



H. CUNTZ

1919

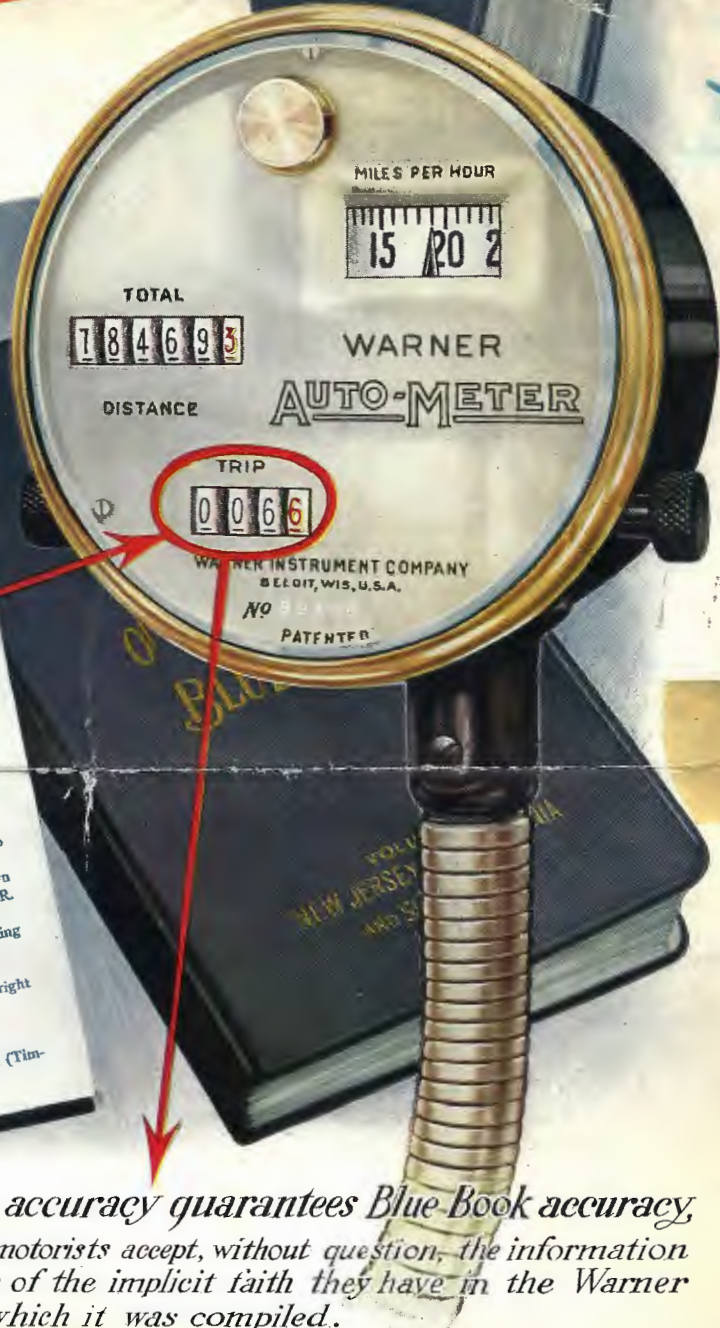
H. CUNTZ

Jersey South Coast Section  
 Route 235  
 58.2 12.2 End of road; meeting trolley, bear left into Haddon Ave., avoiding left fork of trolley (39.0 m). (City Map, page 242.)  
 60.1 1.9 CAMDEN, N. J. Federal St. & Haddon Ave.  
 Turn left with one line of trolley on Federal St., direct to  
 60.9 0.8 CAMDEN—PHILADELPHIA FERRY.  
 Ferriage, 20-25c. Frequent service across the Delaware.  
 Straight out from ferry landing onto Market St.  
 62.1 1.2 PHILADELPHIA, Pa. East Side of City Hall.  
 The Rittenhouse, Chestnut & 22nd Sts.  
 Aldine Hotel, Chestnut St. bet. 19th & Market Sts.  
 Bingham Hotel, Roof Garden, 11th & Locust St.  
 American Garage & Machine Co., 1417-13 Locust St.  
 For diverging routes see Index Map, page 239.

