

CHALMERS CARS USED EXTENSIVELY IN WAR

President Huerta and American Charge d' Affaires O'Shaughnessy Are Owners of Chalmers Sixes

In addition to the American fighting forces, American made automobiles are playing a very important part in the present troubles in Mexico. From time to time brief dispatches from the trouble zone state that some general directed a battle from his car or that an automobile figured conspicuously in relief work. But these scant reports, censored in Mexico, do not tell that most of these cars are of American make.

Chalmers cars, for instance, have figured largely in all of the Mexican troubles. The popularity of the Chalmers in the warring Republic dates back to the summer of 1909 when a pathfinding trip from Denver to Mexico City was made by the first Chalmers "Six," known as the "Old Reliable." This car made a record breaking trip from Denver to the Mexican capital, visiting all the points that have figured so largely in the war news of late.

A few days ago a dispatch from Vera Cruz stated that the negotiations with Huerta which led to Nelson O'Shaughnessy, American Charge d' Affaires, leaving the Mexican Capital, were carried on in his Chalmers "Six." O'Shaughnessy and President Huerta spent several hours discussing the situation while riding about the city. Both O'Shaughnessy and Huerta are owners of Chalmers "Sixes." The Mexican dictator owns several Chalmers models, while a number of Chalmers cars are used by the different departments of the Huerta government.

President Huerta, his chief of staff, the military commander of Mexico City, the chief of police, Dr. Collantes of the City Medical Service, Jose L. Garcia, ex-governor of Zacatecas; Manuel Calero, ex-ambassador to the United States, and presidential candidate at the last election, and Jose Luis Roguena, vice-presidential candidate at the last election are all owners of the Detroit-made cars.

The Chalmers has long been the official automobile of the changing Mexican government. Ex-President Porfirio Diaz owned a Chalmers car while in office, as also did the unhappy President Madero. Members of their cabinets also owned Chalmers cars.

Mohler & Degress, dealers in Mexico City, report that there are six Chalmers cars seeing active service with the Federal army at present. During the many disturbances in Mexico City, Mohler & Degress have turned all the available cars over to the government for use in relief or army work. One car in particular did notable service for the American embassy during the last bombardment of Mexico City. This car was used by Dr. Ryan, side to Henry Lane Wilson, then ambassador to Mexico. Huerta, when he was commander-in-chief of the army for Madero, used a Chalmers car while directing the fighting in the State of Chihuahua.

When the Rebels took the city of Durango some time ago they put out of commission all the automobiles in town, with the idea of not letting any of the wealthy families escape. Their object was to arrest all people of wealth and hold them for ransom. Every automobile in the city was disabled except one Chalmers "Six," which appealed to the rebel commanders so strongly that they appropriated it for their own use. This car is still running about the streets of Durango, and is the only automobile in the city.

MOTOR CLUB HARRISBURG

Greater interest is being displayed in the proposed sociability run to be held May 30, ten entries having been received up to this time. Those contemplating taking the trip are advised to hand their names in early so that arrangements may be completed. No entrance fee will be charged, yet suitable prizes will be given.

The "Horn Trap" at the western approach to Middletown, reported last week in this column, is still in existence. The "Squire" advised one of the members of the club to-day that last Sunday's harvest netted twenty. It is said that regardless of whether the motorist blows his horn or not he is liable to arrest as the fifty cents which goes to the informer must be made up in some manner.

The White Horse pike from Hummelstown to Womelsdorf, mentioned last week as a road to Reading and intermediate points to avoid paying toll, was surveyed this week by one of the officers of the club and is reported in excellent condition except for one or two very short stretches out of Campbelltown.

Members of the club who have within the last few days made the trip to Gettysburg via Dillsburg report the road in even worse condition than a week ago. Bad spots having been reported between Dillsburg and York Springs are almost impassable, mudholes between York Springs and Gettysburg. Until this road has had time to dry out thoroughly it is advisable to use the road via Carlisle and Chambersburg.

