

CALL 1991-ANY PHONE. 春 春 春  
FOUNDED 1871  
**Bowman's**  
HARRISBURG'S POPULAR DEPARTMENT STORE

**Reduced Prices On All Makes of Tires Guaranteed 3,500 Miles**

Complete stocks of Goodyear and Kelly-Springfield and other makes of Tires and Tubes, (guaranteed 3,500 miles) at prices you would usually pay for non-guaranteed.

Our New Prices on Goodyear Tires and Tubes Guaranteed 3,500 Miles

Size	Plain	Skid	Tubes
28x3	8.98	10.39	2.29
30x3	9.49	10.98	2.49
30x3 1/2	12.09	14.69	2.98
32x3 1/2	13.69	15.69	2.98
33x4	18.98	22.19	3.98
34x4	19.49	22.98	3.98
35x4 1/2	27.49	31.95	5.19
36x4 1/2	27.98	32.95	5.49
37x4 1/2	28.98	33.95	5.69
37x5	33.69	39.49	6.99

Our New Prices on Kelly-Springfield Tires and Tubes Guaranteed 3,500 Miles

Size	Plain	Barley	Slip	Tubes
28x3	11.98	11.98	12.59	2.69
30x3	11.49	12.49	13.98	2.89
30x3 1/2	15.19	16.98	18.49	3.49
32x3 1/2	16.39	17.98	19.98	3.89
33x4	23.98	25.69	28.49	4.98
34x4	24.98	26.69	29.49	4.98
35x4 1/2	31.98	33.98	36.98	5.98
36x4 1/2	32.98	34.98	37.98	6.39
37x4 1/2	33.98	35.98	38.98	6.49
37x5	40.49	42.85	47.69	7.55

On the Third Floor—BOWMAN'S.

**MOTORING EXPENSE IS COMING DOWN**

Lightness of New Cars and Lowered Price of Supplies the Causes

That sales conditions in the automobile field have been widely affected by the recent cuts in the price of gasoline, oil, tires and other supplies is the declaration of Robert L. Morton, local representative for the Studebaker Corporation, who says that many recent Studebaker buyers are persons who have heretofore remained out of the market, due to their former belief that maintenance expense was greater than they had anticipated.

"I had this increased efficiency brought home to me quite forcibly by a personal friend," said Mr. Morton, of the Keystone. "This man owned a heavy, costly car last year. He decided that the cost of maintenance was too high, and changed last winter to a Studebaker light 'Six'."

Of course, the change resulted in a greatly increased mileage for each gallon of fuel. This saving was rendered all the more emphatic by the fact that he is now paying twelve cents per gallon for gasoline, instead of twenty—this due to the general lowering of price which has featured the gasoline business all over the country.

"Thought he has not yet bought any new tires, and expects to get a much more than the guaranteed mileage out of his present set, he knows that, when the occasion arises, he can secure tires for his Studebaker 'Six' at less than half the cost of those he bought for his last year's car."

"A satisfactory grade of lubricating oil can be bought for twenty-five per cent. less than he paid a year ago, and goes infinitely further in supplying the needs of his car."

"And a feature of which he is not yet aware is the lowered cost of winter overhauling, adjustment and possible installation of repairs."

"His Studebaker 'Six' is so designed that the owner himself, if he chooses, can take down any unit needing adjustment. If he has the work done at a garage, this merit is just as strong as the amount of labor involved is comparatively small, delivery is prompt, and the bill is accordingly reduced."

"The prospective motorist who may have had acquaintance with a 'Garage man's delight,' will be amazed at the efficiency and economical record of a car of the Studebaker 'Six' class. We hear examples of this sort every day."

# CHANDLER \$1785

Light Weight Six—Built by Men Who Know

It weighs 2885 pounds, completely equipped—ON THE SCALES. It runs sixteen miles per gallon of gasoline. It runs seven hundred miles per gallon of oil. Owners average seven thousand miles per set of tires. It sells for \$1785, and—it 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 stream-line body design.

