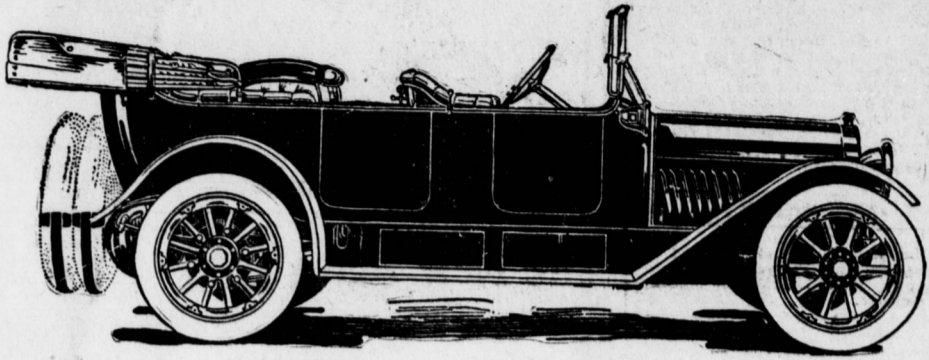


Our Competitors Don't Like Us, But Our Customers Do



IF the best is none to good for you, examine the Abbott-Detroit line of pleasure cars. They will stand any test any car will stand, regardless of price. No car has a clearer or better record, and the company behind them is *RIGHT*, financially and otherwise.

"THE BULLDOG LINE" is admired and appreciated by the thousands of owners and thoroughly disliked by its competitors. There's a reason, come to us and let us tell you all about it. The story is instructive as well as very interesting.

HARRISBURG BRANCH

Abbott Motor Car Co.

106-8 South Second Street

Bell Phone 3593

Harrisburg, Pa.

Motorcycle Expert Arrives at the Excelsior

Infred D. Stratton, of Chicago, is at the Excelsior Cycle Company charge of the repair department. Stratton comes direct from the

Excelsior factory and has had the training and passed the examination required for their efficiency department, which is said to be a severe mechanical test.

The Wheeling (W. Va.) Motorcycle Club is arranging to have larger quarters this fall.

Stewart-Warner Service Station Will Open Here

Ross C. Barrett, of the Front-Market Motor Supply Store, will take a course of instructions at the Stewart-Warner offices in Philadelphia in order to qualify with the expert knowledge required in the management of a service station for Stewart-Warner speedometers, which will be a feature of the Front-Market Supply Store. One section of the store will be devoted to the adjustment of speedometers only, thus eliminating the necessity of sending the speedometers to the factory for adjustment. This department will be at the service of all automobile dealers and other supply stores as well as for the individual owner.

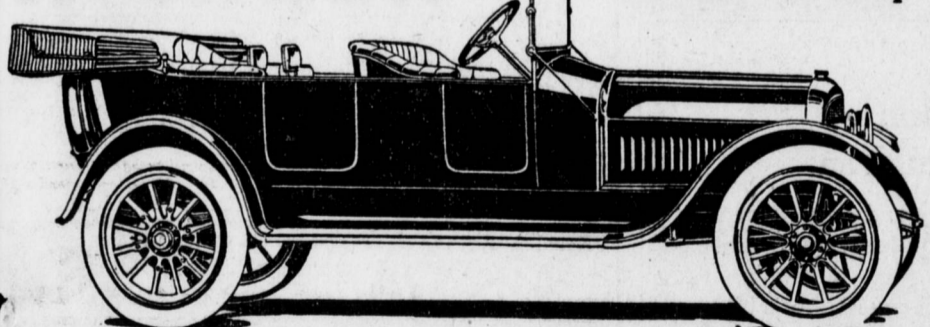


CRISPEN MOTOR CAR CO.

413-417 South Cameron Street

GREAT SALE TIRES
FACTORY BLEMISHED ALL SIZES ALL MAKES
50% Reductions
SEND FOR PRICE LIST
Tires Shipped C. O. D. Subject to Examination
CENTRAL TIRE CO.
234 North Broad Street, Phila.

JACKSON "No Hill Too Steep--- No Sand Too Deep"



What Is YOUR Definition of the Right Car?

Is it what thousands of careful, shrewd buyers have demanded and found in Jackson cars? If your definition of the *RIGHT* car means AN ESTABLISHED REPUTATION OF THE MANUFACTURER, A HIGH STANDARD OF QUALITY REASONABLY PRICED, DEPENDABLE SERVICEABILITY AT LOW UP-KEEP COST then you too will find it in any one of the models of the Jackson 1914 line.

THREE MODELS COMPRISE THE 1914 LINE. EACH POSSESSES QUALITIES AND FEATURES THAT MAKE IT A LEADER IN ITS CLASS.

