Some Real Car Values

One—New 1913 Michigan "40" Touring Car with electric starter and all late improvements.

One—1913 Michigan "40" Touring Car, electric starter; been driven only a few thousand miles.

One—Everett "30" Touring Car in excellent condition.

One—DeTamble Roadster, almost new.

One—Ford Roadster.

One—E. M. F. A rare bargain.

To appreciate these remarkable values, you must see them.

HARRISBURG BRANCH

Abbott Motor Car Co.

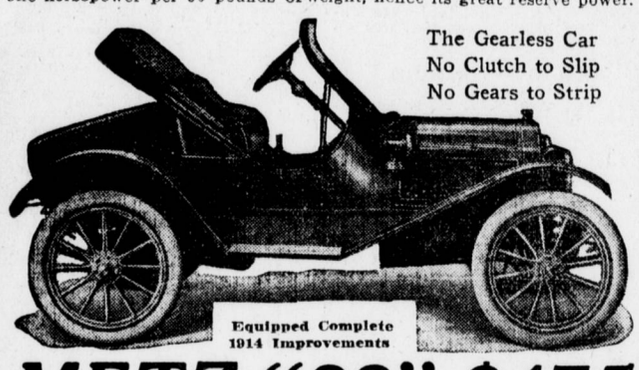
106-08 S. Second St. Harrisburg, Pa.

BELL PHONE 3593.

AS A HILL CLIMBER

the METZ "22" has no superior. It will climb hills as fast as any car made, regardless of its price. The METZ engine develops more than one horsepower per 50 pounds of weight, hence its great reserve power.

The Gearless Car
No Clutch to Slip
No Gears to Strip



Equipped Complete 1914 Improvements

METZ "22" $475

WINNER OF THE GLIDDEN TOUR

A remarkable example of low price and minimum cost of upkeep combined with the essential features of the strictly up-to-date car. A thoroughly practical car. The ONLY car in the Glidden Tour that held a PERFECT SCORE for the entire eight days of the race.

Call and investigate, or Phone or Write for Catalog

MONN BROS.

17th and Swatara Streets, Harrisburg

SACRIFICE SALE USED PEERLESS CARS

These cars have been turned in by customers who have ordered new Locomobiles. We must move these cars now, as we need the room.

1913 PEERLESS 6-48 TOURING CAR

Overhauled and repainted; complete equipment; electric lighting and starting outfit. Has the appearance of a brand new car.

Cost $5000. MAKE OFFER

1910 PEERLESS LIMOUSINE WITH BODY—Cost $5500. EXTRA TOURING Our Price $1000

1909 PEERLESS LIMOUSINE WITH BODY—Cost $5500. EXTRA TOURING Our Price $650

1909 PEERLESS LIMOUSINE Cost $5500. Our Price $550

A bona fide automobile investment. The cars are ready for your inspection and demonstration.

The LOCOMOBILE COMPANY OF AMERICA
2314-22 MARKET STREET, PHILA.
Phone—Locust 450—Race 3360.

An Unprecedented Demand

Partin-Palmer "38" $975

5 Pa sengers, 115-inch Wheel Base, Fully Equipped

The extraordinary value in these cars is selling them rapidly. Do not delay about placing your order.

S. H. DADDOW, St. Clair, Pa.

Distributor For Central and Northeast Penna.

To ealers: Some territory still open An excellent opportunity

MILLER NON-SKID TIRES

Grip the Road Like a Cog-Wheel

STERLING AUTO TIRE CO. 1451 Zarker St.

VULCANIZING

SAXON MOTOR CARS AT THE KEYSTONE

Well-designed Small Car That Has Attracted Exceptional Attention at Large Shows

Robert L. Morton, manager of the Keystone Motor Company, announces the selling agency for the Saxon motor car. This little car sells for $395, equipped with lamps, top, adjustable windshield, baggage box, tools and tire kit. The special features of this car are as follows: Handsome design, left drive, center control, high speed, long stroke motor, 5 to 40 miles per hour. Pistons and other reciprocating parts light, but very strong; vacuum splash oiling system; large axle reduction with high speed motor; low cost of upkeep; light weight; cantilever spring suspension; molded oval fenders; streamline body; large, comfortable seat; simplicity of design; vanadium steel used in many parts; wire wheels; sliding rear transmission; asbestos lined; dry plate disc clutch; large carrying compartment at rear adjustable, ventilating windshield, rattle-proof.