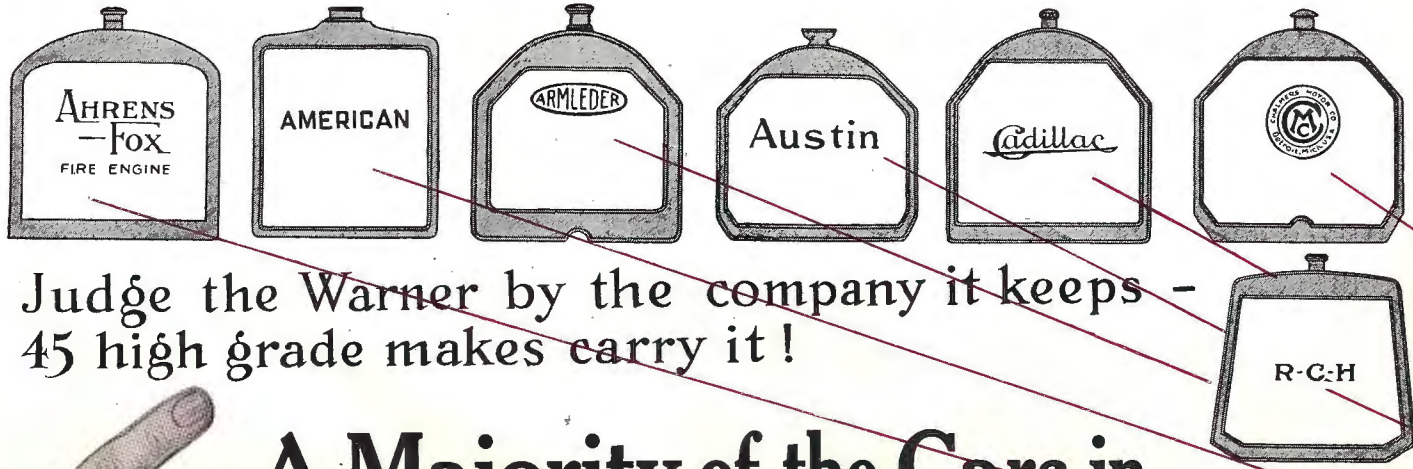
Route 235—Atlantic City, N. J., to Philadelphia, Pa.—67.6 m.  
 Reverse Route, No. 285.  
 Route Map, page 224.  
 Via Mays Landing and Malaga. An agreeable option but less direct  
 than Route 234. Fine gravel practically all the way.  
 Descriptive Outline—For those desiring to make the round trip from Philadelphia an agreeable variant is offered on the return trip in this route. Good state road is followed thru Mays Landing to Malaga, where the route from Cape May is joined.  
 For this and other exits see City Map, page 225.

0.0 ATLANTIC CITY, Atlantic & N. Carolina Aves. South  
 on Atlantic Ave. with trolley, past 2 RR stations—  
 1.8 1.8 4-corners; turn right on Albany Ave. across the trolley—  
 numerous road signs across the marshes.  
 6.5 4.5 Shore Road. Cross RR. at Pleasantville Sta. (6.7 m).  
 Turn next left into Washington Ave.—sign, "Mays Land-  
 ing." Cross RR. (17.5 m—18.9 m) into Main St.  
 19.3 12.9 MAYS LANDING; "Philadelphia"  
 bridge.  
 19.7 0.2 Right-hand road; turn square right—sign, "Philadelphia"  
 Straight on in Route 234 to Cape May, again cross RR. at  
 Fork; bear left across RR. (20.0 m), right across RR. at  
 20.1 0.4 Richland (27.9 m). Bear slightly right across RR. at  
 Buena Vista Sta., again crossing tracks at Landisville Sta. (32.5 m) into  
 39.3 19.2 MALAGA, 4-corners, turn right; cross RR. (40.2 m).  
 42.7 3.4 FAINVILLE, irregular 4-corners at station; turn  
 right on Central Ave., crossing branch RR.  
 thru Clayton (45.5 m); cross RR. (48.4 m).  
 Keep right, disregarding repair shop sign, passing  
 outskirts of Glassboro.  
 Just beyond water tower, keep right.  
 Fork, bear right; cross Mantua Creek 51.2, avoiding right  
 lock beyond; straight thru Hurfville 52.9 into  
 41 FAIRVIEW, 6-corners, turn diagonally left.  
 1.8 Diagonal 4-corners, turn right into  
 60.8 4.6 WESTVILLE, 5-corners, bear right across bridge (Tim-  
 ber Creek). Cross RR. 61.4, paying 8c toll 61.7.

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*Warner accuracy guarantees Blue Book accuracy,  
 Thousands of motorists accept, without question, the information  
 given in the guide because of the implicit faith they have in the Warner  
 Auto Meters through which it was compiled.*  
**A car without a WARNER is like a ship without a COMPASS!**



Judge the Warner by the company it keeps -  
45 high grade makes carry it!

