

A New Eight-Cylinder Cadillac

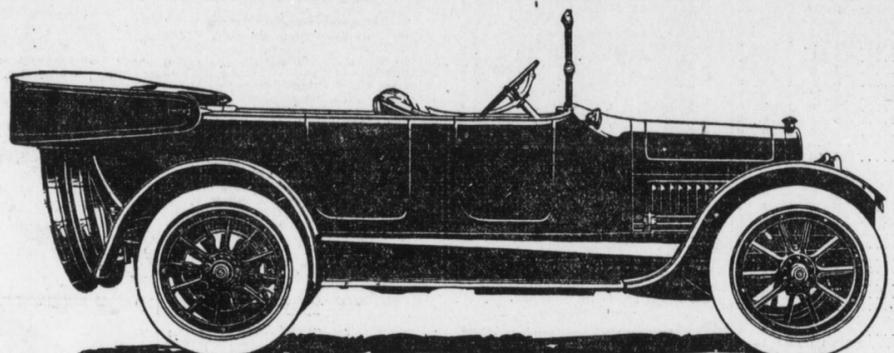
The new Eight-Cylinder Cadillac is ushered in on the heels of the most impressive success ever recorded in the motor car industry.

The whole country now knows that the number of cars which are even candidates for comparison with the Cadillac has been narrowed down until they can be counted on the fingers of one hand.

The first Cadillac Eight furnishes for those who would emulate its excellence, the one certain source of V-type information based on extended experience.

The new Cadillac is the fruit of experience, acquired in the building of 13,000 V-type Eights, and of their service in the hands of 13,000 users.

We do not believe that the equal of this new Cadillac exists. And we do not believe that it can or will exist for a long time to come.



SEVEN PASSENGER CAR, \$2080. Other styles:—Five passenger Salon \$2080.—Roadster \$2080.—Three passenger Victoria \$2400.—Five passenger Brougham \$2950.—Seven passenger Limousine \$3450.—Seven passenger Berlin \$3600. Prices include standard equipment, F. O. B. Detroit.

Crispen Motor Car Co. 413-417 S. Cameron St.

NOTE.—First shipment of demonstrators will leave factory early next week, and two carloads per week thereafter insure prompt deliveries.

MAXWELL NOW \$655; NO RADICAL CHANGES

Few Improvements Found Necessary in Power-Plant; Better Design and Roomier Tonneau

The latest of the 1916 models in automobiles has just reached Harrisburg. It is the Maxwell, represented here by E. W. Shank, and advertised as the "Wonder Car" because of the unusual good records for durability and low cost of maintenance claimed for it by the makers.

The tendency to reduce prices among automobile manufacturers generally the coming season is emphasized by the new Maxwell. With complete equipment, including electric starter and electric lights, the 5-passenger touring model is priced at \$655, f. o. b. Detroit.

There seems to be no radical change mechanically. Maxwell engineers claim that the success of their product would not be so marked if each model represented a new idea in construction. A proven product, they contend, should not be changed unless some new feature is perfected that will prove beneficial beyond any doubt.

To the ordinary eye, the new Maxwell is more handsome and has the appearance equal to that of many higher priced automobiles. From the new-shaped radiator to the back of the rear seat, it is true streamline design. There is more room both in the driving compartment and in the tonneau, three people being able to sit in the rear seat with comfort.

Easy riding is one of the things that can be truly claimed for the Maxwell. Well-designed, resilient springs, well-hung frame and even distribution of weight on all wheels make for most surprising comfort, without the expected jars and bouncing. It has power enough to climb the worst grades encountered on the average road, while it can be driven safely and without effort at a speed as high as 50 miles per hour.

There are a number of mechanical refinements that should increase the efficiency of the car. Prominent among these is a new clutch system entirely enclosed in a compact housing, which is oil tight. Both clutch and clutch mechanism operate entirely by the use of a new clutch system, which is oil tight. Both clutch and clutch mechanism operate entirely by the use of a new clutch system, which is oil tight.

The electric starter and lighting system is of Simms-Huff manufacture. The starter is of the single unit type, combining both generator and motor in one instrument. A noticeable feature of this starter is that it contains only one-half of the wire previously found necessary to successfully operate a starting system.

The new instrument board carries all instruments set flush and neatly framed. All switches are so placed as to be within easy reach of the driver. High tension magneto ignition, one-man mohar top and .40-caliber rims are all included for the price.

The low price of \$655 is only made possible by the enormous production of the Maxwell factories at Detroit, Mich., Dayton, Ohio and Newcastle, Indiana. Improved factory equipment has been installed in all three plants and it has been estimated that 50,000 new Maxwells will be the output for the coming season.

Besides the touring car, four other body designs are listed for the same chassis. These include a 2-passenger roadster selling at \$635, a 5-passenger cabriolet selling at \$865, a 6-passenger town car selling at \$915, and a 5-passenger permanent top convertible body, for all-season use, selling at \$935.

In each instance the price includes everything. No extras have to be purchased to make the car complete. The official Maxwell announcement will appear Monday.

HISTORIC OCCASION

The Thomas Dudley Memorial Gate at Harvard was dedicated this noon with the ancestors of the governor in attendance as a part of the annual field day of the family. — Boston Traveller.

WHERE HEREDITY WINS

THEODORE III THEODORE III American Press Association. Here is a comparison of the foremost and the last exponents of the house of Roosevelt. The upper photograph was taken of the former President in one of his most strenuous moments. The lower is a photograph of his grandson, now a little more than a year old, who was also taken in a strenuous moment.

4,403,000 FLIES ARE SWATTED IN CONTEST

Fire Chief's Son Awarded First Prize With 95 1/2 Pints

The first half of the Civil Club fly swatting contest ended at noon today. Since April residents of Harrisburg have been killing flies. The death toll to-day was 4,403,000. If there is any doubt as to these figures, ask the members of the committee who measured the dead flies.