At the New York show 4,250 Saxon cars wwere allotted, and Mr. Morton reports that dealers actually waited in line to see Salesmanager Jamison. Seventy-eight retail sales were made. At Chicago the success was duplicated. Although not represented at the show, 1,057 cars were sold in one day and 61 demonstrations were made from the salesroom. The Chicago office maintained an average of one car sold every fifteen minutes during show week, according to H. W. Ford, president of the Saxon Motor Car Company.

Although the majority of the stock is held by men connected with the Chalmers Motor Company, the two corporations are entirely separate and distinct. The officers are:

H. W. Ford, president and general manager; G. W. Dunham, vice-president; L. R. Scaife, secretary and treasurer; H. M. Wirth, purchasing agent; C. C. Cross, factory manager; C. F. Jamison, sales manager; R. E. Cole, chief engineer.

The Saxon motor car is exceptionally clean-cut and businesslike in appearance. It is of the "L"-head type with fully enclosed valves. Cylinders are 2⅝-inch bore by 4-inch stroke. The four cylinders and the crank case are made in one casting, giving a very compact motor and making possible great economies in manufacture. Even the intake and exhaust manifolds are cast integral with the cylinders. A water-jacketed head, fitting over the entire cylinder block, is easily removable and gives ready access to the cylinders and valves.

Pistons are very light but exceptionally strong. This lightness in the reciprocating parts makes this motor practically free from vibration.

The crank shaft is of special drop forged steel, of unusual size, and is carried on two bronze, babbitt-lined bearings. The cam shaft is also of drop forged special steel with large cams forged integral. The cam shaft is carried on two plain bearings and driven by helical gears.

This motor is notable for its quiet, smooth operation and for its flexibility.

The body, which is exceptionally large and roomy, is of the genuine streamline type, from the tapered bonnet at the front to the capacious baggage box at the rear. The body lines are smooth and harmonious, giving a very pleasing appearance.

These bodies are of sheet steel and wood construction. The floor of the body is of pressed steel—a very economical and durable construction. The frame of the car itself forms the bottom of the body, another feature of economical design.

The Saxon spring suspension is of the cantilever type, a new feature for American cars. By this method the body is suspended between the axles rather than over them, permitting the use of a longer wheel base than would be possible with other types of springs. This unusual spring suspension is chiefly responsible for the easy riding of the car—one of the most striking qualities of the Saxon.

Mr. Morton has assurance that a carload of these Saxon cars will be here between the first and tenth of next month.

What if Napoleon or Hannibal, Had Electrics?

Settling any question of hill-climbing abilities of the electric vehicle, an electric bus service has been established across the Alps from Airolo, Switzerland, to Ulrichen, Italy. The route traverses the Bedretto valley and Nufenen Pass. Each car carries twenty-two passengers and makes the trip in one and three-quarter hours, running at 12 to 22 miles per hour.

AUTOS CHEAPER FOR FIRE DEPARTMENTS

Chicago Insurance Report Shows Great Advantages Over the Horse-drawn Apparatus

Considering the probable purchase of motor propelled fire apparatus for use in Harrisburg, many will be interested in this report of the Chicago fire insurance board:

"During the month of January, 1913, truck No. 5 made 73 runs totaling 115 miles at a cost of $14.02. In this cost item are included details of cost of gasoline, oil, tire repairs, grease, etc. During the month of January No. 6 made 74 runs totaling 151 miles at a cost of $18. During this same month No. 3 made 104 runs, a distance of 236 miles at a cost of $19. During the month of February truck No. 5 made 108 runs totaling 178 miles at a cost of $20. During this same month truck No. 6 made 108 runs, a distance of 318 miles at a cost of $12.52."