## A Majority of the Cars in Madison Square Garden are Warner Equipped



**N**EVER before has Warner supremacy been so emphasized. In the big annual review of the cream of the automobile industry the Warner is the dominant speedometer.

A majority of the cars in the 1913 National Automobile Shows are Warner equipped. Six cylinder cars, four cylinder cars, open cars, closed cars, gasoline cars, electric cars—the best and finest all bear

Warner Auto-Meters. With each manufacturer the adoption of the Warner as regular equipment becomes the final, the master stroke; it is the motor car blue ribbon.

But this is the veriest indication of the overwhelming demand for Warners. In Detroit and Indianapolis, the western motor hubs, more than 100,000 new 1913 models are being regularly equipped with Warners. This is exclusive of the cars thus equipped in 1912 and previous years.

The makers pin their faith to the Warner. Those who do not equip with Warners fail to mention other than "a speedometer" in their advertising copy. The great majority who specify Warners emblazon the name proudly in each piece of newspaper and magazine copy, in every booklet, in every catalogue.

And this speedometer situation is no happenstance. Every one of the manufacturers were willing—yes, glad—to pay 100 per cent more for the Warner. The Warner costs just that much more than other speed indicators.

The Warner is the most highly developed speed and mileage indicator in the world. It is

built like the finest watches. No other speedometer is jeweled with the finest sapphires—as is the Warner. It possesses imported Hoffman ball bearings. And the odometer construction is exclusive—one that every other speedometer manufacturer has been trying for years to imitate.

Watch the cars at the show. See how the Warner is a sure indication of a quality car. If it is a part of any car you have in mind, rest assured it is a first quality machine.

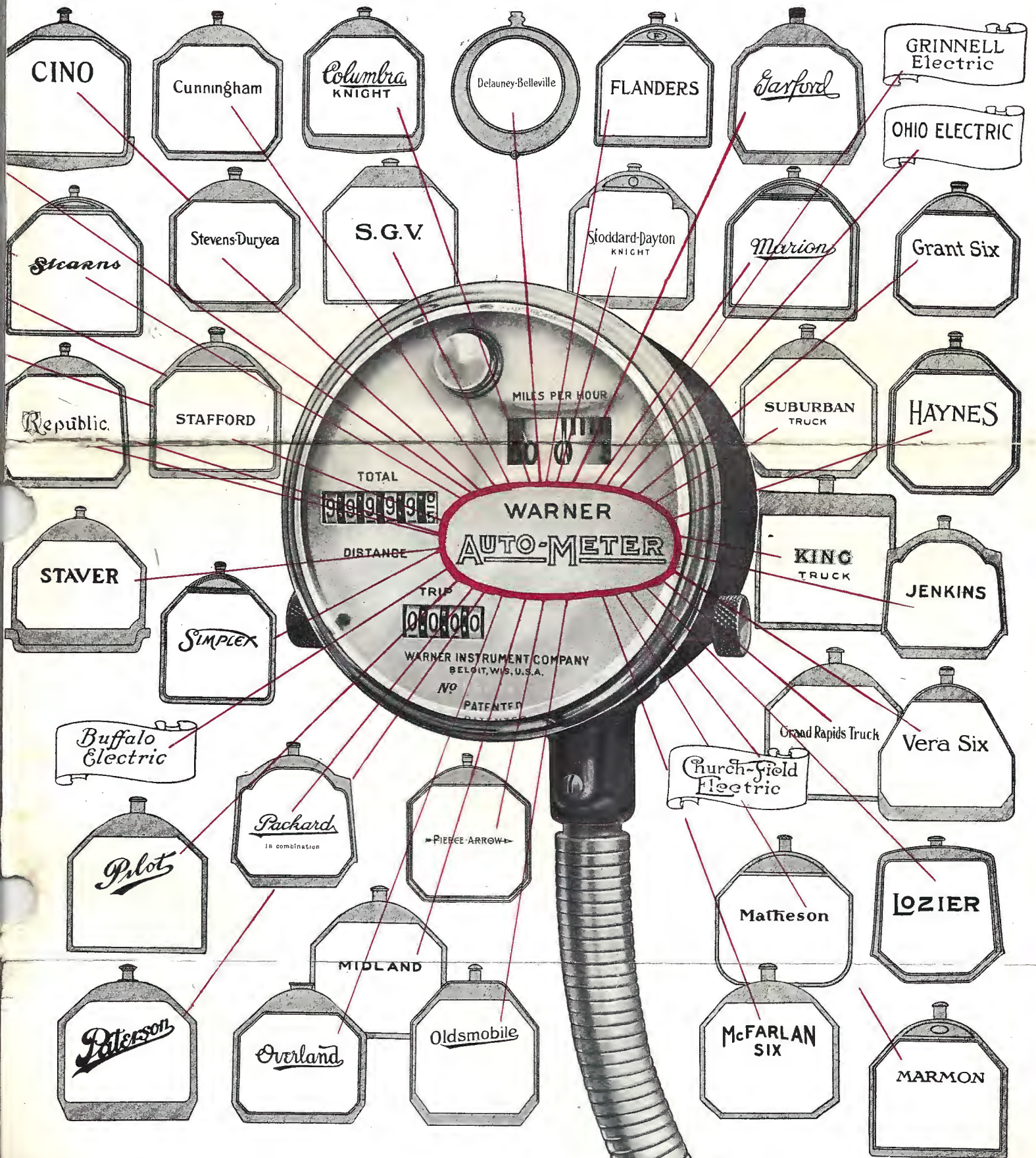
Day in and day out, at every dealer's, in every city, you will find the price of the Warner Auto-Meter the same. We strictly maintain Warner price; it is the mark of a standard product. There is no inducement offered aside from guaranteed merit.

