

**PASTOR QUILTS PULPIT AND WIFE FOR GIRL AND ELOPES WITH HER**

The Rev. N. C. Lassiter, Once of Philadelphia, Runs Away With Member of Former Congregation

WILMINGTON, Del., Sept. 19.—After losing his church and giving up his wife for love of Miss Vera Collins, the eighteen-year-old daughter of Mr. and Mrs. Charles H. Collins, the Rev. Norfleet C. Lassiter and the girl have eloped and are married.

Announcement of the marriage, which took place in Baltimore last Sunday at midnight, has been made by the bride's parents. Also it was said that the bride and bridegroom are on their way to the home of his parents near Toleles, N. C. Lassiter, who is 42 years old, came here with his former wife four years ago as pastor of the Delaware Baptist Church. Previously he was pastor of the Chester Avenue Baptist Church, Philadelphia.

The Collinses were prominent in the church, and Miss Vera, then a child, seemed to fascinate the pastor. He helped her with her books, and often the two took long walks together. She was active in church affairs as her parents. She played a cornet in the choir, and played it well. She also had an excellent voice.

Miss Vera's parents accepted the pastor's attentions to her as simply showing his interest in the welfare of a member of his flock, but as the girl began growing to womanhood, and put on long dresses and tucked up her hair, other members of the church remarked that the minister was more attentive to her than to his own wife. At last he was seen often with Miss Collins than with Mrs. Lassiter.

In the spring and summer of 1913 Lassiter's attentions to the young woman were the principal topic of gossip among members of his congregation. Then Harry Emmons, a Wilmington lawyer and president of the church board of trustees, told Lassiter that he had better seek a new field. Lassiter resigned immediately, and his wife left him.

Lassiter got a job as floorwalker in a Philadelphia department store, and three months ago began proceedings for divorce in Michigan.

Miss Collins in the meantime continued her studies at the Wilmington High School and was graduated last June. Lassiter got his divorce on August 22.

Mr. and Mrs. Collins were at church Sunday night. Miss Vera did not care to attend services, as her interest in the church was not so great as it had been when Lassiter was in the pulpit.

During the absence of Mr. and Mrs. Collins, Lassiter drove up to their home. Miss Vera was waiting for him, and she was whisked away to Baltimore on the first train.

Since he left Wilmington Lassiter has not been connected with any church. His first wife is the daughter of the president of the Southern college from which Lassiter was graduated.

**MIDVALE STEEL PLANT NOT OFFERED FOR SALE TO U. S.**

Vice President Denies All Knowledge of Washington Story

Officers of the Midvale Steel Company deny that the works have been offered for sale to the United States Government for use as an armor plate plant. Vice President James P. Sullivan, commenting on a dispatch from Washington to that effect, said: "If negotiations are being conducted in Washington for the sale of the plant it is without my knowledge. So far I have heard nothing about it. I do not even know whether Secretary Daniels could purchase the plant in time of peace without a special act of Congress."

The Washington dispatch said Secretary Daniels announced he would inspect the Midvale Steel Works on his visit to this city on Monday, when he will attend the ceremonies at the breaking of the ground for the construction of shipways at League Island. It was also reported that Vice President King, of the Midvale Steel Works, has made arrangements for the visit of the Secretary to the plant on Monday, and that Secretary Daniels accepted Mr. King's invitation.

**CIGAR MAN ATTEMPTS SUICIDE**

Grains Reveal Him on Floor, in Agony From Poison

As the result of taking poison, Fred Tucker, 122 Lambert street, is unconscious today in the Polyclinic Hospital. His condition is serious.

Shortly before 2 o'clock this morning members of Tucker's household were attracted by groans coming from the bathroom. The man was found lying on the floor in agony. Beside him were the remains of the poison he had taken. The patrol wagon from the 29th and Federal streets station was summoned, and he was taken to the hospital.

The police believe Tucker attempted suicide, but they are unable to ascertain a motive. He had a very prosperous cigar business at 21st and Federal streets.

