

**GERMAN SOLDIER
THINKS GERMANS
WILL WHIP WORLD**

**Officer Declares Teutons
Despise English Forces
and Will Humiliate Great
Britain—Letter to Mother
in New York.**

PARIS, Sept. 21.
This letter was written by Carl Schmidt, corporal, 86th German Infantry, stationed at Goblens, to his mother in New York city. It was carried by courier from Goblens to Holland and mailed to this country. The soldier writes: "Goblens, Friday morning, Aug. 28, 1914. "Dear Mother—

"Your letter of August 2d at hand at this moment. I trust you have received my letter wherein I spoke of the bomb attacks on Goblens by French flyers during the night of August 3 and 4. I had already written two letters to you, but they were both returned by the censor. Let us hope this one will reach you. "During the attack of the French we were during four hours exposed to fire of the cannons, machine guns, rifles and falling bombs, which later exploded from time to time with terrific noise. We came near losing our lives and were obliged to fly from our bedrooms, as the bullets were smashing the windows. Since then we live amidst the most awful turmoil. Declarations of war following in rapid succession: Russia, France, England, Belgium, Japan. We were almost overwhelmed, yet the German heart was not to be overcome by fear. Germany arose like a giant.

ALL RALLY TO COLORS.

"I wish you could have witnessed the mobilization. What an event! Millions of soldiers! A regular migration of nations! Germany will fight for her existence to the last man and to the last drop of blood. Already 8,000,000 soldiers are in the field and millions more are being mobilized. Every man from the age of 17 to 45 has been called to the colors. From here at least 200,000 men have gone to the front, yet Goblens is still alive with soldiers. At least 100,000 more are still here, with a steady inflow of others. Everybody able to carry arms is turned into a soldier—peasants, artisans, laborers, judges, professors, lawyers, students, etc. "So far our chances are excellent, notwithstanding the untruths circulated by the French and especially the English press. Our armies are on Belgium and French soil as far as St. Quentin (220 kilometers from Paris) and one kingdom, Belgium, and three powerful fortresses are in our hands. Liege, Namur and Longwy, Belgium, France and, today, England are beaten in six great battles and numerous skirmishes. France has already lost 150,000 men. The main British army is beaten and in flight, losing about 200,000 men, 10 war automobiles, with 7000 men made prisoners. Two English cavalry brigades were virtually wiped out when they attempted arrogantly to ride against German infantry. We have already thousands of French prisoners here in Goblens, also Turcois, soldiers from Senegal, Tonkin, French India, little yellow fellows with slant eyes, and also several hundred Englishmen.

DESPISE ENGLISH FORCE.

"Here France and Belgium are respected as enemies at least, whereas England is made fun of and despised and she has absolutely done nothing as yet, notwithstanding the bombastic talk of Mr. Grey. Not even the fleet has attacked us yet. They are a bunch of cowards, and they well know that hundreds of mines are floating about the German coast and that their ships would be blown up by sea mines and by dirigibles. So these cowards stay at home and abuse us in the newspapers. Here it is one whole month and their mighty fleet has not dared to attack. Lord Kitchener was able to lick Boers and Sudanese, but never Germans. "Our artillery has raised everything. In Liege the heavily armored 15,000-cwt. steel towers, sunk in five meters of cement, came down as so much tin snuff. The cement was blown to the winds and the towers, whose steel walls measured one-half meter in thickness, toppled over. The aim of our infantry was excellent, according to the reports of the wounded. The French mitrailleurs' lines of men were laid low. The French trenches were filled with dead. Such is the fire of the German infantry. Whole regiments are virtually wiped out.

GERMAN LOSSES HEAVY.

"Our losses, too, are enormous, and we are fighting for the Fatherland to the last man. We have here 10,000 wounded, mostly Germans, but also French, Belgians and English. The two infantry regiments, 25th and 85th, stationed here, have suffered heavily. The 25th has lost over 500 men. Several of our acquaintances are among the dead. Captain Grove and Lieutenant Mohran Holz both lived close by and I saw them when they left three weeks ago. All hospitals and public buildings are filled with wounded.

PLANNING THE FUTURE.

"Belgium will be placed under German administration, and will stay so, France, too, will have a large slice cut off, probably from Sedan to Geneva. The remainder we will hold as a pledge until France has made good our losses. Furthermore, we must have the Congo, English East Africa, Madagascar, Tunis, Alsace, Mexico and the French Congo, plus 25 milliards payable. In seven years, and 50 battalions from either France or England, Holland remains neutral and friendly to us. For this she shall get a part of Belgium and some good colonies, but, unfortunately, we are not quite so far as that. However, it is evident that France, England and Belgium are crumbling under German blows. "The situation in the East is less optimistic with the Russians far to the East. Prussia. A murderous battle is expected in the next few days. Germany will fight to the last man. Either we wipe the enemies of us go under. "England, the initiator, must be humiliated. After this war is over it will have lost much of its former power and prestige.

SISTER WITH RED CROSS.

"Hilda has joined the Red Cross and is doing night duty at the railroad station, going from car to car soothing the wounded, who are lying on blood-soaked straw. She has seen many die, and she has horrible stories to tell of men mutilated by French and Belgian franc-tireurs (snipers) with their eyes cut and hands cut off, etc. In Dinant, Belgium, last Sunday 700 franc-tireurs were shot in mass, as well as the priest, the Burgomaster and others. "This month we expect 400 prisoners. The English army is in flight toward Paris. It is lousy with already with chains of Cabinet, etc. From 1,000,000 to 1,500,000 German troops are in France, so the French are not exactly comfortable. Everything will turn out all right, we trust. We shall whip the lot and Germany will be the most powerful nation in Europe. Best regards.

**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 under-estimate 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 tire 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 dealer 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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Quality First

Chalmers Motor Company of Philadelphia