As to the other general advantages of motor-driven equipment over horse-drawn equipment, E. T. Shepherd, superintendent of the Chicago insurance patrol says:

"There are certain seasons when all of our companies are worked to the limit and then there are slack periods, but in each case the motor driven proves its advantage over horses. The combination chemical and patrol truck limit of horse endurance is only a little more than the average amount of work which he performs daily. It is impossible to speed horse-drawn apparatus over a certain limit or work it overtime as much as it is oftentimes required at certain seasons of the year. Motor-drawn apparatus fits all these exigencies, renders unnecessary the hiring of additional horses at a heavy expense to help out during rush periods. During slack times horses keep right on eating even if they do not work, and their cost of attendance continues likewise. The motor-driven apparatus, however, possesses an expansive power. It works as many hours overtime as is required and it will travel the last hour just as fast as the first. It does not get tired out nor need any sleep or rest, nor does it require the attention of the attendants while the fire is in progress. Our motor apparatus is ready for work any minute, day or night, and our expenses have been considerably reduced in those houses equipped with motor apparatus as it is no longer necessary to furnish fuel except when the truck is really earning its feed. Horses eat their heads off when standing still."

Packard President Shows Trend of European Design

Following his recent trip abroad, S. D. Waldon, vice-president of the Packard Motor Car Company, makes some interesting comments on the trend of European design.

"There are two distinct schools in European coach work," says Mr. Waldon. "Germany and Belgium go almost exclusively to well rounded exteriors, while France adheres to square corners with only a slight arch in the roofs of enclosed bodies. England draws from both and makes her open bodies along German lines, with enclosed bodies tending more toward the French design.

"Almost all European factories build the chassis only and force the purchaser to go to one of the numerous carriage makers for the body. Consequently there are almost as many different designs of body as there are of chassis.

"Many unusual designs are being shown abroad, including the boat body with its copper riveted, laminated wood sides and either without doors at all or with very shallow ones. Another freak style is the aviation limousine with windows in the roof.

"Design abroad has always been in the direction of getting the entire car closer to the ground than is practicable here. With the present strong tendency in the direction of very small cars, this is more noticeable than ever before. It is not unusual to see enclosed cars, alongside of which it is possible for a six-foot man to stand and see over the roof. This is extreme, of course, but it indicates a tendency due partly to fad and partly to the necessity of reducing the chassis and body weight to the power capacity of the small engine.

"While the growing perference for the Six is not so marked in Europe as in this country, there are indications, particularly in England, of a pronounced trend toward six-cylinder design even for comparatively small cars."

Trade in Your Old Car and Get a Master "Six"

This is the day of the "Six." More and more of the country's biggest builders are producing "Sixes" exclusively.

"Sixes" were predominant at both the New York and Chicago Motor Shows. The buying public wants "Sixes"—and with so many good "Sixes" at medium prices, there is no reason why any man should not have the newest and best.

The Chalmers Master "Six" has proved the sensation of the 1914 season, because it is the greatest value in the six-cylinder field.

Here is a new car—a master car—that gives you every six-cylinder luxury at the price you have been asked for the average "four." It's economical, too. Costs little to buy and little to keep.

Mr. Four-Cylinder Driver, just sit once behind the wheel of the Master "Six" and you'll never again be satisfied with a "four." For the "Six" is a revelation of smoothness, flexibility, silence and motoring luxury. No "four" at any price can equal it.

We are not in the second-hand car business, but we can handle a limited number of desirable used cars because we have buyers of used cars coming in every day.

If you are driving a "four" of standard make, get in touch with us at once, and we will allow you what your present car is worth to us in trade for a Chalmers Master "Six."

Your "Four" is depreciating in value more rapidly every day, now that the trend of the market is toward "Sixes." We can enable you to own the best "Six" and dispose of your "four" at the same time. We will make you a fair offer for your old car; none can offer you as high value in a new car.

Bring your "four" around. We will give you the Chalmers Standard Road Test, which proves every claim we make for the Master "Six" and, at the same time, quote you an allowance on your old car.

Whether or not you have a car to trade, don't buy any "four" until you know all about and have actually driven a "Six." Don't buy any "Six" until you have ridden in the Chalmers Master "Six."

Roadster, Four or Five-Passenger Touring Car	$2175
Six-Passenger Touring Car	2275
Coupe	$2850
Limousine	3600

KEYSTONE MOTOR CAR CO.

