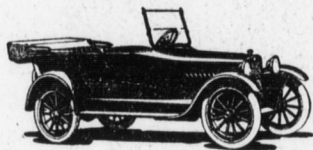


SAXON "SIX"

A Big Touring Car For 5 People

The power-flow developed by the Saxon "Six" motor is 98 per cent. smoother than that of the best known "four" in its price-class. That is why Saxon "Six" picks up faster, is more flexible, and is capable of far greater pulling power.



Saxon "Six" Is \$865 f. o. b. Detroit

Specifications: New body design, larger body, new finish, 12-inch brakes, 4 1/2-inch full cantilever type rear spring, 2-inch crankshaft, tilted windshield, new style top with Greelan rear bow, new style fenders, instruments mounted on cowl dash, chrome vanadium valve springs, new design carburetor, 112-inch wheelbase, light weight six-cylinder high speed motor; 32x3 1/2-inch tires, demountable rims, two unit starting and lighting system. Timken axles, full Timken bearings, and twenty further refinements.

Saxon Distributing Agency

1139 Mulberry St. L. H. Hagerling

JACKSON HAS NEW WOLVERINE EIGHT

New Series Has Racy Lines With Ferro-Jackson Engines in Four Model Designs

By Howard A. Mathews (Treasurer Jackson Automobile Co.) The feature of the Jackson Automobile Company's exhibit at the show this week is the "Wolverine Eight," a model entirely new in engineering and body design. Of this model, which we believe is our masterpiece, the Jackson Company has concentrated its manufacturing organization.

Entering upon its fourth year in the building of eight-cylinder cars, and with fifteen years' of experience in the building of high class motorcars, the Jackson company feels that its efforts have reached their culminating point in this eight-cylinder car, which, the officials of the company declare, demonstrates conclusively that an eight-cylinder car of quality can be marketed at a moderate price.

There are four body designs in the "Wolverine Eight" series, the five-passenger sedan, the four-passenger cruiser and the roadster.

Just a hint of raciness is conveyed by the lines of these new Jacksons. This is especially true of the roadster and the cruiser. The latter car has been the object of much attention, being particularly snappy and distinctive, with sloping tonneau, neat seating arrangement and wire wheels as part of its regular equipment.

In the new Jackson two characteristics stand out—motor smoothness and ease of riding. The motor is a Ferro-Jackson, and is first of the American "V" type, valve-in-the-head design. It is of perfect balance and practically free from vibration at even the highest speeds. Front and rear full elliptic spring suspension and deep upholstery give the new model, to a greater extent than usual, the proverbial Jackson virtue of ease of riding.

The new product is a light weight car of medium price, and is said to be remarkably economical, averaging 17.7 miles to the gallon of fuel, a very high mileage for an eight-cylinder motor. With an A. L. A. M. rating of 28.8 horsepower, the motor shows in factory tests 50-horsepower at 2,400 revolutions per minute—a fact that speaks volumes to the motor wise.

One of the first companies to manufacture an eight-cylinder car, entering that field three years ago when the practicability of the eight-cylinder motor seemed dubious to many, the Jackson makers have been in a position to give the "Wolverine Eight" the advantage of three years of ceaseless experience with Jackson eight-cylinder engines in addition to the long general experience of the company—years in which it has achieved fame for the dependability of its product.

The eight-cylinder motor is shorter and more compact than a "six" of the same power, and is very accessible, differing in this respect from most eight-cylinder engines. The cylinder heads are integral with the cylinder blocks, making the valves easy to get at. In several respects the Jackson American "V" type motor differs from the same type motor of the European style of construction, and possesses refinements and qualities which are lacking in the European style engines. The cylinders are of the "I" head instead of the "V" head construction, and are cast integral with the cylinder block in separate blocks as in the European type. The valves are in the cylinder heads instead of being pocketed at the side as in the European "V" type construction. There is an individual cam to each valve, while in the European type the valves on opposite cylinders are operated by a common cam. The crank case is integral with cylinders instead of being of separate aluminum cylinders as in the European build of engines.

