

REDMOND TELLS OF CHANDLER SIX

Discusses Reasons For Rapid Spread of Popularity of Chandler Models

Few motor cars on the market today can boast of such strong, steady growth of popularity as the Chandler, distributed in local territory by Andrew Redmond, Third and Boyd streets.

Little more than four years ago the Chandler line was introduced to the motoring public. Three years ago an infant in the industry, two years ago the talk of the whole "trade," a year ago recognized as having very substantially arrived.

Today, the Chandler Six occupies one of the foremost positions in the whole industry. Quite recently, a TELEGRAPH representative discussed with Mr. Redmond the remarkable growth of Chandler since its introduction, during which Mr. Redmond said, in part:

"The essential reason for Chandler leadership is Chandler superiority. I say this in no boastful way, but as a simple statement of fact which thousands of discriminating motorists throughout the country have definitely determined. The Chandler idea—to build the best six-cylinder motor car and sell it at a moderate price—is just as right to-day as it was four years ago."

The Chandler was the first high-grade six manufactured to sell at less than two thousand dollars; it is the highest grade six selling to-day for less than two thousand dollars.

But those who most readily buy the Chandler are not seekers after low price; they are men and women who desire the best six-cylinder motor car built regardless of price. They desire a six because time has shown that a six-cylinder motor correctly designed gives all the power and all the flexibility of power that any motor can give, that it has life and snap and go not to be found in the so-called multiple cylinder motors and that it offers genuine economy of operation.

Among the models Mr. Redmond is showing in the 1917 line are to be found the following: Seven-passenger touring car at \$1,395; four-passenger roadster at \$1,395; seven-passenger convertible Sedan at \$2,095; four-passenger convertible coupe at \$1,995.



Nothing marks an auto as of the ancient vintage so distinctly as the tarnished and battered brass work.

Why Not Give Your Car the 1917 Look?

by having us replat and repair your jumps, radiator, windshield, etc. All work guaranteed. Our prices are the kind that suit the economically inclined.

Both Phones Harrisburg, Pa.

NUSS MFG. CO. 11th & Mulberry Sts.

FREE Tests and Water For STORAGE BATTERY

and EXPERT REPAIRS at

FRONT-MARKET Motor Supply Co.

109 Market St.

Prest-o-lite Battery Service

AUTO STORAGE—First class, fireproof garage, open day and night. Rates reasonable.

Auto Trans. Garage 27-29 North Cameron St.



MAYOR DONATIONS FOR HOSPITALS SALE

District Managers Report Stock Enough Promised to Open a Department Store

Twenty-four district managers securing donations for the rummage sale to be held next Thursday, Friday and Saturday in the Hunter building, 206 Walnut street for the benefit of the Harrisburg hospital, report that the citizens are responding splendidly to the request for donations for the event.

Sufficient stock to start up a department store has already been promised, according to the managers, who are accepting anything of any value whatever, that kindly disposed citizens may desire to give.

Method of sending the donations to the headquarters are through the medium of the district managers, and is as follows:

Collections Next Week Citizens with articles of any description which they are willing to give to the rummage sale to be held March 29, 30 and 31 for the benefit of the Harrisburg hospital should write, telephone or call the district manager nearest their homes, giving the name, address and the nature and number of the articles to be donated. The manager will arrange for collection during the week of March 25, by reporting to the executive committee, or to Mrs. John Fox Weiss.

Merchants desiring to aid in the movement, should communicate with Mrs. Herman Astich, who is in charge of the merchants' committee.

Here are the district managers assigned to Harrisburg and nearby districts:

Front, Second and Third streets from Maclay street to city limits; Mrs. Harry T. Neal, 2025 North Front; Mrs. Paul G. Smith, 2432 North Second; Mrs. Joseph H. Shearer, 2430 North Second.

Fourth, Fifth, Sixth and Seventh streets, above Maclay; Mrs. A. B. Miller, Second and Emerald.

