

CHALMERS HAVE SPECIAL SERVICE

Trip Through Big Department at Detroit Reveals Efficiency and Speed

Probably more than 90 per cent. of all motor cars sold in this country during the past two years, carried with them in some form or other the maker's guarantee of satisfactory service.

But all machinery has an age limit. No piece of delicate mechanism ever designed will withstand three or four seasons' pounding over rough country roads and ill-paved city streets without meeting accidents or the necessity of replacements.

The owner's problem from that time on is to secure such replacements with the minimum of delay and inconvenience to himself.

A trip through the finely organized Service Department of the Chalmers Motor Company, located at the big Detroit plant, affords the experienced motorist a new idea of the word "service."

Occupying three entire floors of one of the largest factory buildings, and with a huge four-story structure recently erected for its purposes, the Chalmers Service Department is a marvel of efficiency and completeness.

Starting his inspection trip on the third floor of Factory Building No. 1, the visitor is first taken through the offices of the Service Manager and his assistants.

Passing by for a moment the record and stock inventory departments, the visitor is next ushered into a huge room containing a perfect labyrinth of corridors.

Although between 250 and 500 orders for parts are received and shipped daily from this department, there is no rushing about or semblance of disorder in view.

reached the shipping department he has perhaps taken care of a dozen single orders. At this point the load on every hand-truck is again inspected by a corps of checkers as a further precaution against mistakes in shipment.

Gazing down the long rows of bins, it is interesting to know that between 15,000 and 20,000 different parts, valued at \$1,000,000 are kept on hand in quantities at all times.

The shipping department is a miniature saw mill and carpenter shop. The crates and boxes are cut and nailed right there.

Contributing to the complex nature of the work of replacing parts, is the fact that due to wear, moving parts such as pistons, timing gears, etc., must be kept in three or four different sizes in order that they will fit cars that have traveled 50,000 or 60,000 miles.

Although all parts manufactured for the Service Department are carefully checked by the makers, the Service Division takes no affidavit but its own.

In order that manufacturing operations connected with the Service Department shall not interfere with regular production of Chalmers cars, a big steel and concrete structure, 200 feet long by 60 feet wide and four stories high, has just been completed exclusively for Service use.

When it is realized that there are about 4,000 parts in the average motor car, some idea of the amount of work devolving on this department can be had.

CHANDLER HAS RAPID GROWTH

Business Established Four Years Ago and Now in Front Rank Says Redmond

There is a remarkable difference in the manner in which the public receives motorcars. Some factories that have been marketing their products for fifteen or sixteen years or more have had a hard and doubtful battle to establish themselves as quality builders.

"The tremendous growth of the Chandler Motor Car Company may be cited as an example of a car that finds immediate acceptance by the public, adds to its prestige year by year, never suffers an off year, and quickly establishes itself as a front rank quality car," says Mr. Redmond.

"The claim that Chandler leadership is wholly due to legitimate reasons can be justified, not in a boastful way, but as a simple statement of fact which thousands of discriminating motorists have determined.

"The motor is the dominant feature of the Chandler car of course. Owners have named it the marvelous motor, but the Chandler is not simply a motor with a car built around it.

Your saving of garage rent will quickly pay for a Butler All-Steel Garage, 18x14 ft., \$71.00 f. o. b. factory.

Almost a Year Motoring Without Roof Over Head

A travel-stained but agile roadster rolled briskly into Los Angeles the other day with a record that will doubtless warm the pride of its maker and also arouse the envy of many a motorist who is longing for various reasons to go out-and do likewise.

The car bore Mr. and Mrs. Everett L. Moore, of Newport, Vt. who announced that they had just completed a leisurely jaunt of some 6,500 miles across the continent, during which they had not once spent a night under a roof.

In October, 1915, Mr. Moore bought a Paige, but finding that in six weeks or so the rigors of the New England climate would make motoring disagreeable if not impossible for many months, he determined that as soon as convenient he would motor away from there to sections of the country where the delights of the automobile can be enjoyed the year around.