## Which Light Weight Six are You Going to Buy?

If you pay more than fifteen hundred dollars for an automobile you are surely going to buy a six. Not many men who pay more than that in this year Nineteen-Fourteen will accept fours. You want a six. The question, then, is *what* six?

It must be a *light* six. You don't want a heavy one. You have learned that carrying around a lot of weight—a lot of heavy forgings—doesn't get you anything except needless expense. A great many manufacturers know that you have learned this. That's why so many light weight sixes, selling at moderate prices, have come on the market this season. You have a wide selection. Your only problem is *which one* to choose.

## Which One? The Chandler

Familiar, as we are with this splendid car, we still marvel at it. Every day we are impressed more and more with the fact that there isn't a single thing cut out of the Chandler to make its price possible.

The exclusive Chandler motor is unquestionably the finest American development of the long stroke principle. You will be surprised and delighted with it. It is truly a beautiful motor, and its performances mean more than pages we might write about it. High-grade, high-priced features make the Chandler motor distinctive.

Cast aluminum base extending from frame to frame affords complete mud protection and contains integral cast pedestals for magneto, generator and starting motor.

Imported English silent chains drive the cam shaft, pump and generator. Westinghouse Separate Unit Starting and Lighting System. Simple single wire system for Lighting. Wiring run through armored conduit. Bosch high-tension magneto. Unit power plant completely enclosed.

Self contained oiling system.

Multiple disc steel and raybestos ball-bearing clutch.

F. & S. Annular Ball Bearings.

Do doubtless all the light weight sixes put out by manufacturers of standing represent good value, but which will you choose—just a light weight six, or the light weight six built by men who have been building high grade sixes for seven years? Men who know sixes if any group of men in the world know sixes.

Will you buy a light weight six that is an after-thought, a modification or abbreviation of some larger model, or will you buy the light weight six that is just what its designers started out to build—a perfectly coordinated six, with nothing cut out of it and everything in it of finest quality.

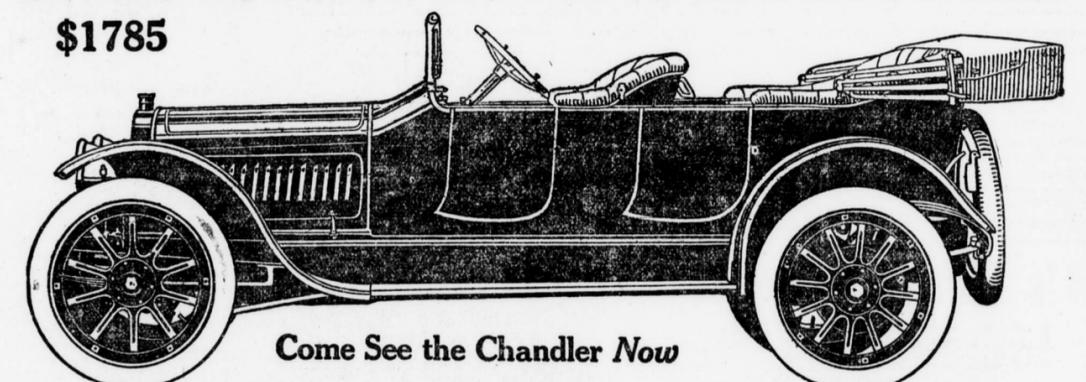
You won't choose a six that has been rushed out to meet competition, when you can just as well get one that was carefully designed, by men who know, to meet a market and fulfill its requirements.

If you study all the light weight sixes carefully, if you see how they are designed, if you consider their equipment, if you examine their workmanship, if you measure the experience of the builders back of them, you will choose the Chandler. This isn't an advertising boast, it's just good common sense, based on what we know about all the light sixes and what we know about automobile buyers.

At all the automobile shows this winter, the most experienced dealers in the country have simply marvelled at the Chandler. They are men who know car values.