For sale by leading dealers the world over, and at our own branches. Priced from \$50 to \$145.

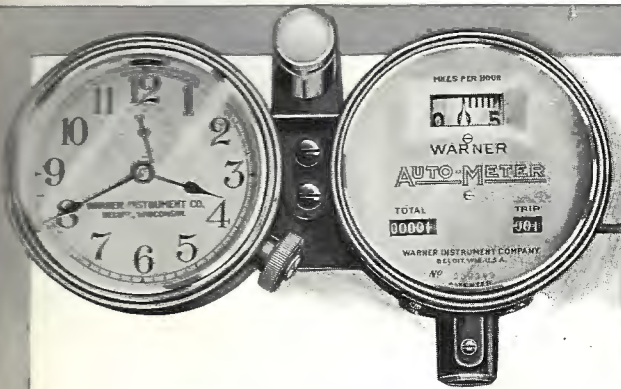
Write us direct for our handsome catalogue.

**The Warner Instrument Company, Beloit, Wisconsin**

**NO WARNER HAS EVER WORN OUT !**



The Radiator distinguishes the car—the WARNER CROWNS it and is its brand of Quality; its stamp of Superiority! The WARNER never slips a cog or skips a tenth mile, Absolute Accuracy Always Assured! **NO WARNER HAS EVER WORN OUT!**



**MODEL 34—The Midget Twin**

ON account of the intense popularity of the Model O-2 Warner Auto-Meter—or Big Twin—we have designed the Model 34 as shown above. Many people who have smaller cars fancied the Model O-2, but could not use it on account of its size—to these the Model 34 will especially appeal. This instrument is very similar to the Model 32, while the Clock is of the best quality and will keep correct time. It is stem wind and stem set, and contains an eight-day movement.

- Diameter of Instrument, 3 1/2 inches.
- Diameter of Clock, 3 1/2 inches.
- Season Odometer registers to 10,000 miles and repeat.
- Trip Odometer registers to 100 miles and repeat.
- Indicates all speeds up to 60 miles per hour.
- Standard Finishes—Brass, Nickel or Black Enamel.
- Price complete, ready to attach—Stem Wind, Stem Set Clock, Electric Light, \$90.00.

Model 35. Same as Model 34 but registers speed to 100 miles per hour. Price, \$90.00.

**MODEL M-2 (on right)**

THIS is the same as our Model K-2, with the addition of high grade Chelsea Clock, 3 1/2 inches in diameter, with outside wind and set.

- Diameter of Instrument, 4 1/2 inches.
- Diameter of Clock, 3 1/2 inches.
- Season Odometer registers to 100,000 miles and repeat.
- Trip Odometer registers to 1,000 miles and repeat.
- Indicates all speeds up to 60 miles per hour.
- Standard Finishes—Brass, Nickel and Black Enamel with Brass or Nickel Bezel.
- Special Finishes—Black Nickel, Black Copper or Gun Metal.
- Price complete, ready to attach, \$125.00.

