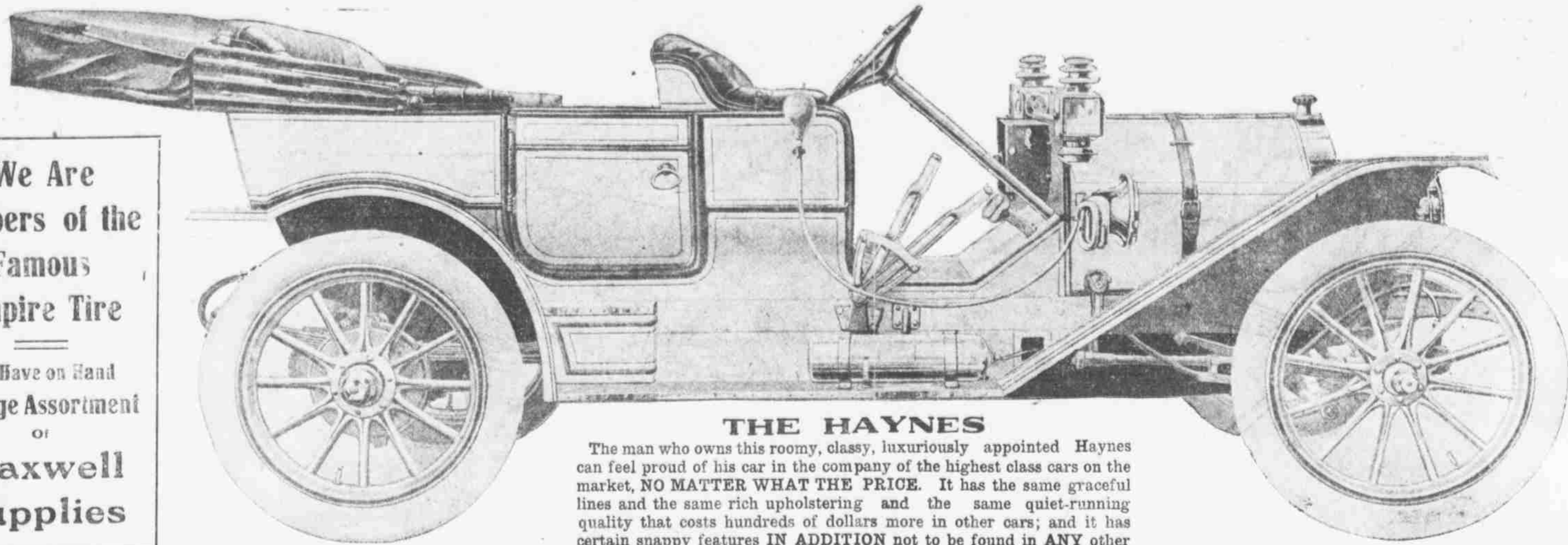


\$2,000



**We Are
Jobbers of the
Famous
Empire Tire**

**We Have on Hand
A Large Assortment
of
Maxwell
Supplies**

THE HAYNES

The man who owns this roomy, classy, luxuriously appointed Haynes can feel proud of his car in the company of the highest class cars on the market, **NO MATTER WHAT THE PRICE.** It has the same graceful lines and the same rich upholstery and the same quiet-running quality that costs hundreds of dollars more in other cars; and it has certain snappy features **IN ADDITION** not to be found in **ANY** other car at **ANY** price.

And Now Here It Is

May just a word of advice to prospective buyers of automobiles be permitted?

If you are buying a car for the first time, avoid the mistake made by many people.

Put enough money into your first car to insure getting an all-around satisfactory automobile at the start. Don't make the right car—which you'll buy in the end anyway—cost you two prices by experimenting or "working up" to it through two or three unsatisfactory cars.

The money you lose on the sale of these cars is all a part of your automobile investment—consequently it makes the right car you finally get cost you twice as much as it ought to.

Furthermore—the extremely low cost of maintenance, the absence of trouble, and the keen permanent enjoyment you will experience if you buy the right car now, or would not expect to secure in the purchase of a temporary car.

You should consider the Haynes car from the standpoint of economy.