We might go on and enumerate fifty features that you have a right to expect in your light six. You will find them all in the Chandler. Here is power, here is certainty of service, here is economy. Here is the light weight six we feel sure you will choose. Four body types, five-passenger touring, runabout, coupe and limousine. Stream-line design. Finish, dark Victorian blue with silver stripes.

They are men who know car values.



**\$1785**

Come See the Chandler Now

Bell Phone 2133  
Cumberland 418W **Andrew Redmond** Third & Boyd Sts.  
Harrisburg, Pa.

CHANDLER MOTOR CAR CO, Manufacturers, CLEVELAND OHIO

**Cadillac**  
Standard of the World

"I simply cannot get away from the fact that every Cadillac owner is enthusiastic about his car."  
—And he joined the ranks.

The Cadillac family is growing by leaps and bounds.

The Millionaire is tiring of the automobile as a "fad," and is turning to the Cadillac as a business proposition for service.

The well-to-do conservative man is more than ever satisfied that the Cadillac is the most staple value.

The man who can only afford to stand \$1000 to \$1200 buys a rejuvenated Cadillac in preference to a new cheap car.

We have delivered a number of the electric lighting and cranking 1912 Cadillacs within the last week.

**Crispen Motor Car Co.**  
413-417 S. Cameron St.

THE Duke of Westminster, George Randolph Chester, John Drew and many other well-known people are buyers of HUDSON Sixes. With conditions the same the HUDSON Six is always a winner. The HUDSON Light Six is better than even its designers hoped for. Have you seen it?

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

Sold by  
**I. W. DILL**  
East End of Mulberry Street Bridge  
BELL 1369R

**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**

**Firestone Tires and Red Tubes**  
MOST MILES PER DOLLAR  
SQUARE DEAL AUTO SUPPLIES  
1408 North Third Street Bell Phone 3627

**Overland Runs Second to Barney Oldfield's Car**

The Cobb-Evans Auto company, distributors of Overland automobiles in Fresno, Cal., and racing enthusiasts extraordinary, have recently added new laurels to their position as premier "home-guard" motor speedsters. Their special Overland racing car won second money in the Kern county \$1,000 challenge trophy race, second in the special 25-mile event and fourth in the 50-mile free-for-all, at the Bakersfield Home Coming Week celebration on April 22. The showing of this entry caused great joy among the loyal Californians who, in the past few years, come to regard auto racing as the greatest of all outdoor sports, and who are especially enthusiastic over a local winner.

The showing of the Overland in the 50-mile free-for-all was especially good, as the little pleasure car was pitted against some of the biggest racing cars and drivers in the country. Barney Oldfield won the event, setting a new world's record by finishing the course in 48 minutes, 3 4/5 seconds. Gordon finished second, Ruckstell third and McKelvy, in the Overland, fourth.

In the \$1,000 Kern county 25-mile race, Herman Erickson drove the Overland to second place in 25 minutes and 21 seconds. Ruckstell took this event in 25 minutes, 16 2/3 seconds, less than 5 seconds ahead of the Overland. McKelvy took second place in the other 25-mile event, in 23 minutes and 10 seconds, less than 7 seconds behind the winner.

**Over 100,000 People Will No Doubt See Great Race**

The largest crowd that ever assembled within a paid enclosure to witness a sporting event is predicted for the next Indianapolis five-hundred-mile race, over 400,000 being the estimated attendance. Special trains and Pullmans are booked from all parts of the United States, smaller delegations hailing from as far away as London and Paris. Several cities, such as Detroit and Chicago, will send four and five trainloads themselves.

Special arrangements, naturally, are under way for the accommodation of visitors. All those falling to make hotel arrangements, which, incidentally, are much more ample this year than ever before, will be taken care of through room bureaus conducted by the speedway management and Indianapolis newspapers. The old-time sight of people sleeping in the streets at the wheel of their automobiles, the night before the race, will be comparatively rare, therefore, it is thought.