1021-25 Market St., Harrisburg, Pa.

ROBT. L. MORTON, Mgr.

Dealers Approve New "Loco" Enclosed Models

Closed automobiles being all-the-year-round cars, are in the lead now with discriminating motorists, who use their automobiles almost every day. The Locomobile Company, Bridgeport, Conn., was the pioneer in automobile building, and they are today leaders in high-class motor car construction. Their limousines and other types of closed cars were attractive features of the recent automobile shows in Philadelphia, New York and Chicago and were always surrounded by a crowd of enthusiastic admirers. S. deB. Keim, manager of local branch of the Locomobile Company, sends the following letter from the head of the Greene Motor Car Company, of Newark, N. J., perhaps the oldest retail dealers in locomobiles in America:

Newark, N. J.

Mr. J. T. Roche, Sales Manager,
The Locomobile Co., of America.,
Bridgeport, Conn.

Dear Mr. Roche:

As the best Spring greeting we can send you, it is my pleasure to write and congratulate your company on the product you are giving to your organization and to the public for 1914, placing especial emphasis on the closed body types. We believe that in these designs you have been able to produce a vehicle having that vital right spirit that touches public sentiment and which is so necessary in your particular class of work. The excellence of design, infinite care in body detail, combined with good taste up lines, trim and finish, all set on top of "the best-built chassis in America," gives to us and to the individual owner that healthy satisfaction that comes with a good full meal tucked inside of a good healthy stomach. Product and progress of the sort which you have shown during the last two years not only promises but guarantees your future, and plainly stamps the character of the organization responsible for its creation and development during the ten years which it has taken to bring the product up to the state of perfection it has today reached.

It would seem that the Locomobile cars as you are offering them to us to-day should serve as an object lesson to every man interested in the Locomobile Company. Setting such a standard of comprehensive automobile efficiency, it has given your entire organization an example to be lived up to in their service with you. I believe the car itself to be a daily inspiration which should bring out of each and every man connected with the company the best that is in them, together with the realization that only by their being mentally and physically fitted for their indivdual part of the work can they hope to give such a product the service that it deserves and demands.

With such a product as we now have to offer the public, excuses for lack of business should be hard to find. Excuses would remind me of saying that I think much of—"If your sales are not increasing, there is a reason—possibly you're it." From the office boy as high as you wish to go in organization, this might at times be found to be useful. Extending to you our sincere congratulations, we beg to remain,

Sincerely yours,
R. A. GREENE.
The Greene Motor Car Company.

TO CELEBRATE WASHINGTON'S BIRTH

Post No. 58, Grand Army of the Republic, is making arrangements for observing Washington's Birthday next Friday evening, 7:30 o'clock, at the post rooms, North Third street.

West End Vulcanizing Co.

Automobile Casings and Tubes Repaired. All repairs guaranteed.

1824 Wood Avenue

Harrisburg, Pa.

Auto Storage

REPAIRS AND SUPPLIES

PAUL D. MESSNER

Agent for Stanley Steamer Cars

Rear of 1117 NORTH THIRD

MID - WINTER PRICES —ON— Used Automobiles

Here's a tip for you, Mr. Wide-awake. Do you know that real money held under a dealer's nose these dull winter days will buy more automobile value than can be had when the Spring sun begins to peep through the clouds. We have a number of used cars that we will let go at interesting figures.

CRISPEN MOTOR CAR CO.

413-417 S. CAMERON ST.

Reo Truck

1½ to 2 Ton

New Price (Chassis)

$1650

Loadening Space 10 to 12 Feet

Reo-Mack-Chase Truck

Reo-Stevens-Duryes Pleasure Cars

Harrisburg Auto Co.

Third and Hamilton Street

PAPER TELLS OF WASHINGTON BURIAL

[Continued From First Page]

to mortal eyes fallen—Yes, fallen! fallen!

"In the long and lofty portico where oft the Hero walked in all his glory now lay the shrouded corpse. The countenance still composed and serene seemed to depress the dignity of it.