Buy for Permanency

And bear this in mind, that once you buy a car you will never be satisfied without one—nor will you ever be content until you own a car that is as good a car as you can buy.

Then why not take advantage of this fact and save at least \$1,000.00 at the start by getting a HAYNES, especially since you can get one for only a little more than you are asked to pay for the temporary car.

What You Get When You Buy a Haynes

In buying a Haynes you get the experience of the oldest automobile manufacturers in the United States. (Elwood Haynes built the first American motor car in 1893.)

Mr. Haynes was the first manufacturer in the United States or Europe to use nickel steel.

He was the first to employ aluminum in motor cars.

He was the first to use a magneto on motor cars.

And he was the first to introduce roller bearings in Automobile construction.

More than this, every important feature introduced by Mr. Haynes in automobile construction has become standard in the cars that have followed the Haynes.

You get in this model 19 a car made by a concern that has never made anything else but high class cars and that does not believe it possible to put real satisfaction into a cheap car—though we could probably build a much better cheap car than any other manufacturer.

Haynes cars have won 41 First Prizes, medals or perfect scores in 41 consecutive tests—the best possible proof of our persistent adherence to a high grade-only policy. (No other car, American or foreign, at any price, can show a like record of victories in contests of all kinds.)

And you get all the benefit of this reputation and record—this positive guarantee of highest quality—in this Model 19 for \$2,000.00. Note specifications above.

More than this—we demonstrate in this Model 19 that it's unnecessary to pay over \$2,000.00 for the best car it is possible to build.

The car itself will prove this claim.

Value of Established Reputation

Probably not one buyer in a hundred is mechanic enough to buy a car on his own responsibility.

Are you?

Even the simplest car is a fairly intricate proposition to the novice—so much so that it affords a maker abundant opportunity to skip in scores of places and still make a car that will run satisfactorily at the start.

And here is where an established reputation for superior construction (such as is back of the Haynes) is of immense value to the buyer.

It is practically his only guarantee that the car he buys will be all he expected it to be.

It is his only definite assurance that his car will be a long-lived car for all-round service.

And it is his only possible safeguard against the weaknesses that are apt to develop in cars that are more or less of an experiment, or that are built to sell at a cheap price.

A HAYNES car is the "Government Bond" of automobile investment.

Satisfaction in Buying the Best

Then there is the indescribable satisfaction of driving a superior car—the joy that comes, and comes only, to the driver of a thoroughbred.

Motoring can never be enjoyed to the utmost unless you are absolutely sure of your car—unless you know that the manufacturer has given you that immunity from trouble that can only be given with a car built as the Haynes is built.

Let Us Send You All the Facts About This Superb Car

Whether you buy this car or not you owe it to yourself to investigate.

A HAYNES Car at \$2,000.00 is certainly too good a proposition to "pass up" if you are in the market for an automobile.

This Model 19 is as appropriate (in style, finish, speed, and general appointments) for the present owner of three or four cars who wants to add a snappy, speedy, flexible car to his garage, as it is for the man who is buying for the first or second time and who wants a car that will be as satisfactory next year and the next as it is when he buys it.

\$2,000.00 Fully Equipped

Specifications

Gear Ratios—3-7-15 to 1; 3-1-7 to 1.
Horse Power—30.
Ignition—High-grade double system magneto battery system through distributor and single unit coil to separate set of plugs.
Lubrication—Splash and force feed oiler, located in the bottom half of the crank case, oil pump from special reservoir to engine bearings by gear driven pump, insuring positive lubrication under all conditions.
Motors—Four cylinders 4 1/4-inch bore and 5-inch stroke, offset. Cylinders cast in pairs—very large water jackets.
Springs—Front, semi-elliptic; rear, three-quarters elliptic.
Steering Gear—Worm and sector gear type—irreversible.
Tank Capacity—15 gallons.
Tread—56 inches.
Tires—34x4 inch front and rear.
Transmission—Selective type, giving three speeds forward and one reverse.
Valves—Nickel steel heads, electrically welded to stems. Inlet and exhaust valves same size and interchangeable.
Wheel Base—110 inches.
Front Axle—Single piece drop forging of special steel—I beam section.
Rear Axle—Full floating type special pressed steel housing; weight of the car carried on housing Timken roller bearings throughout.
Brakes—Two separate systems of brakes, one external band operating on a pressed steel drum, the other internal expanding. Adjustment accessible and alignment perfect.
Body—Made from carefully selected three-ply wood. Runabout body made from the same material with single rumble seat.
Bearings—Timken roller bearings throughout, front wheels, transmission and rear axle.
Carburetor—Float feed carburetor of improved design.
Clutch—Haynes contracting steel band upon bronze drum.
Drive—Shaft drive with beveled pinion and gear, mounted on Timken roller bearings, eliminating all friction, side thrust and noise entirely.
Equipment—Full lamp equipment, top, glass front, speedometer, complete set of tools, jack and tire repair outfit.
Frame—Cold rolled pressed steel.



