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DELIVERY WAGONS AND TRUCKS

Agents wanted in all cities to handle our line of used automobiles. SEND FOR WEEKLY BARGAIN BULLETIN

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Open Sundays 10 to 2

LOCOMOBILE NEW CAR HAS MANY POINTS

Novelties on It That Makers Believe Will Later Be Copied by Others

Leaders in styles are those whose creations are copied by others; and that is the position expected by the Locomobile Company to be occupied this season among those who are builders of expensive cars. The Locomobile makers have turned out for the 1914 market a car which they expect the general public will admire because of the finish and accessories, and affording the attention fixed in this way then look to the what car it is. And it may be said by one who has looked the car over with an eye to externals and form effect that the Locomobile certainly is a striking car, with many points worthy of attention.

One of the chief things to which attention is directed is a locking switch device, which, among other things, absolutely prevents the car from being stolen by ordinary methods. The only way it can be got away with is to be towed away when this switch device is in use. By inserting a key in the switch and turning it to the position marked "day" the key is left inert. The ignition is cut off and the self starter won't turn. The electric horn can't be made to work and the car just stays. At the position marked "night" the car sets front and rear signals, but otherwise won't run. The lights can't be switched off by any mischievous small boy so that the car may be left safely at the curb without fear that any one will smash into it, because the signals have gone dead.

On the instrument board a button connected with the self starter that has been specially worked out by the Locomobile people with the starter manufacturers. The new device gives more revolutions with half the weight. No meddling with the button after it is pressed to start can do any hurt to the gears.

To do away with the side lamps that have interrupted the stream lines the new Locomobile has its city lamps mounted at the top of the large head-lights. This is an arrangement that appears not any more bulky and yet efficiently get away with an extra set of lamps. The main lamp has an adjustable part at the front where it fastens down on top of the wind shield, so that any one can adjust it to give a better finish to the car's appearance. At the back there are two clear glass windows to give a view to the rear and better light. The quick curtains may be adjusted from the inside.

Almost everything about the car is locked. The compartments along the running boards, which are kept clean, may be said with regard to the locking device spoken of earlier that the company provides four keys. One is retained by the department of the owner gets all the others, and may give them to anyone he desires. Thus he knows exactly who is running the car and can fix the responsibility for anything that happens.

The tonneau is electrically lighted and is also equipped with a variety of controls. The seat springs have been lightened and they have been made more comfortable in several respects. It is indeed an unusual car as a motor car.

Chandler Motor Car Makes Another Economy Record

Word has just been received by Andrew Redmond, local representative of the Chandler Motor Car Company, of another economy test made by the Automobile Club of America at New York city, which credits the Chandler with twenty-four and three-tenths miles to the gallon of gasoline. The record is considered remarkable in view of the fact that it was made driving through the traffic of Central Park at an average speed of twenty-one miles an hour, on a very windy day, rain threatening and the temperature registering 38 degrees.

Coming close on the heels of the Chicago Automobile Club's official test, in which a cock Chandler lightweight six broke the world's economy record, showing 24.4 to the gallon while carrying four people, whose combined weight was in excess of 670 pounds, this New York performance—which comes within one-tenth of a mile of the Chicago record, proves that the Chandler guarantee of sixteen miles to the gallon is, to say the least, extremely conservative.

Not to be outdone by New York and Chicago, A. Trust Poehlmann, head of the Poehlmann Automobile Company, Baltimore, Md., took a stock Chandler and made twenty-one miles to the gallon without disengaging his clutch in the ascending or descending the Baltimore hills. Poehlmann writes that he is convinced that if he had coasted down the hills the Chandler could have made twenty-six miles to the gallon.

Commenting on the performance, Mr. Redmond says: "Lightweight and the marvelous Chandler motor are responsible for Chandler economy. The public to-day is considering not only the first cost of the car but the cost of operation as never before. Sixteen miles to the gallon is easy to the

An automobile should weigh less than 3000 pounds

WHEN we say "Automobile" we mean the average type of car, the five-passenger touring car of 120-inch wheel base. That is the correct length of car for comfort. Less length is not enough. More is unnecessary.

Up to a year and a half ago all cars of this size—both four-cylinder and six-cylinder—weighed from four to five thousand pounds. Most of them still do. That's *two to two and one-half tons*.