The Zenith automatic carburetor is of the "twin jet" type, the advantage of which is that it supplies two separate outlets of gasoline at the same time to the two sets of cylinders, and never requires adjustment. The ignition is single Remy with hand spark control. The Willard storage battery has a six volt capacity. Other noticeable points are: Auto-lite generator, ammeter instrument board, and oil pressure dial on dash. The stock equipment is very complete, including a one-man top of Dreadsnaught rubberized cloth made in the Jackson factory, a sloping rain visor, windshield, dash lamp and electric horn.

The starter and unit power plant is equipped with a Borg and Beck light operating disc clutch, operation of which requires a minimum of muscular exertion. The rear axle is genuine full floating type with ball and roller bearings throughout, and the weight of the car carried entirely on the axle housing through Hyatt high duty roller bearings. The axle driving shaft is free from any load whatever, and may be removed from the axle by merely taking off the hub cap.

The wheelbase is 118 inches, said by engineers to be the most sensible wheelbase length for all purposes, insuring smooth, easy riding with the ability to turn without difficulty in narrow city streets.

HAYNES TRIPLES OUTPUT "While a good motorcar is good for twenty years if it's treated right, very few people take such care of their cars, so the life of a car is usually five years," Don L. Watson, assistant general manager for the Haynes Company, said yesterday. "This requires many replacements."

"We folks at the Haynes factory are keeping right on doubling and redoubling our facilities. In 1917 we will build three times as many thousands of cars as we did last year. And they are mostly going to be sold by our present dealers, whose demands will be two and three times as great as in 1916. We shall have to add very few new Haynes dealers."

"We are sure there will be more than enough purchasers."

WARNS AGAINST PETROMORTIS Adequate ventilation of garages is urged upon motor owners by Director of Public Health Krusen, as a precaution against petromortis, a disease caused by inhaling gasoline fumes from engine exhausts. Dr. Krusen cites the death of Oswald J. De Roussee, who was asphyxiated in that manner in his garage at Wissahickon avenue and Cliveden street, Monday.

The Director's warning also says: "Incomplete combustion of the gas allows obnoxious odors to fill the atmosphere, and when inhaled give rise to headache, dizziness, and, if prolonged, even unconsciousness. This may occur more especially in small, unventilated garages. It is, therefore, essential that every workshop and garage have adequate means to carry off the accumulated gas and to permit a supply of fresh air."

CARLOADS PASSE; TRAINLOADS NOW

G. G. McFarland, Reo Distributor, Cinches Argument in Demand For More Cars

Have a heart! I want to enjoy my vacation. Promise you will ship us a trainload next week sure," plead J. L. Pawkes, Reo distributor at Minneapolis.

"Waddamean, enjoy your vacation—do you call selling a trainload of automobiles a holiday?" asked the Reo sales manager.

"No, but Mrs. Pawkes and I are on our way to Florida where we will spend six weeks and I want to know what the boys back in Minnesota will not be short of Reos while we are gone. Ship a trainload and I'll leave with an easy mind."

"Now what do you know about that?" exclaimed the Reo sales head. "A trainload order is just a vacation filler-in."

"A single car used to be the unit and an order for a carload indicated the shipping point as a metropolis; nowadays less than a trainload proclaims the destination a mere village."

"Why, Hastings, Nebraska, used to be satisfied with one Reo out of an occasional carload we would ship to Omaha, but that was before Arthur Jones took Hastings and the Reos in hand." As Arthur was with Pawkes when he wheeled that extra shipment out of me, of course I had to even things up and wire the factory to ship dozens of Hastings' a trainload, too.

Why, it seems as if I had heard nothing all week but that word 'trainload!' It is a positive relief when some dealer from out in the 'Sticks' says he will be satisfied with a carload or two—now that we are in the midst of the dull season.

"George McFarland, of Harrisburg, Pa., isn't going to take a vacation right now, he says, so he insisted on two full 50-car trainloads this month! When I told him we'd be glad to let him have the Reos if we could only get freight cars, he pulled a surprise on me—by introducing a railroad representative whom he brought along to clinch the argument he anticipated would ensue."

