, Atlanta and Omaha zones are expected in Toledo. The Chicago distributor, Philadelphia zone and Pacific coast organization will arrive for a two-day stay on December 6. The Buffalo, Cleveland, Rochester,

Erie, Youngstown, Pittsburgh, Wheeling, Clarksburg, Huntington, Canton, Mansfield, Athens, Zanesville, Cambridge, Columbus and Dayton distributors and their dealers will be here on December 8 and 9. The following week will be devoted to distributors and dealers from Montana, North Dakota, Michigan and the Dallas, St. Louis, New England and Kansas City zone organizations and distributors and dealers from Toledo, Fort Wayne, Kendallville and South Bend. On December 18 and 19, South Dakota, Minnesota and Wisconsin will be represented in full force; the New York zone and distributors and dealers from Indianapolis, Cincinnati, Lexington, Louisville, Lima and Evansville will bring the big affair to an enthusiastic finish on December 20 and 21.

The entire party will be held on the Willys-Overland Company's premises which contain more than 103 acres of floor space. The trains will be parked in the Overland yards where there are more than seven and three-quarter miles of tracks. There the Pullman will serve as sleeping quarters for the men. The eating and entertaining will be done in the big new administration building, of which the dining room, capable of feeding 500 men at once and an auditorium with a seating capacity of 600, are important features.

A. E. Hamilton of the Chalmers Northwest Company, Minneapolis, won \$500 in cash as second prize; Earl N. Manbeck, of the Iowa Auto and Supply Company, Des Moines, finished third and won \$400; Joe F. Janin, Zell Motor Car Company, Baltimore, fourth place, \$300; Roy Alley, Alley-Kesterson Auto Company, Lincoln, Nebraska, fifth place,

each year the sales contest is the most eagerly awaited event on the Chalmers calendar, and the enthusiasm with which salesmen and distributors took up the friendly trade rivalry eclipsed that of any other season. In the contest each salesman was assigned a secret quota, determined by the size and population of his respective territory. The man living in a small country town was given as fair a chance in the contest as one living in the bigger centers of population. Thurber's percentage of quota was 330.56, giving him the motorcar by a big margin.

Besides the Chalmers Six offered as first prize in the contest, a total of \$4,250 in cash and a large number of gold watches, trunks and traveling bags were awarded to the salesmen finishing next in order. A. E. Hamilton of the Chalmers Northwest Company, Minneapolis, won \$500 in cash as second prize; Earl N. Manbeck, of the Iowa Auto and Supply Company, Des Moines, finished third and won \$400; Joe F. Janin, Zell Motor Car Company, Baltimore, fourth place, \$300; Roy Alley, Alley-Kesterson Auto Company, Lincoln, Nebraska, fifth place,

Seven New Improvements and Additions

GUN-METAL FINISH. Original, rich and exclusive finish of deep lustre and permanency, applied in TWENTY-FIVE OPERATIONS. No finer finish is possible than that of the Series 18 Cars. A permanent body finish depends largely on the slow and careful building up of the different coats of color and varnish—the Studebaker way. Fenders and aprons are rich, black enamel.

NEW AUXILIARY CHAIRS. Arm chairs, original and exclusive with Studebaker, patent applied for. These large, roomy and comfortable chairs fold up and slide under rear seat when not in use. They dispense with the unsightly recesses in the tonneau floor and with slit carpets, commonly used in other cars. When these chairs are underneath the back seat the Studebaker is a roomy, beautiful FIVE-PASSENGER CAR—instead of the regular seven-passenger car.

REVERSIBLE FRONT SEAT. Original and exclusive with Studebaker, the front passenger seat is reversible so that passenger can sit facing tonneau or facing forward. Both front seats are covered with leather, have large and handsome robe strap, and are adjustable to all leg lengths. No more comfortable seats are found in any car, regardless of price.

The Four-Cylinder Car Still Remains a 7-Passenger 40 Horse Power Car The Six-Cylinder Car Still Remains a 7-Passenger 50 Horse Power Car The Most Powerful Cars in the World at Their Prices

Table with 2 columns: Model Name and Price. Includes 4-Cylinder models like FOUR Chassis, FOUR Roadster, etc., and 6-Cylinder models like SIX Chassis, SIX Roadster, etc.

All Prices F. O. B. Detroit.

Studebaker has centered its great resources and experience on ONE BASIC DESIGN, with all parts interchangeable for both the FOUR and SIX, except the motor. One equipment of machinery, tools, character of manufacturing operations and quality of material suffices for both models.

No revolutionary changes have been made in the basic Studebaker design for four years. The same group of EMINENT ENGINEERS AND DESIGNERS are responsible for the evolution of the new Series 18 models, yet the many improvements and refinements adopted as the result of our experience have made these new models decidedly the best cars we have ever produced. They are sold with our guarantee of prompt and efficient service and the replacement without charge for defective parts, if any are developed, within one year from date of sale. We guarantee our cars to give absolute satisfaction, provided they receive the care a highly developed piece of machinery should receive.

The Series 18 cars are leaders in the industry, history makers, which put Studebaker in the lead with new and greater values at popular prices. Studebaker has led the way in nearly every forward step in automobile construction in which the owner profited. STUDEBAKER WAS THE FIRST

- to produce a six-cylinder car selling for less than \$2000;
-to produce a 50 horse power car selling for less than \$2000;
-to produce a seven-passenger car selling for less than \$1000;
-to establish a uniform, international service system for owners;
-to produce the now popular crown fenders;
-and, finally, Studebaker was the first manufacturer of FINE CARS to offer its product at medium prices, thus leading the way to greater values and compelling other manufacturers to increase values and reduce prices.