Is such weight reasonable? Is it necessary for safety and durability and comfort? Some manufacturers would ask you to think so, but can you imagine it? Three or four years ago it was necessary, not for safety or durability or comfort, but simply because no manufacturer knew how to build lighter cars and build in the required qualities.

The world moves. Some of the people stand still for a time, but the world goes on. And with the rapid development of automobiles came a parallel demand for lighter weight, just as came the demand for six-cylinder continuous, smooth flow of power.

The public said: "We want cars. We know the pleasure of the automobile. We know its utility. But we are staggered by the expense. Tires wear out so fast and they cost so much! The motor eats up so much gasoline and it costs so much! Why can't lighter automobiles be built, with just as much safety, just as much durability, just as much comfort? Why not?"

Well, why not? A couple of years ago some manufacturers began to think seriously on that question. Among them were the men who built the first Chandler Light-Weight Six a year-and-a-half ago,—men who had been designing and building and selling the highest grade motor car in America for years. And for years before that, the finest bicycles.

We certainly knew motor car construction, we knew six-cylinder construction, we knew automobile engineering, we knew that the demand for light weight was logical, and we felt sure we could build a six-cylinder car of 120-inch wheel base that would possess every known degree of safety, of durability and of comfort and not weigh more than 3000 pounds.

How, you may ask, did we hope to cut off that fifteen hundred or two thousand pounds!

Someone suggests that light weight comes from cheap materials. Not at all. Cheap iron is just as heavy as good iron. We were going to cut out the iron.

And we cut it out. It's the people who haven't cut out the iron that are "warning" you against light weight.

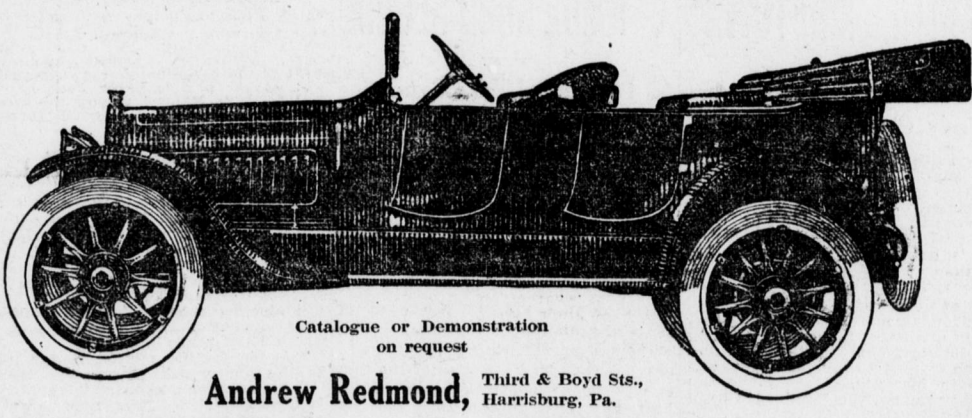
CHANDLER \$1785

LIGHT WEIGHT SIX

Remember the Bicycle!

YOU probably recall the 66-lb. bicycles. Everybody made them heavy, and a "century run" was an event. Then a pioneer who was thinking cut off 28 lbs. in one stroke. Built bicycles that weighed 32 lbs. Other manufacturers warned the public. Said light weight bikes couldn't stand up, and would "let the rider all to pieces." Within two years all bicycles were light weight, lower priced, stronger, more durable, just as smooth-riding as ever, and century runs were common place because of the economy in power.

History is repeating itself.



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32x3 1/2	" " " "	" " "
34x3 1/2	" " " "	" " "
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Buick-Six Makes an Interesting Fuel Test

In view of the general discussion as to the comparative merits of four and six-cylinder motor cars which has featured the 1914 season, an intercity run by a six cylinder which covered 26.6 miles to the gallon, is a particular and timely interest. The run was made April 27, and was from Cincinnati to Dayton, O., a distance of 53.2 miles. The car was a Buick six.

The start was made from the Cincinnati Automobile club at 10 o'clock a. m. and the trip ended at the Dayton Motorcycle club rooms at 1.15 p. m. E. J. Carpenter, technical engineer of the Cincinnati Automobile club, and also government engineer, presided as official starter. In the presence of the observers, he measured the gasoline in the tank with a ruler. The ruler was marked and put in a sealed envelope addressed to George W. Schroyer, mayor of Dayton.