Front, from Hamilton to Broad; Mrs. William B. Hammond and Miss Helen Hammond, 1609 North Front; Miss Sarah Denehey, 1423 North Front.

Second, Hamilton to Broad; Mrs. John W. Cowden, 1741 North Second; Miss Julia Graydon, 1709 North Second.

Front and Second from Broad to State; Mrs. Harvey F. Smith, 139 State; Miss Fannie McCamant, 511 North Second.

West State and Second street between State and Market; Mrs. Mercer B. Tate, 218 North Second.

Central district, Third street to Pennsylvania railroad, and between Chestnut and Walnut streets, Mrs. Charles Utley, 321 Walnut.

Dock street bridge south to Hanover and from Ninth street east to city line, Mrs. Charles P. Turner, 1042 Rolliston.

Hanover street south to city line and from Cameron street east to city line, Mrs. Henry W. Gough, 1401 South Cameron.

South Fifteenth, Sixteenth, Seventeenth, Eighteenth, Twentieth and the Philadelphia and Reading railroad, Miss Mary Sponsler, 105 Chestnut.

Melrose district, bounded by Reading railroad, Eighteenth and Swatara streets and the city line, Miss Eliza E. Rutherford, Paxtang, and Miss Harriet Westbrook, Derry and Twentieth.

Bellevue Park; Mrs. Louis F. Haehlen, Twenty-first street and Bellevue road.

Twelfth to Eighteenth streets between Market street and the Reading railroad, Miss Mary Sponsler, 105 Chestnut.

Twelfth street east to city line between State and Market streets, Miss Mary Sponsler, 105 Chestnut.

Paxtang district, Mrs. Arthur H. Bailey and Mrs. W. E. Seel.

Camp Hill district, Mrs. Girtan D. Smith, Mrs. E. W. Cooper and Mrs. J. W. Milhouse.

Riverside district, Mrs. Charles Ryder.

Steelton district, Mrs. Solomon Hiney.

Duncannon, Mrs. Lane S. Hart.

Miss Kelly's Punch Puts Face to Floor After Fight at Wedding Altar

Pittsburgh, March 24.—At the altar, about to be joined in wedlock, Miss Lulu Kelly, aged 24, and her fiancé, Andrew J. Logan, a young plumber, quarreled, then engaged in a thrilling automobile race to the marriage license office, where the outraged swain, attempting to cancel his license to marry the girl, was attacked, knocked down, kicked and then chased from the license office by his young sweetheart of but a few moments before.

Obtaining their license Thursday, Miss Kelly and Logan went to a local church yesterday and wore holding hands in preparation for the reading of the service when the dispute arose. Miss Kelly insisted on a postponement of the nuptials until a religious difference could be adjusted, but Logan was firm and refused to agree. Logan rushed to the street, jumped in the taxicab which had taken his intended bride to the church and started for the marriage license bureau, vowing he would cancel the license.

DETROIT GUN CAR CONQUERS DESERT

Studebaker Car Makes 25 Miles an Hour in Test Over Worst Roads in Texas

On the international boundary line that marks the division between this country and Mexico, where the United States Government is schooling the National Guard in the intricacies of modern warfare, the motor vehicle is playing a most important role. Hundreds of cars of various makes and descriptions—driven by khaki-clad citizens—soldiers—may be seen in the vicinity of the various military camps in Texas, Arizona, New Mexico and lower California.

The cars are being tried and tested under every conceivable condition with a view of determining which of the many are more fitted to meet the needs and requirements of the government. An average speed of 25 miles an hour was maintained by the new Studebaker machine gun cars in their initial drive a few days ago over the 250 miles of country between El Paso and Deming, N. M., the first of a series of tests that will surely revolutionize this branch of the service.