* * * * *

"On the ornament at the head of the column was inscribed 'Surge ad Judicium'—about the middle of the coffin 'Gloria Deo' and on the silver plate 'General George Washington, departed this life on the 14th of December, 1799, Aet. 68.'"

"Between the hours of 3 and 4 o'clock the sound of artillery from a vessel in the river, firing minute guns, awoke afresh the solemn sorrow. The corpse was removed. A band of music with mournful melody melted the soul into all tenderness of woe. The procession was formed and moved in the following order: Cavalry, infantry and guard with arms reversed; music; clergy; the General's horse with saddle, holsters and pistols; the corpse borne by the pallbearers, Colonels Sims, Ramsey, Payne, Gilpin, Marsteller and Little; mourners, Masonic brethren, citizens.

The Last Tribute

"When the procession had arrived at the bottom of the elevated lawn on the bank of the Potomac, where the family vault is placed, the cavalry halted and the infantry marched towards the Mount and formed their lines—the clergy, Masonic brethren and citizens descended to the vault and the funeral service of the church was performed. The firing was repeated from the vessel in the river. Three general discharges of infantry, cavalry and eleven pieces of artillery, which line the Potomac back of the vault, paid last tribute to the entombed Commander-in-Chief of the Armies of the United States and the Departed Hero.

"The sun was now setting; alas, the son of Glory was set forever. But the name of Washington—the great American President and General, will triumph over death. The unclouded brightness of his glory will illuminate the future ages."

Chamberlain Amendment Rejected by 3 to 1 Vote

Special to The Telegraph

Washington, Feb. 21.—The Senate yesterday afternoon, by a vote of 40 to 13, rejected the amendment to the arbitration treaties, proposed by Mr. Chamberlain, of Oregon, excluding from arbitration acute questions like Panama tolls, Japanese immigration and the Monroe Doctrine. The vote was regarded as a test of strength and means that all the arbitration treaties—eight of which are pending before the Senate and seventeen more of which will soon be reported—will be ratified unamended by more than a three to one vote.

Hope For Kineo's Safety Practically Given Up

By Associated Press

New York, Feb. 21.—After nearly three days of futile searching for the schooner Kineo, reported sinking 160 miles off the Diamond Shoals, hope for her safety has been practically given up by her agents here. The revenue cutter service, however, still believes that there is a chance the vessel has not gone down.

FUNERAL OF REUBEN TOBIAS

Special to The Telegraph

Marysville, Pa., Feb. 21.—The funeral services of Reuben Tobias, of Rye township, were held this afternoon. Mr. Tobias died on Thursday morning from cancer of the liver. Burial was made in Sitterly's Cemetery.

COMPLETE HEARINGS TO-DAY

Washington, Feb. 21.—Completion of hearings on the proposed radium mining regulation bill before the Senate committee was in prospect to-day, with indication that there would be an early report to the Senate.

JEFFERY

Including Cross Country Automobiles

$1,550 to $3,700

Marathon Automobiles

$925 to $1,400

JEFFERY TRUCKS

1,500 and 2,000 Pounds Capacity

W. E. Garage Co.

AGENTS

Kelker and Logan Streets

SIMFLEX

Shock Absorber For Automobiles

$20 PER PAIR

WRITE, PHONE or CALL FOR INFORMATION

Here at last is a low-priced shock absorber that can be depended upon to do the work.

The SIMFLEX has been proven the simplest and most efficient shock absorber in the market. Absorbs both vibration and shock. No wearing part to get out of order. Friction parts case hardened. A dependable shock absorber is a necessity in the preservation of your car. SIMFLEX is dependable. Half to one-third the cost of others.

Let us give you a 30-day free trial of the SIMFLEX. Money back if not satisfied. Price, $20.00 per pair put on.

Eureka Wagon Works, Agts.,

A. H. BAILEY. Bell Phone 1349J. 614-18 North St.

NEEDY ARTICLES

Garage Storage Jacks mean a big saving on tires. Simple to adjust. Easy to operate. The kind that is adjustable to all makes of cars. Set of four $4.50

Radiator Covers and Thermite Anti-Freeze Solution also mean a big saving this cold weather. Our prices are right. Call and see us.

E. Mather Co.

204 WALNUT STREET