"When one considers that Harrisburg used to be satisfied with one carload a year, and will take 350 carloads of Reos between now and August 21st, you get some idea of the increased demand."

"By the way, I wonder what the experts would say ought to be a 'Point of Saturation' of a city of 100,000 population—Hartford, Conn., for instance? Well, I don't know what it ought to be, but I do know that Hartford sent Russel Taber as an emissary and he insists his constituents will be only half nourished by the trainload we have promised him."

"Trainloads are nothing new with Taber—he claims to hold the basic patent on the trainload idea. But a trainload a month—that's going some for a city the size of Hartford."

"This particular shipment is a January extra, too. What will the spring demand be when it arrives in full force?"

"Wichita, Kansas, got a trainload Tuesday; Stapleton, of Oklahoma City, is here, and he never wants less than a trainload. I'm hoping he'll let us off that easy this time."

"It's a dull day when we don't get at least one trainload order—but this week has been a really busy one for us Reo folk."

REPUBLIC

INTERNAL GEAR DRIVE

MOTOR TRUCKS

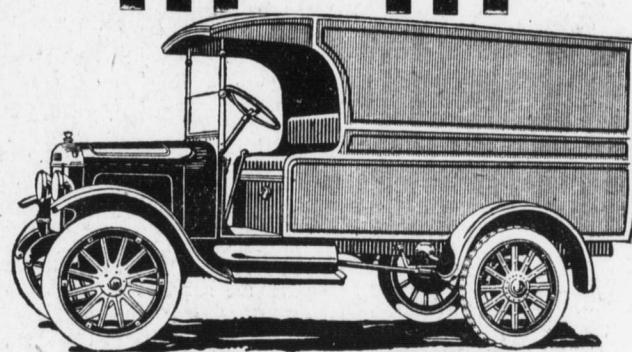
REPUBLIC INTERNAL GEAR DRIVE TRUCKS are setting new marks for long service and low upkeep. Service up to 30,000 miles with no repair expense are Republic records, not matched by any other make.

All your hauling, all the time, at less cost, is the Republic idea of quality.

Five sizes. Republic Dispatch with express body canopy top, curtains, glass front, electric lights and horn \$750; with solid panel body \$775; 1-ton with stake or express body and bow top \$1095; 1 1/2-ton \$1275; 2-ton \$1675; 3 1/2-ton \$2550.

Penn Mar Auto Co.

Representing REPUBLIC MOTOR TRUCK CO., Alma, Mich. Dealers and Service Stations in over 600 Principal Cities M. K. THOMPSON, Manager



Premier

The Aluminum Six with Magnetic Gear Shift

A MAN who has driven many, many motor cars is always the most appreciative of Premier—the more familiar you are with "classy" cars the surer Premier is to surprise you.

Aluminum motor; the Cutler-Hammer magnetic gear shift—you shift gears with push buttons; "bullet" body lines; a short turning radius, shorter than any other full-grown-seven-passenger car; and literally showered with niceties, refinements and comfort—these are Premier's peculiar advantages.

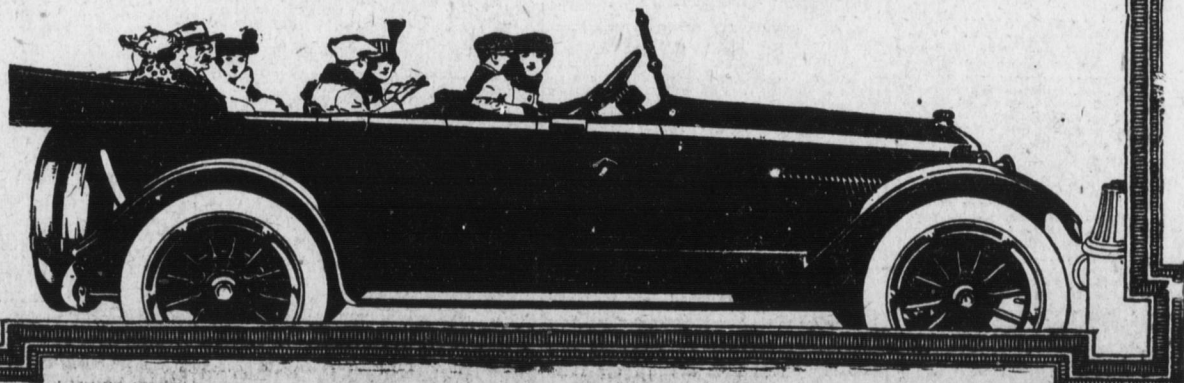
But you must see for yourself. Then you will ask the question of thousands: "How do they do it at \$1895?" Ask for a demonstration.