The first lap of the trip from El Paso to Mesilla Park, N. M., was over fairly good roads—but from that point to Deming, 70 miles of desert "sea" was encountered. Despite this handicap and the fact that upward slope places Deming 8,000 feet above sea level, the heavy motors plowed steadily on over the ruts and cactus to the summit of Magpie Flats, now in deep arroyos with sand half way to wheel hubs and again on the wind-swept summits on to Deming. The rigors of the mountainous stretches they endured throughout most of the day had little or no effect upon either men or cars.

Each car contained two machine guns and their equipment, 20,000 rounds of ammunition, tools, water, gas and oil, field rations and seven passengers beside the driver, a total weight of two and one-half tons. The seats are so arranged that they afford the greatest protection to the crew and driver.

These Studebaker machine gun cars are ready for immediate service and could be called into action—operated by trained, skillful soldiers—without a moment's delay. They are called upon to bear the brunt of the work of transporting the tentage and equipment, hauling supplies from the base to the scene of operations, and numerous other duties coincident with the movement of troops. They are operated over treacherous trails, roads, through the deep sands and thorny undergrowth that is to be found only in the Southwestern States—yet they stand up and do the work more easily and faster than could possibly be accomplished in any other way.

The gratifying results of these rigid tests would indicate that a solution of the vexing Mexican problem had at last been found. A force of 1,500 of these Studebaker machine gun cars, stretching along the border from the Pacific to the Gulf of Mexico, at one mile intervals, would form an impregnable ring of steel around our southern boundary. Traveling at a speed of 25 miles an hour, as demonstrated in the tests, 50 cars could be summoned by a radio call and mobilized at any point of attempted invasion within one hour's time. Allowing an entire squad of eight men to each car, without destroying the tactical units of the army this most effective border patrol would require but 12,000 soldiers for active service—and there would be no repetition of the distressing Columbus incident.

Apperson Official Finds Business Conditions Fine

T. E. Jarrard, vice president of the Apperson Bros. Automobile Company, has just returned after an absence of three months from the factory district, which time he has visited practically all the principal cities in the East, Middle West and South.

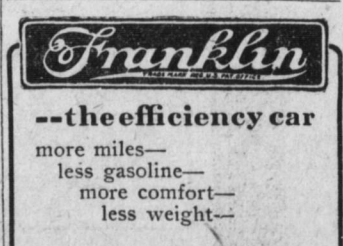
"Never have I found conditions to be so encouraging," said Mr. Jarrard, in commenting on the outlook for the future. "Everywhere the banks in the cities and the smaller towns as well are full of money. The merchant, the farmer, the wholesaler, in fact nearly all in every walk of life have money and everything seems to indicate that this money is being kept in circulation."

"As a result the demand for cars in the class of the Apperson is greater than ever before. All of our dealers are not only taking their full quota of cars but now are asking us to increase their original specifications. As an example in one week out in Kansas and Oklahoma we secured over a quarter of a million dollars worth of business for immediate shipment."

"This to us shows that the farmer and other buyers who heretofore have only been interested in the cheaper cars, are this year buying quality machines of the highest grade. That this will continue is undoubtedly true, and the reports which are coming in from the agricultural districts show that everything is doing as well as could be expected so that another banner year for the farmer is predicted."

Your saving of garage rent will quickly pay for a Butler All-Steel Garage, 10x14 ft., \$710 f. o. b. factory; larger sizes; fireproof, large doors, window ventilators, tool shelf; write for descriptive booklet. C. Frank Class, Union Trust Bldg.—Adv.

Ensminger Motor Co. THIRD AND CUMBERLAND STS. Bell Phone 3515



Franklin --the efficiency car more miles—less gasoline—more comfort—less weight—

E. W. Shank 107 MARKET ST.

Canada Comes to America For Army Motor Cars

In a search for efficient motor transportation for her half million recruits, Canada has turned to American cars and is expending thousands of dollars on high grade Yankee machines.

One of the largest orders given out by the Dominion army officials called for over 100 Six-30 touring cars. These have been delivered by the Chalmers Motor Company of Canada, Ltd., and are now in active service at Camp Hughes, Ont. In addition to the standard touring cars, a squad of a dozen chassis have been purchased for mounting machine guns and like purposes.