"Olympic Forty" \$1385 "Majestic" \$1885 "Sultanic" \$2150 6-cylinder

CENTRAL GARAGE 334 Chestnut Street

P. H. KEOCH & DeWITT A. FRY, Agents.

VARIOUS PHASES OF SIXES DISCUSSED

Manager of Keystone Motor Car Company Emphasizes Numerous Advantages Claimed For Six

Beyond doubt, the most discussed single phase of motor construction at the present time is the question of "six" and "four." With the adherents of either side lined up strongly for their particular type, the buyer is quite likely, if he is not wary, to become hopelessly confused in a maze of conflicting claims.

That a four-cylinder car may be a good one cannot be denied. The public has bought and used "fours" for a long time. They are worth in, considered even by builders of "sixes." On the other hand, there is no question but what the "six" has made wonderful progress. When leading manufacturers in ever-increasing numbers add "sixes" to their lines, and finally drop the older type for "sixes" exclusively, one is forced to the conclusion that the "six" at least merits the serious consideration of every buyer.

"Despite the many hectic and often unreasonably biased claims advanced by adherents of both fours and sixes, there are some fundamental facts about the two types which the intelligent buyer can easily learn for himself," says Robert L. Morton, local Chalmers dealer. "The wonderfully increased production of sixes from just a few hundred cars four or five years ago to many thousands for this season is not an accident or the whim of manufacturers who have more money than brains. The ever-increasing demand for sixes is the result of experience."

"Users of sixes since the first Stevens-Duryea and Winton cars of that type were built have learned, not that the six is necessarily faster than a four, not that it will climb a given hill any faster than a four of equal power; not that it will travel any more rapidly through sand or mud than a four of great motor size. But they have learned that the six will do all these things easier, with less fuss, with less vibration, with less gear-shifting—and consequently with less wear and tear on the machine and on the driver.

"I think that the intelligent buyer should ask is that the intended buyer find out for himself if these things are true. This can be proved by experience. Claims have nothing to do with it. Any man who will ride 100 or 300 or even 20 miles behind the wheel of a six, and the same distance over the same road in any four will know when he leaves the four why 37 of the 42 leading builders of this country have made sixes their leading models.

"It has been said that the six is simply a fad. It doesn't seem quite reasonable that American buyers in ever-increasing numbers should continue to indulge in a fad as costly as the motor car if they derived no material benefit. People just don't have that kind of fads. No do manufacturers—the biggest and strongest in the country—spend vast fortunes changing their entire equipment and production plans, staking the whole assets of their companies on a fad. No, the six has had to prove itself just as the four once had to.

"The most frequent plea one hears for the four is 'it is more economical than the six.' Why, I wonder. The economy of the four I have never seen clearly stated. Meanwhile, actual experience shows that a well-built six will travel any given number of miles for any given period of time on just as little gasoline and oil as any four of equal motor size and equal car size.

"It has been my experience that weight is the biggest factor in economy. And the six is not heavier than a four of equal size. For instance, one four I have in mind is not as large as the Chalmers Model 24, yet it weighs between 300 and 400 pounds more. Surely the four-cylinder motor, which has to work harder to move this extra weight is more extravagant of fuel than the six which has 400 pounds more weight to carry. Again, experience proves this to be a fact.

"We hear frequently, too, that Europe doesn't build sixes. The fact here is that European engineers don't know how to build good sixes. They are just learning. More than half the leading factories in England, France, Germany and Belgium are experimenting with sixes. As fast as they learn how to build them, sixes are being produced by the leading European manufacturers.

"And isn't it about time we stopped worshipping this European fetish. America owes a great deal to Europe. But we have outgrown our early ignorance of automobile engineering. The United States is to-day the greatest motor-building nation in the world. We built ten times as many cars as Europe. And in every market of the world, in competition with the best Europe produces, we outsell European cars ten to one. We have gone ahead of our one-time teacher. We are showing Europe the way now—and most assuredly on sixes.

"Nor yet do I wish to be classed among those who decry fours as worthless. I have sold a great many fours for any given period of time. My fours are now in use. And they are good fours. Of the earliest Chalmers fours just as great a percentage are running to-day and giving satisfaction as of any cars built at all the same time. But actual experience has proved to me, as it is proving to new thousands each year, that the six is mechanically the superior. The whole trend of the automobile demand is toward sixes among cars of \$1,500 and over. Among the lower-priced and very light cars, the four is likely to remain predominant. But I sincerely believe that the next two years will find all leading cars over \$1,500 built in sixes only."

Electric Starter and Generator on the Abbott

A special feature of Abbott-Detroit cars is the electric self-starter and lighting system. In speaking of its merits, C. D. Stewart, manager of the local branch, said: "The Auto-Lite starter and generator was originally built exclusively for Abbott cars, and from the very beginning it has been a success. This season we have incorporated every desirable improvement, and now say we have no competitor. "We have subjected this starter to unusual tests during the months of January and February, 1914. On a number of occasions our cars have been in zero weather for four and five hours and then have been started right off. "This started will spin our six-cylinder motor 140 revolutions per minute for thirty consecutive minutes. None other has this power or the capacity," he says.