PENN-MAR AUTO CO.

1133 Mulberry Street, Harrisburg, Pa.

Bell 2696-J

M. K. Thompson, Mgr.



PACKARD TWELVE MOTOR IMPROVED

Removable Head Attached to Each Block of Cylinders Is Marked Change

Distinctive lines, detail refinements and trustworthiness are marks of the Packard Twin-Six exhibit at the Automobile Show and in our own show room.

About eighteen months ago, the Packard company created a big sensation by placing before the public the Twin-Six, on which it had been working quietly for several years.

The new 2-25 and 2-35 Twin-Six cars are the result of an added year's experience, study and research. The most noticeable improvement, says Mr. E. B. Harrington, manager of the local branch, is the removable head attached to each block of cylinders. This makes for greater accuracy in manufacture and for greater convenience in keeping the motor well groomed.

Greater efficiency in the use of the low-grade gasoline which has been on the market for some time, has been accomplished by the improved arrangement of the gas intake passages and by locating the thermostat at the outlet of the water-circulating system, where it controls more definitely the temperature of the engine.

The 12-cylinder idea has triumphed in the eighteen months it has been in use. The uniform torque, the greater power, smoothness and flexibility of the Twin-Six, together with characteristic Packard durability, has left no doubt in the minds of users that the 12-cylinder engine is the greatest automobile motor ever built.

For the owner who delights in splendid mechanism, the Twin-Six motor

is a masterpiece. For him who "doesn't want to know there is a motor in the car"—who just wants to go and go, fast or slow, according to his whim, and in perfect comfort and silence, the Twin-Six also is a revelation. For it provides travel free from all consciousness of engine effort—motion without the sense of exerted power.

The new cars are lower than the previous Packard models, with a slightly more flowing line. Cushions are lower and easier. The new plated upholstery is smoother, handsomer and easier to keep clean.

The choice of bodies is wide enough to satisfy almost every taste and requirement. There are over forty styles of open and enclosed bodies, including a number of special custom-made build especially for the Packard chassis.

The 2-25 and 2-35 are identical except in size, the former having a wheel base of 26 inches and the latter 35 inches. There is no difference in quality and the unit power plant, comprising motor, clutch, and transmission is interchangeable.

The Packard car is built throughout in the Packard shops. No other automobile is so thoroughly a factory product of the company whose name it bears. Practically all steel forgings are especially heat-treated under the supervision of expert metallurgists in the Packard heat treatment plant—one of the safeguards which makes your family safest in the Packard.

Every Twin-Six is jealously watched through every step of its manufacture and assembly, but Packard vigilance does not cease when the car has been delivered to the purchaser. Packard dealers throughout the country are required to maintain a service department, an adequate service stock, and an organization that will look to the wants and needs of Packard owners at all times.

RUBBER BANDS IN TON LOTS.

More Goodrich rubber bands are sold through stationers than those of any other manufacturer in the country. Orders for Goodrich bands are sometimes placed in ton lots, and contracts have been made for five tons on a single order.

BUY

Kelley-Springfield Tires

FROM

A. H. Shaffer
88 S. Cameron St.

To Truck Operators

We carry a complete line of Goodrich Truck Tires always in stock. Our modern Hydraulic Press equipment operated by skilled workmen makes possible our very efficient tire service to tire operators.

De Luxe—Goodrich—Regular
Truck Tires
Eureka Wagon Works

A. H. Bailey. 614-618 North St.