Killing flies, done on a large scale, is profitable. John Lindner, 230 North street, son of the fire chief, was awarded the first prize. He turned in 95 1/2 pints. He received \$5 in cash from the Civil Club and the prize and the winners were duplicated by The Globe Clothing House. The winner also received \$4.80 extra, being paid at the rate of 1 cent a pint. Other prize winners were:

Second, Allen Collier, 931 North Third street, 91 pints, at 5 cents per pint and \$2.50 prize; third, Beatrice Blair, 121 Hamilton street, 71 pints at 5 cents a pint and two \$1 prizes; George Sollenberger, 1528 North Fourth street, 27 pints at 5 cents per pint and two \$1 prizes.

The committee in charge of the measuring to-day included Mrs. Robert H. Irons, chairman, Mrs. William Henderson, president of the Civil Club, Miss Rachel Pollock and Mrs. Mabel Cronise Jones.

The second contest started this afternoon and will continue until September. The result of the first contest was said to be very satisfactory.

Cut in Price Should Not Affect Quality of the Car

"With the mechanical refinements and standardization of the motor car, has come a universal tendency toward lower prices," asserted Hugh Chalmers, in referring to the reduction in selling price just announced by the Chalmers Motor Company.

The season of 1916 has dropped more surprises upon us than the last. Motor world than any preceding one. A noteworthy feature in the history of automobile manufacture. Some of the builders have slashed their prices so far as to create a frantic race to meet competition. In some cases this means suicide. Wholesale reduction in price too often means wholesale sacrifice of quality, and the one thing that the public does not want is a bargain counter automobile.

The salesman who foists a flimsy article onto his customers knows better than to go back after a repeat order. The success of a motor car company depends on its repeat orders. Satisfied owners are the best salesmen.

The people have become educated to the fact that it is not the initial cost that drains the pocketbook. The repair man is the fellow it pays to dodge.

"While we are offering Chalmers cars at a price lower than ever before, we have not sacrificed our cardinal principle 'Quality First.' In order to do this we have eliminated the middleman's profit, systematized more thoroughly our production, bought our raw materials for cash in great quantities and arranged for a quadruple schedule of work. As a result, the consumer can buy greater Chalmers quality for less money than ever before.

"The price which we have set on the 'Six' has been a surprise to everyone. E. E. Leverett, managing director of the Longacre Auto Co., of England, who is to handle the Chalmers line in that country, said that it would be impossible to duplicate this car on the Continent at less than double the price we have fixed.

The Chalmers 'Six' is a motor car that is absolutely unique in American automobile building. This car has a three-hub motor with overhead camshaft, the type which proved supreme at Indianapolis, at Chicago and again at Uniontown.

The "Six-48" is a continuation of the "Six." "Six-48" is a motor which was first announced in May, 1914. For that class which insists upon luxury in a motor car the Chalmers Company offers the "Master-Six" with touring car and limousine, with a wide variety of body styles.

NEW YORK BANK STATEMENT

By Associated Press
New York, July 31. — The actual condition of Clearing House Banks and Trust Companies for the week shows that they hold \$1,450,000,000 in excess of legal requirements. This is an increase of \$7,458,150 over last week.

JOHN HARRIS BURNED AT STAKE AGAIN

Concluding Feature of Mummer's Mardi Gras Seen by 5,000 Persons

"With a realistic presentation of the 'Burning of John Harris' by scores of local Red Men gaily caparisoned in war paint, buckskins and moccasins, the first annual Mardi Gras of the Harrisburg Mummer's Association concluded at Paxtang Park last night after it had been witnessed and participated in by more than 5,000 persons.

The crowning performance was staged along the lake where the fireworks and "smoke pots" made the most effective feature of the night. The Indians had bartered with John Harris, the same as they did in the old days, according to history, they burned his cabin.

The Baby Parade

The baby parade and long list of sporting events were other features of the Mardi Gras. Elveta May Kepner won a diamond ring for being the finest appearing baby in the line of parade. She is less than two years old and was seated in a coach attractively decorated with yellow daisies and greenery.

The second prize was won by Ralph Campbell, a Parisian ivory clock given by Henry C. Claster; third, Charles Kenneth Dunkle, go-cart by Joseph Goldsmith; fourth, Hattie Bender, baby blanket by Ben Ryan; fifth, Edna Vole Snyder, hammock, by Joseph Forward; sixth, Evelyn Hall, bottle of toilet water by W. O. Waite. The most appearing twins were Ruth and Naomi, Harrisburg, who wore a copper chapering dish given by Henry Gilbert & Son.

The 100-yard dash for girls was won by Ellen Fechner, a box of candy from "a friend"; second, Erma Lehman, box of candy by D. Bacon & Co.; 100-yard race for boys, won by Blair Faisick, catcher's mit by George Boer, second, Fredrick Taylor, pocket knife by Martz Brothers; Harry Davis, race for young men won by E. J. Kunkle and Walter Loser, box cigars by Charles H. Koch; 100-yard dash for boys, won by the Leffler Specialties Shop; second, Mrs. Reary, leg of lamb by Guy Vogt; third, Mrs. A. P. Drayer, jardiner by Grand Union Tea Company; boat race won by E. Zook, box cigars, Golden Seal Drug Co.; second, Chas. Meyer, briar pipe by George Harry; canoe race won by A. Von Berghy and Frank A. Wolfe, a fountain pen by J. D. Brenner; second, Howard B. Durkin, necktie by Shore Bakery; nail driving contest for ladies won by Mrs. R. D. Carroll, pair of scissors by Brentz Brothers, second, Mrs. Flora Murphy, five pounds of butter by J. J. 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