CHALMERS AND TES EAU PROBABLE PITCHERS IN SECOND GAME-CROWELL TO FACE SOX

## B. KAUJF BATS .000 IN FIRST GAME OF YEAR

Shrinking Violet Fires Three Anti-Aircraft Shot
and Forces Runner DOES WELL IN THE FIELD

ŌLD G. RICE ANOTHER TIME CONJURES UP DIAMOND RHYME

$\underset{\text { ne }}{ } \mathrm{By}$ GRA.

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 | Sorosis Shoes | fit the feet-the main thing - |
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| fit |  | and the appearance is, of course, no secondary con-

sideration. Ball-p yyers, notably good dressers, sideration. have-p yeyerd note to ease in movement, as
also must crippled feet with tem means decrease in earning
power. We are proud to have them among our crippled feet with yed
power. We are proud
most satisfied customer

SOROSIS SHOES

## MACK TO WORK CROWELL IN BOX AGAINST BOSTON <br> Brown University Lad and Shore May Be Opposing Mounders Today




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INJURY TO KEEP
SCHANG ON SIDE LINES TW0 WEEKS

Athletics Will Be Handicapped Greatly by Loss of Veteran Catcher





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PETER MORAN \& CO.


Price now $\$ 1050$, Detroit; beginning Midnight April 15, $\$ 1090$ Detroit


This 3400 r. p. m. Chalmers Will Last Any Man 5 Years or More.

She hasn't a weakness. And the sturdiest part of her anatomy is her 3400 r . p. m. engine.

Now there has been a lot of talk about 3400. $I$ find some of my prospects comein here a little bit doubtful about 3400 .

They have been told by my contemporaries that an engine turning up 3400 r . p. m. is doomed to short existence.

That's absurd. Why, there are at least three cars in America that do $3100 \mathrm{r} . \mathrm{p} . \mathrm{m}$. or better. Ten years ago in Europe there were cars that did 4000 r. p. m.

Take the electric fan. It does around 4000. A turbine reaches about 4300

Now, the argument set forth against 3400 is the "wear and tear on bearings.

How ridiculous!
Of course, if we had an old-fashioned engine with heavy iron pistons and arm-and-hammer type of connecting rods-then, to be sure, I'd have little to say.

But, to the contrary, this is a very modern engine. The pistons are aluminum, which cost a whole lot more, but weigh a whole lot less.

Then the connecting rods are much lighter.
That takes a lot of weight off the bearings, and permits about 500 r. p. m. more engine speed.

That isn't a very big increase, 1 know, but it's

[^0]just enough to make a very foxy, silken affair in action

And then, too, in traveling 10 miles an hour her engine speed is only 500 r. p. m. At 20 she turns up 1000, At 30, 1500

How often do you travel faster than 30 ?
So unless you want to sink the little button to the floor board and hold her there all day, you're not using $3400 \mathrm{r} . \mathrm{p} . \mathrm{m}$. all the time.

I hope none of my friends will swallow whole any story deriding 3400 .

You know you will always find the largest number of elubs under the best apple tree in the orchard.

This car has doubled my sales.
Âs Mr. Post says, "There's a reason"
One little ride and you will want to pass up your old gondola.

Ask me about our service inspection coupons They are negotiable with all Chalmers dealers everywhere. This system is an important consideration in buying your car

Touring Car or Roadster, $\$ 1050$ Detroit
Three-Passenger Cabriolet, \$1400 Detroit
Colors: Touring Car and Roadster, Oriford maroon with bood to match, or Meteor blue with black bood-Cabriolet, Oriford maroon or Valentine green
with hoods to match, or Meteor blue with black hood.


President

Chalmers Motor Company of Philadelphis, 252-254 N. Broad Se Phoaess Bell, Spruce 462; Koyztone, Race 2667


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