Detour to avoid Derry street while being repaired and repaved. A much better road in and out of the city, all good roads, partly dirt.

0.6 Market Square.

0.1 Turn sharp right on Fourth street, bearing left over the Mulberry street bridge.

0.7 Turn sharp right on Thirteenth street with trolley.

1.0 Sharp left on Berryhill street with trolley.

1.3 Sharp right in South Seventeenth street.

1.6 Cross bridge over railroad on to dirt road.

1.7 Sharp left in Paxton street.

1.9 Cross car tracks. Straight ahead.

2.6 Bear right. Poorhouse on the left.

3.6 Bear sharp left.

4.1 Turn sharp left with signs reading "Reading Pike 3/4 mile."

(Road straight ahead goes over Chambers Hill and also merges with the Reading pike near Hummelstown. In dry weather is very good).

4.6 Cross bridge over railroad.

4.7 Sharp right on main road leading to Hummelstown, Lebanon, Reading, etc.

Financial Report of Abbott Among Strong Ones

Another new descriptive folder has been issued by the Abbott Motor Car Company of Detroit. Besides the detailed information concerning the various models, one paragraph emphasizes the financial standing of the company as follows:

"A controlling interest in this concern was recently purchased by Edward F. Gerber, a Pittsburgh millionaire.

"This is our strongest pledge to Abbott users that this great line will meet your expectations in a financial way—in every way.

"The Abbott Motor Car Company is clear of all debt. It owes not a dollar, except for current merchandise accounts. Against it there are outstanding no bonds, notes or mortgages. There is no watered stock upon which dividends must be paid.

"Every dollar of car cost contributed to car quality. We have no tribute to pay to the mistakes of the past nor to the radical experiment of the present.

"The financial strength of any company with which you do business is vital to you. How much more so is it, then, when the company is an automobile manufacturing concern where replacements will be necessary from time to time.

"Appreciate this! Write us for our financial statement. This will prove to you conclusively that the Abbott company is one in which you can have implicit confidence." This company maintains a factory branch at 106-108 South Second street, in charge of C. D. Stewart.



CHANDLER \$1785

Light Weight Six — Built By Men Who Know

Weights 2885 pounds, completely equipped, ON THE SCALES — runs Sixteen Miles per gallon of gasoline — runs Seven Hundred Miles per gallon of oil — owners average 7,000 Miles per set of tires — possesses every high-grade feature found on HIGH PRICED Sixes. Speed 3 to 55 miles per hour without shifting gears — climbs every hill between Chicago and Boston on high — rides the bumps like a boat — distinguished by the beauty of its new stream-line body design. Is manufactured by an experienced organization of soundest financial standing and highest credit. And sells for \$1785.

A Year's Service Has Not Suggested One Single Mechanical Improvement

The Chandler enters into its second season a tried and true car.

Everywhere, it has made good. So good, that we have not found — nor has any one of the hundreds of Chandler owners found — a single mechanical weakness. Men marvel at its power, its flexibility, its economy.

We have not had to make a single chassis change. The only change for 1914 is in body design and in this we have achieved the ultimate.

Here is a car that in its first season met nothing but praise from the critical men who paid their money for it and expected great things of it. Not one of these buyers was disappointed.

And why should the record of the Chandler be otherwise?

Who built the Chandler? Men who have been building the highest grade six-cylinder cars for seven years. Men who knew sizes. Men who knew that a high grade light-weight, economical six could be built to sell at a low price. Men who were competent to build such a car.

Why shouldn't such men win out? Just because six-cylinder cars always had been heavy, and high-priced and expensive-to-run was no reason. Some folks thought it was, but it wasn't. We have proved that it wasn't.

The advent of the Chandler — in the Spring of 1913 — truly marked one of the important Epochs of Motor History.

For here was a real six, built by a group of men who knew sizes if any group of men in the world knew.

It was a six that weighed only 2885 pounds completely equipped.

It was a six that did anything that any six could do, and did it economically.

Still it sold for \$1785.