Consequently, in June, 1916, Mr. and Mrs. Moore started out on their long jaunt which was eventually to take them to the southern sections of the country and finally to the Pacific coast.

The most interesting experiences of the trip were encountered in the southwest and the travelers found a great deal of pleasure in overcoming the obstacles that were occasionally presented.

Hardly a week passes but the Cadillac Motor Car Company is given the opportunity to buy in one of its early models.

Sturday Old Cadillacs Still Doing Service

Hardly a week passes but the Cadillac Motor Car Company is given the opportunity to buy in one of its early models. Usually the writer expresses the belief that his car, built a dozen years or more ago, must be among the last of its race, and feels sure the company would like to have it as a curio.

The cars offered to the company may be old, but they have many brothers and the most of them are spry and lively in spite of their age and their long years of active service.

TRAFFIC LAW FOR THOSE WHO WALK

Treasurer of Jackson Automobile Company Says Motorist Not Only Offender

Howard A. Mathews, treasurer of the Jackson Automobile Company, was the guest, yesterday, of P. H. Keblech, factory representative in this district. Observing the tendency of pedestrians to take a long chance when crossing Market street during the busy hours of the day, Mr. Mathews said the pedestrian should be obliged to obey the traffic laws for his own sake, as well as, for the sake of the community as a whole.

"In arguing against the modern pedestrian obeying the traffic laws, some lawyers and others base their objections on two arguments, which, in their turn, are based on prehistoric traffic conditions, dating, in fact, from the time when traffic moved at the pace of the ox cart, and when the world had no great cities, with their congested traffic, as we have to-day," says Mr. Mathews.

"These arguments are, first that the pedestrian has as much right to the road as the automobile, and second, that it is the pedestrian who must be protected from the automobile and not the automobile from the pedestrian.

"Note the narrowness of this alleged reasoning. Note, also, how out of tune it is with the times. The argument that the pedestrian can do no great harm to the automobile is based upon the ancient regard for the sacredness of property, and dates from the hoary times when it was thought of more importance to protect the property of a man than to protect the man. Our laws in general have become more and more humanitarian, because of the cry that the man, and not the material, senseless property of man, should receive the first benefit of the law's protection.

"The pedestrian is not required to obey laws designed to protect him, and thus such laws lose more than half their force.

"The pedestrian has as much right to the road as the automobile contains a grain of truth that makes its falsity the more difficult to expose. Of course, the pedestrian hasn't as much right in the road as the vehicle. He may deserve the same right to a road as has an automobile, and he may be accorded such right by law, but he hasn't got it. One doesn't see pedestrians in our cities walking on the road

in preference to walking on the sidewalk provided for him. He may have the right but the right isn't accorded him and the pedestrian doesn't want to take it. It is only on the country roads, where no sidewalk is provided, that the pedestrian takes to the road, but he will always walk a footpath by choice.

"Yet when the pedestrian is on the road, going from one sidewalk to another, he is not required to observe the laws that were designed primarily for his own protection. Over him, the traffic officer has no control. He may disregard all signals and dash across the street in front of a dozen oncoming automobiles and the traffic officer can raise no objection, as long as the pedestrian isn't injured. If he is injured the man is taken to the hospital and the motorist is taken to jail. And the pedestrian can sue the motorist in civil court to boot and as like as not be awarded a damage claim by a jury, for such are the uncertainties of the law. The more one considers the problem, the more must one become convinced of the need of a traffic law for the pedestrian as well as the motorist."

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Franklin - the efficiency car - more miles - less gasoline - more comfort - less weight. E. W. Shank 107 MARKET ST.

MRS. SARAH HERTZLER BURIED Mechanicsburg, Pa., March 10. - Funeral services were held this afternoon for Mrs. Sarah Ann Hertzler, who died at the home of her son, John Hertzler in Silver Spring township, on Wednesday, of pneumonia. She was aged 84 years and was a member of the Presbyterian Church at Hogestown. The Rev. T. J. Ferguson, of Silver Spring, conducted the service. Burial was made in the Stone Church graveyard.

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