The MARMION
\$2,650

Here is the easiest riding car in the world.
Here is the car that made the best road record in the Glidden Tour of any car in its class.
Here is a speedy car. A strong car. A reliable car.
It is graceful; easy of operation; water cooled; 32-40-h. p.; Bosch magneto; transmission selective; sliding gear on rear axle; leather faced cone clutch with relieving spring under-leather. See it by all means.

Surburban Tonneau, \$2,650.
Touring Car, \$2,650.

BLANK FOR YOUR CONVENIENCE

**The Haynes
The Marmion
The Halladay
The Empire**

Cut this out, marking the car about which you wish information and we will send it.

Name

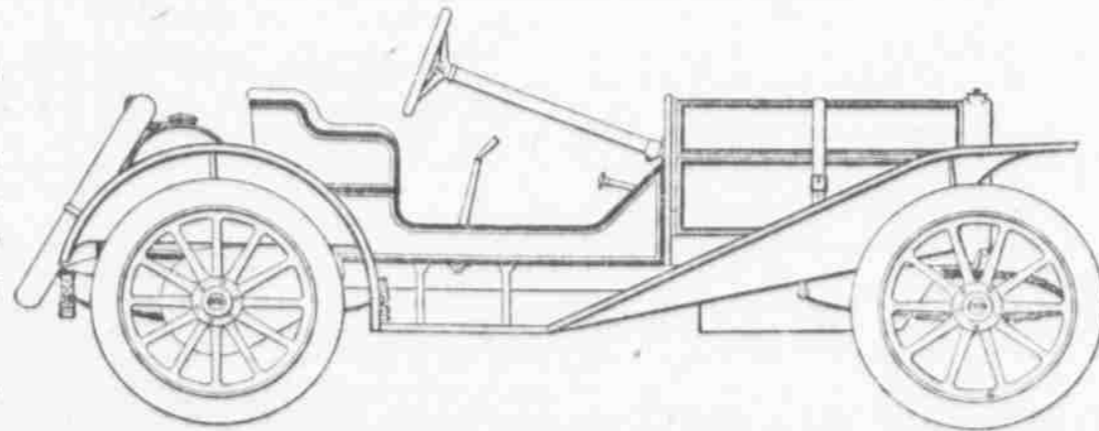
Address



The HALLADAY
Runabout \$1,050

The Halladay is the product of one of the best factories. It was tested three years before it was put on the market. It is now one of the popular cars east. I have sold several carloads of Halladays in the last few weeks. Four passenger, 100-in. wheel base, 4 cylinder, 34-h. p., Bosch magneto, direct coupled bevel gear, water cooled.

We want agents for these cars.
Halladay Open Swing Seat, \$1,100.
Touring Car, \$1,200.
30-H. P. Model, \$1,500.
7 Passenger, 40-H. P. \$2,500.



The Empire

MODEL B—SPECIFICATIONS.

The Empire "Twenty" Model B, differs only from Model A in outward appearance and weight, the chassis being the same for both. As shown by the cut, a long hood is used, and additional take is given to the steering column. Two wheel bucket seats are fitted and a gasoline tank is carried on the rear deck. Owing to the light weight of this car it is possible to carry a higher gear than that used on Model A, making it a speedy little roadster.
Two of side lamps and tail lamp, horn, tools and kit.
4559 E. D. Indianapolis.

C. F. LOUK State Agent,
1808
Farnam St.

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