Studebaker has \$13,000,000 invested in the most efficient and modern plants in which it manufactures all of its engines, axles, transmissions, differentials, bodies and tops. Middlemen's profits (parts makers) included in the price of assembled cars and small manufacturers' cars are almost entirely eliminated in Studebaker selling prices. It is necessary to pay from 50% to 100% more than Studebaker prices for cars of corresponding value.

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NEW STORM CURTAINS. Of the recent Blackmore design and patent, opening with the doors and thereby preventing crouching and crushed hats. Studebaker, we believe, is the first maker to offer this improvement as standard equipment.

IMPROVED BODY AND UPHOLSTERY. The body is elegantly finished and equipped—inside and out. The handsome foot rail, wide scuff plates, wide doors, handsome door trim, carpeting, etc., all demonstrate quality and refinement. The upholstery is semi-glazed, straight-grained, genuine leather, made to special Studebaker forms, with the best curled hair and long coiled springs. Tonneau carpet all wool, bound with leather instead of cheap, raveling thread-stitch. The top is made of the finest grade silk mohair, bound with leather edging, a feature found on few cars at any price. The body materials, upholstery and workmanship of Studebaker cars are unsurpassed, and the interior finish and detail of the bodies are LUXURIOUS and COMFORTABLE.

YALE SWITCH LOCK. Of pin tumbler type, Studebaker design, insuring convenient and safe protection against theft or unauthorized use of the car.

NEW WINTER TOP made exclusively for Studebaker cars. Noiseless. Quickly and easily put on or taken off, and fitting perfectly.

Mechanical Improvements

Improvements have been made in the Series 18 Motor, insuring greater smoothness, flexibility, quietness and economy. All noticeable vibration has been eliminated by superior piston design and the stiffening of the motor frame.

The Studebaker-Schebler carburetion system has been developed so that both the FOUR and SIX are the most ECONOMICAL motors on the market in ratio to power.

Studebaker lubrication has been further improved. The system is positive and eliminates all lubrication troubles. Waste through the exhaust is overcome and practically no surplus oil reaches the combustion chamber to burn and form carbon.

The chassis frame is the same strong light construction which has characterized all Studebaker cars. The perfection of our chassis design is convincingly proven by satisfaction given in over 285,000 Studebakers produced and sold.

The full-floating rear axle construction remains the same in principle as heretofore, but has been further improved and strengthened. This type of axle is used by practically all leading manufacturers, thereby proving its mechanical superiority.

The best quality of steel and alloy is used throughout. Every gear is of CHROME NICKEL STEEL, specially cut by Studebaker.

In the differential, which has four bevel gears, Timken bearings are used throughout. Only eleven of the three hundred different cars on the market use as many Timken bearings as Studebaker, and the average price of these cars is \$2,000.

The Wagner Lighting and Starting System is individual to Studebaker cars and has been further improved by increasing the cranking power 12%.

The Willard Storage Battery is absolute assurance against ignition, lighting and starting failure. Studebaker uses a 100 AMPERE hour battery.

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son of the year, the continued steady demand for Chalmers cars resulted in the establishment of many remarkable sales records by the dealers and salesmen entered in the contest.

In the division for dealers securing the greatest number of subagents, the Wyckoff Motor Company, of Pittsburgh, were awarded first prize of \$125. Fifteen new dealers were signed up by the wholesale men of the Wyckoff company during the six weeks of the contest. The Arnold Automobile Company of Wichita, Kansas, finished second with the Chalmers Northwest Company third.

The contest was the most successful ever held among Chalmers salesmen. Over 1,200 salesmen and 600 Chalmers distributors entered and, although carried on during the so-called slack sea-

OUR EVERY NIGHT

For Constipation Headache, Indigestion, etc.

BRANDRETH PILLS

Safe and Sure

Surprisingly Good Cough Syrup Made at Home

Costs Very Little and Easily Made, but is Remarkably Effective.

You'll never really know what a fine cough syrup you can make until you prepare this famous home-made remedy. You not only save \$2 as compared with the ready-made kind, but you will also have a more effective and dependable remedy in every way. It overcomes the usual coughs, throat or chest colds in 24 hours—relieves even whooping cough quickly.

Get 2 1/2 ounces of Pinex (50 cents worth) from any drug store, pour it into a pint bottle and fill the bottle with plain water or sugar syrup. Here you have a full pint—a family supply—of the most effective cough syrup that money can buy—at a cost of only 54 cents or less. It never spoils.

The prompt and positive results given by this pleasant tasting cough syrup have caused it to be used in more homes than any other remedy. It quickly loosens a dry, hoarse or tight cough, heals the inflamed membranes that line the throat and bronchial tubes, and relief comes almost immediately. Splendid for throat tickles, hoarseness, bronchitis, croup and bronchial asthma.

Pinex is a highly concentrated compound of genuine Norway pine extract, combined with quinine and has been used for generations for throat and chest ailments.

Avoid disappointment by asking your druggist for 1/2 ounce of Pinex with full directions, and don't accept anything else. A guarantee of absolute satisfaction or money promptly refunded, goes with this preparation. The Pinex Co., Ft. Wayne, Ind.



5-Passenger Touring \$695
3-Passenger Clover Leaf Roadster \$695
Ensminger Motor Co.
THIRD AND CUMBERLAND STS.
Bell Phone 3515

HUPMOBILE
7-Passenger \$1340
5-Passenger \$1185
Roadster \$1185
(f. o. b. Factory)
Will demonstrate against any six, eight or twelve-cylinder car.

Ensminger Motor Co.
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Distributors

AUTO STORAGE—First class, fireproof garage, open day and night. Rates reasonable.