No wonder the car-buying public said: "Here is a six for us now."

No wonder men who were thinking of buying cars said: "We'll keep our eye on this Chandler."

And they have kept their eye on the Chandler. So has the trade. So have the designers. And the Chandler has made good.

It is not surprising that now — for 1914 — other builders of sizes are falling into line, pell mell, offering new models — abbreviations or modifications of their regular models — at prices something like the Chandler price.

But there is nothing cut out of the Chandler Light Weight Six to make its price possible. Every vital detail that is in high priced cars is in the Chandler. And it's there in highest quality.

The exclusive Chandler motor — designed by Chief Engineer Whitbeck, for years designer of the highest grade, high priced cars manufactured — is the finest American development of the long-stroke motor principle. Rated at 35 h. p., develops all any driver could use, with some to spare. Cylinders cast in blocks of three. Most durable imported silent chains for driving cam shaft, pump and generator. Cast aluminum motor base, extending from frame to frame, with individual pedestals built integral for magneto, generator and starting motor. And many other strictly high-grade motor features. Control is in the center. Left side drive. Bosch High Tension Magneto. Stromberg Carburetor, with hot air and dash priming attachments. Multiple Disc Ball Bearing Raybestos Clutch.

Westinghouse Separate Unit Electric Starting and Lighting System. Mayo Genuine Honeycomb Mercedes Type Radiator. Floating Type Chandler Design Rear Axle. Improved F. & S. Annular Ball Bearings in Wheels, Shafts and Differential. Ten and Twelve-Inch Upholstery. General equipment absolutely complete and all high grade.

Body Style — pure stream-line. Four beautiful body designs. The five-passenger touring design illustrated above, \$1785, a handsome rakish runabout, \$1785 and two strikingly beautiful closed bodies, a four-passenger coupe, \$2145, weight 3025 pounds, and the limousine, \$2985 weight 3100 pounds. Regular color, rich dark blue with silver striping.

Features of Chandler Design and Construction

Come See This Light Weight Six—the Car That Challenges Comparison

ANDREW REDMOND, Third & Boyd Sts., Harrisburg, Pa.

CHANDLER MOTOR CAR COMPANY, Manufacturers, CLEVELAND, OHIO

AUTO INSURANCE THAT INSURES SERVICE THAT SERVES

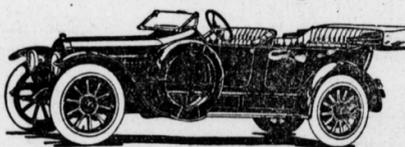
Insure with me and get both.

JOHN C. ORR

222 MARKET STREET

A WELL-KNOWN Harrisburg man who has owned and driven the highest priced cars in the world is now driving a HUDSON Six. One of the finest and most expensive cars known stands idle in his garage. We invite comparison of the HUDSON Six with any car, on any basis.

HUDSON Six-40
Phaeton and Roadster \$1750
Cabriolet (Convertible) \$1950
(f. o. b. Detroit, Michigan)



Sold by
I. W. DILL
East End of Mulberry Street Bridge
BELL 1396R

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MOST MILES PER DOLLAR
SQUARE DEAL AUTO SUPPLIES
1408 North Third Street Bell Phone 3627

Cadillac Wins Two Medals at Philippine Exposition

Automobile shows, a familiar story to the motorists of this country, are a novelty in the Philippines of which the island people have just had their first taste. The Philippine Exposition was recently held in Manila and the motor cars on display aroused the widest interest.

The Cadillac display was especially elaborate and complete. What particularly attracted the people of Manila was a cut-open Cadillac chassis exposing to view the working parts of the car, a feature with which hundreds of thousands of people in this country are familiar, similar exhibits having been made at every automobile show of consequence in the United States during the past twelve years. But to the people of Manila it was an absolute novelty.

The Cadillac was rewarded with two gold medals. One was awarded for the "most instructive special automobile exhibit, showing the Cadillac chassis in operation." The other was awarded "for an example of special excellence."