**BACHARACH MAN ACCUSED**

Charges That Policemen and Saloon-keepers Are Being Intimidated

ATLANTIC CITY, Sept. 19.—Indictment of Lewis B. Glenn, Assistant Director of Public Safety, a Bacharach man, is threatened by ex-County Prosecutor Clarence L. Goldenberg, candidate for Recorder. Goldenberg charges that policemen and saloonkeepers are being forced to support the opposing slate by intimidation.

Prosecutor Charles S. Moore is investigating further charges that Bacharach henchmen used revolvers in breaking up a Richards meeting in the First Ward.

**STOCKHOLDERS ASK RECEIVER**

Contention Made That Pleasantville Water Company is Mismanaged

TRENTON, Sept. 19.—John J. Albertson, of Magnolia, and Samuel B. Dobbs, of Chancery, have filed a bill in the Court of Chancery asking for the appointment of a receiver for the Pleasantville Water Company on the ground that it is being grossly mismanaged and is not being conducted with safety for either the public or the stockholders.

Albertson owns \$17,500 of a \$500,000 bond issue and Dobbs \$33,000. They charge that the semi-annual interest installment due on July 1 last was not paid.

The court is asked to enjoin the concern from continuing business, and to name a receiver to take over the affairs of the company.

**ENGINE WRECKS HIS TEAM**

NEW CASTLE, Del., Sept. 19.—Joseph Pratt was seriously injured, his horse killed and the wagon demolished today when the vehicle he was riding in was struck by a railroad train.

**Jewelry Store Robbed**

LEBANON, Pa., Sept. 19.—Waiting in Joseph Conedine, a jeweler, left his store at 3 o'clock this morning thieves entered the place and stole goods to the value of \$500.

**Of Interest to all Who Plan to Spend \$1000 to \$2000 for an Automobile**

We know that you want to get the best possible car for your money. No man consciously buys a cheap car.

So this advertisement is written to give you a few facts to keep in mind when investigating the merits of different cars.

For seven years Chalmers cars have ranked first among the medium priced cars in America. For two years Chalmers "Sixes" have led all medium priced Sixes in volume of sales. Over 40,000 Chalmers cars are now in service.

The Chalmers Company is recognized as one of the strongest companies financially in the industry. Chalmers cars have probably to a greater degree than any other make always influenced the trend of automobile building in the medium priced class.

Certainly these facts entitle this advertisement to a careful reading.

We expect you to investigate carefully every statement we make here and we urge you also to study all cars which sell between \$1000 and \$2000, confident that if you do, we will get our share of the business.

In the first place, we ask you to see the Chalmers "Light Six." Don't simply look at it and listen to the story of an enthusiastic Chalmers salesman; and then go look at another car and listen to the story of another equally enthusiastic salesman. You are not buying conversation.

But ask any Chalmers dealer to stand the Chalmers "Light Six" alongside any Light Six selling at anywhere near its price—\$1650. Study the cars yourself.

First—Looks. How do other cars compare with the Chalmers "Light Six" in style? The Chalmers has a real streamline body. The flat or merely crown fenders of the other cars have not the grace of the Chalmers molded oval fenders. Chalmers doors are wide and flush fitting. Chalmers running boards are clear.

And don't underestimate this matter of looks. Half the pleasure of motoring is being proud of your car, and good looks really mean high quality.

Second—See which car is most substantially built. Thump on the body with your knuckles. The metal in the Chalmers body is heavy. It will never sound tin-panny. It is rigid. And because of these qualities its finish wears better.

Test the weight and solidity of the fenders. You can sit on the Chalmers fender and not injure it. It does not vibrate, and after months of strenuous use it does not rattle.

Looks and stability are two of the big reasons why we have been behind on orders for the 1915 "Light Six" ever since it was announced.

Sit in the front seat. Take hold of the gear shift lever and the emergency brake lever. They feel strong and dependable.