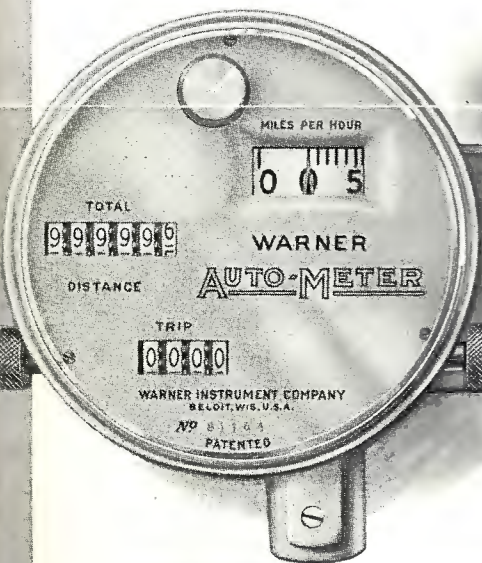
Model N-2. Same as Model M-2 but registers speed to 100 miles per hour. Price, \$125.00.

**MODEL O-2 (below)**

THIS model was designed for those who desire the ultimate in quality and appearance. Nothing better in a speed indicator can be purchased at any price. Nothing more beautiful or harmonious in appearance is obtainable.

- Diameter of Instrument, 4 1/2 inches.
- Diameter of Clock, 4 1/2 inches.
- Season Odometer registers to 100,000 miles and repeat.
- Trip Odometer registers to 1,000 miles and repeat.
- Indicates all speeds up to 60 miles per hour.
- Standard Finishes—Brass, Nickel or Black Enamel with Brass or Nickel Bezels.
- Special Finishes—Black Enamel, Black Copper or Gun Metal.
- Price complete, ready to attach, \$145.00.

Model P-2. Same as Model O-2 but registers speed to 100 miles per hour. Price, \$145.00.



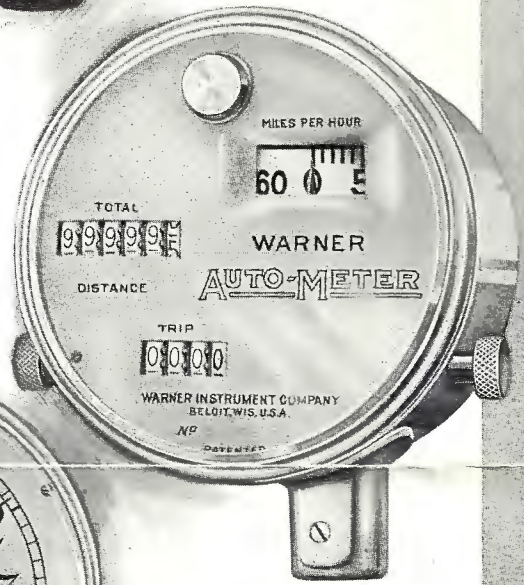
**MODEL 32**

THE Model 32 Auto-Meter as shown above is one of our 1913 dial face instruments. It is exactly the same in principle and construction as the well-known K and M type Auto-Meters and has been pronounced by those who claim good judgment in such matters to be one of the handsomest instruments we have ever produced. The face of the dial is silvered and the odometer figures are in white on black background. Diameter of instrument, 3 1/2 inches. Season Odometer registers to 10,000 miles and repeat. Trip Odometer registers to 100 miles and repeat. Indicates all speeds up to 60 miles per hour. Standard Finishes, Brass, Nickel and Black Enamel. Price complete, with electric light, \$55.

Model 33, same as model 32, but registers speed to 100 miles. Price complete with electric light, \$55.

Model 30, same as model 32, without electric light. Price \$50.

Model 31, same as Model 33, without electric light. Price \$50.



**MODEL K-2 (above)**

THIS model is becoming daily more popular with owners of good cars, because of the many desirable features impossible to incorporate in our smaller models. It is equipped with hooded electric light connection under the glass. Diameter of Instrument, 4 1/2 inches.

Season Odometer registers to 100,000 miles and repeat. Trip Odometer registers to 1,000 miles and repeat.

Indicates all speeds up to 60 miles an hour. Standard Finishes—Brass, Nickel, Black Enamel with Brass or Nickel Bezel.

Special Finishes—Black Nickel, Black Copper or Gun Metal. Price complete, ready to attach, \$125.00.

Model L-2. Same as Model K-2 but registers all speed to 100 miles per hour. Price \$75.

**THE WARNER INSTRUMENT COMPANY, Beloit, Wisconsin**

**BRANCHES**

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- Buffalo Denver Los Angeles Portland, Ore. Boston Cleveland Kansas City Pittsburgh St. Louis

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