Reo Reports Exceed All Previous Sales Records

The Harrisburg Automobile Company received three more carloads of Reos and two carloads of trucks this week. Already 121 Reos have been delivered to anxious Reo customers and the company is looking ahead for the Reos as fast as the local firm can get them from the factory.

This model has proven so extremely satisfactory as well as good and the demand has proven so great, that they have determined to continue this model just as it is now up until the last of 1914 without practical any change. The local agents think it almost impossible for any changes to be made in the car, as in their opinion it is practically perfect and nothing could be done to improve it.

The lighting system is of unexcelled perfection in as much as it allows the owner of the car to get light regardless of the condition of the storage battery. In other words if the storage battery is out of commission on account of accident or neglect, with the aid of an equalizer on the generator they are able to light direct from the generator without burning out the globes. Provision has also been made that if a short circuit occurs in a lighting system, the trouble is taken care of by a resistance fuse instead of burning out the globes. It is doubtful if these same conveniences have been provided in any other car. It means that the owner of a Reo car is sure of having lights under any and all conditions. The Reo Motor Car

Company Turned Out 1,868 Reo Cars during the Month of April and the Production for May and June will be about as Large

During the month of April the Harrisburg Automobile Company had one of the most successful months in their history. In that time they have sold and delivered thirty-four new Reos, seven five-thousand pound Reos, four National six-cylinder, four-passenger car; one National four-cylinder, five-passenger car; three Haynes, six-cylinder, seven-passenger cars; two Chase trucks, and have sold second hand, four Reo touring cars, one Overland touring car, three Abbots, one National roadster, and one International truck.

The Reo business has assumed such proportions that an order has been placed for four hundred of the 1915 Reo cars.

Packard Sales in Four Months Exceed All Records

Shipments of Packard motor carriages and trucks during the first four months of 1914 exceed the total of any four corresponding months since the company started in business. The total shipments of motor carriages to

customers was 21 per cent. greater than during the same period of 1913.

The entire output of "2-38" cars for Spring and early summer has been sold and customers already are placing orders for cars for Fall delivery. A number of "4-48" touring cars will be available for several weeks.

The company's record March was followed by a big April. The record week ended April 11 with 160 motor carriage sales. In one day specifications were received for 83 cars, the value of which exceeded \$300,000.

Last month was also the most prosperous April ever experienced by the Packard truck organization. The sales of heavy duty vehicles showed an increase of 60 per cent. over the same period of 1913. One of the quantity orders came from the New York State Highway Commission which purchased a battery of dump trucks for use in reconstructing the State roads.

HERSHEY PARK MAY HOP

Wednesday Eve. May 20
The Event of the Season.

Buick

THE car that takes low gear hills on high gear speeds. Fours and sixes, \$950 to \$1985

Chevrolet

THE product of experience. Fours and sixes, ranging in price from \$750 to \$2500.

HOTTENSTEIN & ZECH

CITY AUTO GARAGE PHONE FOR DEMONSTRATION

CALL 1991-ANY PHONE. 1871

Bowman's

HARRISBURG'S POPULAR DEPARTMENT STORE

Automobile Tires

32x3 1/2 Goodyear non-skid tires. Special, \$15.79
Correspondingly low prices on the following makes:
Goodyear, Imperial, Kelly-Springfield.
Guaranteed 3,500 miles.
Third Floor—BOWMAN'S.

WALTER E. YOCUM

Formerly foreman of the Redmond repair shop is now in business for himself in charge of repair department here. Efficient mechanical work on all makes of automobiles. Maxwell and Overland owners assured of expert service.

Rex Auto Garage

Full line auto accessories on hand all the time. Agents for the celebrated PULLMAN CAR, of York, Pa.

John J. Hargest, Jr., Prop. 3d & Muench Sts.

MILLER NON-SKID TIRES

Grip the Road Like a Cog-Wheel
STERLING AUTO TIRE CO. 1451 Zarker St.
VULCANIZING

Try Telegraph Want Ads