And while you are in the front seat test the comfort of the driver. You sit in a natural, easy position. The clutch and brake pedals are easy to reach. Your hands rest comfortably on the steering wheel. Put your foot on the accelerator. You do not have to assume a cramped position, but can operate it easily. The Chalmers accelerator is provided with a foot rest. Hundreds of owners of other cars have told us that this detail alone is worth \$100 extra cost in a season's driving. Now sit in the back seat. Test its roominess and comfort.

In comfort, the Chalmers "Light Six" is the equal of any car of its size at any price. Many former owners of highly priced cars now drive Chalmers "Light Sixes"—and they all say comfort was a big factor in their selection of the Chalmers.

Remember you are buying a car to ride in. You are not always going to drive on asphalt pavement. You are not going to use your car simply for thirty minutes or for five miles. But you are going to ride practically every day for two or three or possibly five years in the car you buy. You are going to travel thousands of miles and over all kinds of roads.

So don't take a mere "demonstration" in any car. Demand a test. Any Chalmers dealer will be glad to take you for a twenty-five or thirty mile trip in the country. He will give you a real test lasting two or three hours—or a day if you choose. Demand this same test of any other car.

And compare what the salesman tells you while you are riding with your own experience. Think about the comfort of the car. Ask yourself if you would be willing to ride twenty thousand miles in that car.

Note how the Chalmers "Light Six" clings to the road. Preferably drive it yourself.

The Chalmers "Light Six" has a big substantial steering wheel. The steering connections are heavy, free moving forgings. The front steering spindles are equipped with Timken bearings. It is free from side sway and easy to steer.

Many "Light Six" owners tell us this 1915 Chalmers "handles" easier than any car on the market. That feature alone has sold hundreds.

And notice, too, the sound of the motor as you ride along. Notice when you start that the first speed gears don't shriek out the fact that you are in motion.

Ask the demonstrator to drive twenty miles an hour on second speed. Note that both motor and gears are quiet. Pick out some hill and ask the Chalmers "Light Six" and any other car in its price class to go up that hill at fifteen miles an hour.

That long, strong pull of the Chalmers motor has proved one of its most popular features with the motor-wise.

On a rough stretch of road notice that the Chalmers feels firm and dependable beneath you and is free of rattles.

The Chalmers medium weight makes it ride like a Pullman car on all ordinary roads. When you drive a Chalmers "Light Six" you feel that your car has the strength to be safe in any emergency. Your own ease of body and mind tells you that its medium weight gives it a comfort that cannot be found in a lighter or flimsy car.

We could build the Chalmers "Light Six" lighter in weight. And if our service to you ended with delivering a car and taking your money, we could make a greater profit by building our cars lighter. For every additional pound of fine steel we put into the Chalmers "Light Six" increases its manufacturing cost.

You hear a lot of talk about flexibility but very few cars really have it. The real test of flexibility is to start from a standstill in high speed without jerking or jolting; to crawl along at two miles an hour on high; to travel through congested traffic without gear shifting.

All these things you can do in a Chalmers "Light Six."

And when you get back from your test ride take a look at some of the vital parts of the Chalmers chassis.

Look at the rear axle. The Chalmers has a full floating rear axle with heavy pressed steel housing. It is big and strong. Look at the Chalmers torque tube. It is securely bolted to the big heavy frame on one end and the rear axle on the other end. It takes up all the strains of driving. When you were out on the country road you probably noticed that the Chalmers "Light Six" did not sway from side to side. That is because the torque tube held it rigidly in place.

Look at the wheels. The wheels of the Chalmers "Light Six" have spokes 1 3/4 inches in diameter. They are built of the best hickory. The spokes are securely bolted. They look strong and they are strong.

Notice the length and width of the Chalmers springs. The main leaf is of Vanadium steel. Note their flexibility—remember how they cradled the car over the bumps when you were riding on the heavy country roads.

Look at the front axle. You will see that the Chalmers "Light Six" has a heavy drop forged front axle that shows its strength at a glance.

Lift the bonnet and look at the motor. It is ship-shape, finely finished, compact and business-like in appearance. Raise the floor boards and examine the inside works that you don't usually see in a motor car. You will find the Chalmers "Light Six" simple in every detail but big and strong to stand the hard knocks of constant service.