In Dayton, the seal on the gasoline tank was broken, the ruler was plunged into the tank again, and enough gasoline was poured in to meet the level of the mark made before the start. Only two gallons were required to make the tank full again, and this was witnessed in legal form.

The total weight of the car was 4,700 pounds, and the weight of the driver and four passengers 870 pounds, leaving 3,830 pounds for the weight of the car with full equipment of extra tire, full radiator, and gasoline tank. The gasoline by the way, tested 66 degrees specific gravity; temperature 74 degrees.

CONCERN ORDERS 50 MOTORCYCLES

Perhaps the largest single order ever given for motorcycles was the recent order of the Ford Automobile Company for fifty two-wheelers which are to be used as service machines at a number of the agencies of the Ford motorcycle on his farm, which has been found very convenient and economical and he believes they can be used with great success at the Ford branch houses. A number of automobile concerns now employ one or more motorcycles in their service departments.

MOTORCYCLE RECORD COAST-TO-COAST

Baker, the Indian Rider, Tells How He Made the Trip

By Erwin G. Baker

While I arrived in New York City at midnight May 14th, clipping approximately 9 days from the previous transcontinental record, according to my way of thinking I really achieved the feat 4 months before.

What I mean by that is—through preparations and endless calculation preceding the trip is what brought me through.

First, I laid out my route—a matter of no small importance in selecting roads and towns through which to pass. Then having done this I enlisted the co-operation of a weather expert and together we examined weather conditions over my chosen territory for ten years past. Analysis showed that contrary to general opinion, May was the best month for me to undertake a coast-to-coast ride on a motorcycle. So, relying on the weather's performance, I determined to start in May, leaving San Diego on the 3rd at 12 o'clock Eastern time. The weather ran true to form and I did not hit rain until after I had gotten east of the Mississippi Valley at which point I struck gravelly roads which absorbed moisture readily and gave me minimum trouble. This was just as I had planned. I followed behind a storm area trailing from west to east and struck no storm until another one finally caught up with me. During the rainy period I covered one stage of 72 miles through wind and water on one hour and 55 minutes.

Another matter of foresight which helped me was the planting of tanks of gasoline ahead of me at remote spots where I knew that no gas would have been obtainable. Thus I avoided fuel troubles.

Still another factor of course was my machine. I rode a 1914 7 H. P. twin two-speed Indian with electric equipment and cradle spring frame. In all the distance of 3,497 miles I had no mechanical difficulties whatever and I encountered all the different road conditions known to travel. Between Mammoth, California, and Glames I rode sixty-four miles on the railroad ties, crossing trestles and bridges.

In a 1,027 mile desert stretch of sand, heat, thirst and desolation, I traveled 115 miles without seeing a single living thing—except Gila monsters and snakes.

Four mountain ranges were negotiated. At one point at the northern end of Arizona I climbed from 200 feet

MOTORCYCLE RECORD COAST-TO-COAST

below sea level to an altitude of 9,647 feet into the mountain snows. It was in this mountain work that the two-speed showed its supreme qualities. My brake power, too, in making the precipitous descent of the winding mountain trails, never failed me for a moment. If it had, I might not be able now to tell this story.


When I struck Indiana the authorities raised the speed limit for one day, so that I could do my best. And I Spring Frame above all that contributed to my success. It absorbed all road shocks and vibrations and this, of course, saved all my strength and besides enabled me to make speed over the roughest roads.

CLUBS AFFILIATE WITH F. A. M.

The following new motorcycle clubs were affiliated with the Federation of American Motorcyclists during the last week of April:

- Swissvale, Pa., Motorcycle Club, thirteen members.
- Keokuk, Ia., Motorcycle Club, twenty-two members.
- Wellington, O., Motorcycle Club, twelve members.
- Hibbing, Minn., Motorcycle Club, seventeen members.

It's Jeffery Week In Harrisburg



THERE is in every graceful line of the Jeffery Four a certain something—call it individuality if you will—that distinguishes it from the common type. Perhaps it was this that caught the eye of the Parisians when this style of body was first exhibited at the Paris Show. Rothschild brought the design to the United States and Jeffery introduced it to the American public.

Come in and see the Jeffery

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