"We have found the light weight, speedy Chalmers car to be ideal for army work," said one of the commanding officers in reviewing the work of the motor transport. "Quick acceleration or getaway is absolutely necessary in warfare and we have discovered that the Chalmers possess this to a degree approached by no other car with which we have experimented. It has ample power, too, for hills and rough going and has more than met our demands on all occasions."

It is understood that many of the Chalmers cars now in service in Canada will be shipped abroad for use in the campaign now under way in France.

When "Silk" O'Loughlin utters his last stentorian "Yer Out" in the ninth inning of American League games this season, he can step peacefully into his Chalmers touring car and whisk back to his hotel in comfort.

The originator of the now famous "Strike Tuh" is one of a few American citizens whose decisions are always right. His word is law on the diamond and his opinion is respected in other lines of endeavor. "Silk" purchased his latest car from the Chalmers distributor in Rochester, N. Y., and is convinced that it will afford him grateful relief after a strenuous afternoon listening to "Oh, You Robber."

O'Loughlin is a close friend of Hugh Chalmers, their mutual acquaintance dating back to the years when Mr. Chalmers donated a car each season for the champion batsman in the major leagues. The American league umpire expects to use his car in touring between cities this summer.

ODD FELLOWS' NEW OFFICERS Mechanicsburg, Pa., March 24.—Last evening the following officers were installed in Wilsey Encampment, No. 29, Independent Order of Odd Fellows, by Fred M. Barton, district deputy of Carlisle: Chief patriarch, Harry M. Bare; high priest, W. B. Railing; senior warden, George W. Hershman; junior warden, Samuel C. Plough; scribe, A. H. Swartz; treasurer, Louis A. Diller; host, J. M. Mickel; representative, W. B. Railing; trustees, George C. Milleisen, G. G. King and V. C. Harbacher; outside sentinel, J. M. Mickel; inside sentinel, John T. Harnish. At the close of the lodge sessions an oyster supper was served.

An innovation has been made by the lodge with a large new electric sign, which was illuminated last evening for the first time. It is made in three sections, one for the Independent Order of Odd Fellows, another for the Wilsey Encampment and another for the Knights of Pythias. Each order will be illuminated on the night of its session.



THINGS YOU FORGET

The Studebaker Series "18" car is an evolution and perfected piece of mechanism. That is why you can FORGET many little things about Studebaker that you have to REMEMBER and care for on other cars not so highly developed.

For instance: the cooling system of the Studebaker car will work in any climate, at any temperature, providing you keep water in the radiator.

The lubrication system of a Studebaker car will work unflinchingly in absolutely all conditions, if you will remember to put oil in the crank case occasionally.

The electric lights, and the electric starter will never fail you if a little distilled water is put in the battery from time to time.

You will not have to paint your body frequently to keep it looking

nice, because Studebaker's finishing work is the sum of years of experience.

You won't have to renew the leather on your cushions, because experience has taught Studebaker how to select and buy the highest quality of leather.

You won't need to worry about making a grade with a Studebaker car, because the Studebaker motor has been perfected into the most powerful motor in the world in ratio to gasoline consumption.

You won't have to continually worry about lubrication, about oil and greasing parts of your car, because every part is equipped with ample capacity grease cups.

These are the things that make it a delight to own and run a Studebaker car, and cause you to say, "I never have any trouble with it."

Table with 2 columns: Model Name and Price. Includes models like FOUR-CYLINDER MODELS, FOUR Chassis, FOUR Roadster, etc. and prices ranging from \$885 to \$1150.

All Prices F. O. B. Detroit

Driscoll Auto. Co. 147-155 S. Cameron St. Harrisburg, Pa.

Large advertisement for Willys-Overland Motor Cars. Features the Willys-Overland logo, 'True Economy' slogan, and a list of car models and prices. Includes an illustration of a Willys-Overland car and a family scene.