City Auto Supply House Agency For Diamond Tires

Having assumed the distributing agency for Diamond tires for Harrisburg and vicinity the City Auto Supply house this week received an unusually large stock of this make. This phase of the supply business has become such an important factor that it requires the services of an additional man to keep in touch with subdealers in nearby towns.

Hup Wins South American Run by Six Hours Lead

P. S. Steenstrup, now in Buenos Aires, as resident export representative for the Hupmobile in South America, reports an interesting reliability run in which the Hup was victorious over a field of fifteen entries, many of which were French cars of high power. The run was an exceptional severity on account of the frightful road conditions and the difficulties caused by rivers and other obstacles. Not the least interesting feature of the event was the resourcefulness displayed by the Hup driver, Senor Sanchez. The run was from Buenos Aires to Mar del Plata, a distance of 400 miles. The roads in some places were so heavy it took hours to go a single mile and the strain on the cars was a thorough test of their durability. At one point the contestants had the choice of making a long detour across the river San Forondón or a bridge or being towed across the river, which at this place is 500 feet wide. The Hup driver, however, accepted neither alternative. Mr. Sanchez wrapped the carburetor and magnet in oil paper and plunged into the water, driving across the stream safely and triumphantly under his own power. In this way the Hup gained about one hour on its competitors and it finished the 400-mile run six hours ahead of all others.

Chalmers The Master "Sixes"

Master Six \$2175
6 Passenger Touring Car \$2275

You Can't Afford to Buy Any Car Until You Have Seen the Master "Six"

We claim there is no car—either "four" or "Six"—within \$500 of its price that is the equal of the Chalmers Master "Six" in quality of materials, performance or good looks. On the truth of this claim we stake our business reputation, and the capital we have invested in Chalmers cars.

If what we say is true you want a Master "Six" in preference to any other car under \$3000. That's only business sense.

Make Us Prove Our Claims

Now, we don't ask you merely to take our word for it. But we do ask you to prove for yourself whether our claims are true. Yes, we even go so far as to say you can't afford to buy any car at any price until you have seen the Master "Six" and made us prove it worth.

The Chalmers Standard Road Test is the proof we offer.

This is not the ordinary kind of demonstration ride. It is a real test which shows you in deeds—not words—what the Master "Six" can do.

You see with your own eyes how this Master car will creep along on high gear at two miles an hour; and at a touch of the throttle speed away like a hare.

You feel with your own body the absence of vibration which only such a "Six" can give; the comfort of the 132-inch wheel base, the big tires and the underslung rear springs.

Non-Stallable; We Prove It

This test shows you the simplicity and power of the Chalmers-Entz one motion electric starter. It proves to you that the Master "Six" motor is non-stallable. By actual performance it demonstrates the safety in giant brakes that will stop the car in its own length.

If you are a driver, take the wheel yourself. Actually experience the flexibility of a car that will start "on high" without a jerk or jolt; that will go from a standstill to 25 miles an hour in ten seconds.

Challenge Other Makes

These and a dozen other wonderful features of performance that no car can surpass and few can equal, the Chalmers Road Test will prove to you. Then look at the Master "Six" and see for yourself if any other car is more beautiful.

So let us take you out on the Chalmers Test Ride. Then challenge any other car in the class of the Chalmers to duplicate its silence, smoothness and flexibility; challenge any other car in any class to show equal value at the price. You are under no obligation except to yourself—and you do owe it to yourself to buy the best dollar-for-dollar value you can get in a motor car.

Chalmers Master "Six"—2, 4, or 5 passenger, \$2175
Chalmers Master "Six"—6 passenger type, \$2275
(Fully equipped T. O. B. Detroit)

Keystone Motor Car Company
1019-1025 Market St.
Robert L. Morton, Manager

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The Popular Car That Sells

HAYNES NATIONAL REO AND CHASE TRUCKS

Harrisburg Auto Co.

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Mileage guarantee on tires is a joke.
Empire tires are guaranteed 100 per cent. efficient.

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30x3	Plain	\$10.53
Tread		
30x3 1/2	Plain	\$13.18
Tread		
32x3 1/2	Plain	\$15.08
Tread		
33x4	Plain	\$21.20
Tread		
34x4	Plain	\$22.92
Tread		
35x4 1/2	Plain	\$30.56
Tread		
36x4 1/2	Plain	\$31.50
Tread		
37x5	Plain	\$37.76
Tread		

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AT MARKET STREET BRIDGE
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GET OUR NEW PRICES ON AUTO TIRES

You will always find here a complete stock of Goodyear, Imperial and United States and Kelly-Springfield tires—fully guaranteed. No delay—Get the Tire You Want When You Want It

Tire Special To-day Only
36x4 NON-SKID IMPERIAL TIRES \$17.13

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