**Saxon Cars Average in 200-mile Nonstop Run**

An average of 34.75 miles to the gallon of gasoline was the remarkable record made by Saxon cars in the

**TIRES!**  
Lowest Prices, Greatest Mileage on Extra Heavy Tires

Double Cured Wrapped Thread  
**FIRSTS:**

Prices Subject to Change Without Notice	Plain Tread, \$7.47	Tubes, \$1.85
28x3	7.96	1.95
30x3	10.25	2.45
30x3 1/2	11.18	2.55
32x3 1/2	11.18	2.55
33x3 1/2	11.72	2.65
34x3 1/2	14.10	3.00
35x4	14.58	3.05
36x4	15.12	3.15
37x4	15.73	3.25
38x4	16.37	3.45
39x4	19.45	3.55

Will ship C. O. D. subject to examination. Give me your orders ahead if possible.

**J. A. PLANK**  
1017 MARKET ST.  
Harrisburg Pa.  
Bell Phone 3350  
Next to Keystone Motor Co.  
Ask for Quotations on Firestone Tires—All Sizes.

## Lozier Radiator Type Has Proved Very Popular

"Undoubtedly the new streamline body is responsible for the great number of Lozier radiator types," says John G. Ferrin, chief engineer of the Lozier Company. "Just the same, it is the source of considerable satisfaction to me that the Lozier design has come to the fore. When we brought out our first car ten years ago I stood practically alone in advocating our present style of radiator. Every maker in the business was in favor of the Mercedes type radiator and even members of my own company doubted the advisability of departing from standard practice."

"After gaining my point we turned out cars for seven years without a competitor appearing with a similar style radiator. My vindication came with the adoption of the streamline body. At New York last year we exhibited the only streamline body at the show."

"Our radiator fitted in exactly with the streamline design because of its curved lines. When other makers adopted the streamline idea they were confronted with the task of merging a square shaped radiator into a sloping body and the result has been as we foresaw—a speedy change toward the Lozier radiator."

"The majority of automobile designers agree with me that this change should prove a welcome one in every way as it tends toward a style distinctively American. The rapid adoption of the streamline body design will probably result in the further adoption of this radiator type before next year."

**Apperson "Jack Rabbit"**  
"The Wizard of the Hills"  
America's Oldest Automobile  
**POWERFUL, QUIET, DURABLE**  
FULLY ELECTRICALLY EQUIPPED  
Prices F. O. B. Kopolomo, Ind.  
"4-45"---\$1785; "6-60"---\$2200  
**ENSMINGER MOTORCO.**  
Salesroom Third and Cumberland Streets

**KOEHLER**  
1-ton gasoline commercial cars. Suitable for any business. \$750

**Stanley Steam Cars**  
Pleasure and Commercial. \$1,350.00 to \$2,500.00, fully equipped. Equipped to burn kerosene.

**Paul D. Messner**  
1115 JAMES STREET  
Bell Phone.

**Jackson Man Speaks of the Poor Fuel Problem**

"Most of us who drive automobiles find ourselves complaining now and then, or often, about the low grade of gasoline now marketed," said De Witt Fry, who looks out for the Jackson interests here. "We may be justified, in a measure; but the very fact that gasoline has steadily grown poorer in quality has had much to do with motor car improvement. So here is the 'ill wind' saying illustrated again."

"No manufacturer who is alive to the situation is willing to see his car robbed of much average efficiency by the fuel. Accordingly, the manufacturers have improved their cars, and the result is that the buyer and owner has a better car than he would if circumstances were different."

"The gasoline we are getting nowadays is heavy and hard to vaporize. Accordingly, motors are given greater power of suction, in order to get a full charge of fuel into the firing chambers. The more progressive manufacturers are also providing means of heating the carburetors, as heat makes the gasoline vaporize more easily. On the Jackson, the carburetor is heated by a hot-air jacket through which the exhaust is directed."

"This practice has been adopted by some makers, while others jacket the carburetor with hot water from the radiator. The hot-air system, I believe, is better, for the carburetor begins to warm up with the first few explosions in the motor; but with the other system the water in the radiator must be heated, which takes some time, before the carburetor is affected."