Now for the details—the refinements which make motoring a real pleasure or a constant irritation.

To start the Chalmers "Light Six" you throw a single switch. There is no grinding of gears, no noise. You throw the switch and the next thing you hear is the motor purring along under its own power.

Note, too, that the Chalmers starter is always connected with the motor when the car is running. Suppose you accidentally shut off the gas; your Chalmers motor doesn't stall. The starter is always "on the job." There is no interruption of motor service. No levers, buttons or adjustments to fuss with.

You sit behind the wheel of the Chalmers "Light Six" and everything necessary for the control of the car is right in front of you. There is a dash adjustment for the carburetor. There is a simple electric light switch, not a row of buttons to be remembered and to be operated separately; simply a single switch that controls all of your lights. There is the battery index to keep you always informed on the condition of your storage battery. There is the oil pressure gauge that tells if your motor needs oil. There is the primer for starting in cold weather. There is the gasoline gauge always informing you without fuss of the amount of fuel in the tank.

And speaking of gasoline tanks—notice that the tank in the Chalmers "Light Six" is of very heavy gauge steel. And that it holds 18 gallons where most cars carry 10 or 12.

The perfect convenience of the "Light Six" is one big reason this is the fastest selling Chalmers model—with women as well as with men.

Notice the adjustment of the windshield. The one man top, the quick acting storm curtains, the fine and inconspicuous door handles.

And now you are ready to hear a talk on "economy." Some salesman will probably tell you that his car is lighter than the Chalmers "Light Six"—that it doesn't burn as much gasoline; that it is easier on tires.

A part of what he says is true. But only a part; for a lot of this talk on gasoline consumption is just "conversation." Don't test your gasoline consumption for 1 mile or 10 miles—don't test it on the boulevard or with special gasoline. Try it out for 50 or 60 miles and over all kinds of roads.

The Chalmers "Light Six" may cost you \$10 or \$15 more for gasoline in 10,000 miles of driving than a too light, flimsy car, but it will cost you a lot less in repairs, in personal discomfort, in nerve irritation. You will find that the extra weight of the Chalmers "Light Six" will save you in comfort and repair bills many times the slight additional cost of the gasoline you burn.

What the other salesman tells you about tire mileage is probably greatly exaggerated because of his own ignorance. You will notice that the Chalmers "Light Six" has 4 1/2 inch tires with "Nobby" treads on the rear wheels, where most other Light Sixes in its price class have 4 inch tires.

We have never had a complaint on the service from a Chalmers "Light Six" owner.

You'll also hear something about prices. You'll be told that you don't need to pay \$1650 to get a "light six."

Well, you don't. But if you pay less than the Chalmers price, you must expect to get less quality.

And speaking of price, here's the only sane way to look at it.

Divide the first cost of your car by five.

Automobiles that are properly built should last at least five years. That is, they should "stay put"—run well and give good service for that time. So when you examine a car in the future and are told how much less it costs than a Chalmers "Light Six," ask yourself, "Will it last me five years?"

Figuring any car you are considering on a five-year basis, see if the facts above don't prove the Chalmers "Light Six" the lowest priced car, quality considered, on the market.

Yes, you are right—we want to sell you a Chalmers. But we don't ask you to buy until you have proved all the claims we make in this advertisement. The only way for you to get such proofs is to see the car itself. You will be under no obligation if you go to see the 1915 "Light Six" and try it out, and you owe it to yourself to know all about this car before you buy any. All we ask is that you give your local Chalmers dealers the opportunity to demonstrate in detail the points of superiority of the Chalmers "Light Six" that we have told you about here.

Chalmers Motor Co., Detroit

"Light Six" \$1650 Fully Equipped

6-Passenger Touring Car, \$1725. Coupelet, \$1900  
7-Passenger Limousine, \$3200. Sedan, \$2750  
Prices Quoted f. o. b. Detroit



Quality First

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