

**RUNS MAXWELL
60,000 MILES**

Machine Has Appeared in
Hundreds of Movie
Show Houses

The Maxwell owned by Edgar E. Blackwell was among those present when Columbus discovered America; when the Mayflower drew up to Plymouth Bay and the pretty Pilgrim maidens set foot on Plymouth Rock this car was nearby.

It has been on the scene while half a hundred battles raged. It has edged up close to ambushed Redskins.

From tall lights to top buckles it has been shaken by giant explosions of the present war — for this car has been in the movies.

It developed a mania for motion in the factories at Detroit, and has eschewed anything that savored of silliness ever since.

It was sold in Detroit in 1910 to Edgar E. Blackwell, a cinematographer, whose photography every man, woman and child in America has admired.

Blackwell drove the little car 60,000 miles in seven years. He bade farewell to the old standby yesterday, then stepped into a new Maxwell.

Mr. Blackwell has himself been more or less intimately connected with the motor car game since the days when it was a new in England that every "steam driven omnibus" must be preceded on the road by a man on foot, carrying a red flag.

When E. H. Thomas built his first car in the old bicycle shop in Buffalo, Blackwell was there. He so desired to possess one of the new cars that he placed his order at once and obtained one of the very first of the 100 "one-lungers," which Thomas turned out in 1907.

This car he drove until 1903 when he purchased a car of another make and of far more substantial construction, for it held together until 1910, when he procured the Maxwell.

The old Maxwell was driven 60,000 miles. It has covered every inch of the road and much plain, roadless "landscape" in Arizona, Nevada, Oregon and California. It has been used time and again for a camera stand in Blackwell's motion picture work.

It has often appeared in scenes. After the car had been driven 50,000 miles its owner drove it from Reno, Nevada, to San Diego, and made no repairs during the entire journey.

But all things made by the hand of man must come to an end. The staunch road conqueror has seen its day.

As a farewell trip Blackwell drove the car to San Francisco and back last week, and then bade it good-bye, gave it to the junk man, and purchased a new 1917 Maxwell from the Lord Motor Car Company of Los Angeles.

Blackwell is confident that the record of the older car will be upheld by the handsome new Maxwell which has taken its place.

**Hudson Racing Team
Has Victorious Season**

"No team of racing cars has ever shown such a record for consistency as the Hudson, which has just ended a record-making season on the speedway. A dirth of speedway events has compelled the team to withdraw from the balance of the year," says L. H. Hagerling.

"The action was a disappointment to many motor enthusiasts for the Hudson was foremost of the teams engaged on the speedway and its short but brilliant campaign decisively established its title as champion of the American speedway.

"In one event American speedway records for 150 and 200 miles were established at an average of 104 miles an hour.

"Track records were established at Chicago, Cincinnati and Omaha. The fastest time ever recorded at Tacoma and Minneapolis was made by the Super-Six Special, and claims for the track records will be considered by the American Automobile Association.

"Here is the unmatched record of the Hudson Super-Six Specials in this year's nine championship races, held in Cincinnati, Chicago, Omaha, Tacoma, Uniontown and Minneapolis.

"Twenty-two entries were made. All save one finished within the money; an accident forced that one car out.

"Hudson Specials won firsts in four events; second in six; third in two; fourth in three; and sixth, seventh and eighth in one each.

Speedway racing has done much to develop the motor car, revealing weaknesses of construction and teaching engineers wherein certain faults can be corrected. It was through building race cars that the foreign makers reached the high workmanship in motors. Not until the Hudson Super-Six went on the speedway this year has any car of purely American design succeeded in winning speed honors.

The Super-Six Specials were modifications of the stock car. They were built to demonstrate the Hudson endurance and, therefore, followed Hudson stock construction. The Hudson race team's only trouble was with tires. Good tires adhered closely to stock design they outweighed the special racing machines against which they were pitted by from 100 to 300 pounds. The handicap was not only a weight handicap, however. The Hudson had power enough to pull the equivalent of four heavy passengers extra, and still to win at will. But this additional weight wore heavy on tires at high speed, and frequent stops were necessary to change tires."

**Will Treat Offenders
Alike at Police Court**

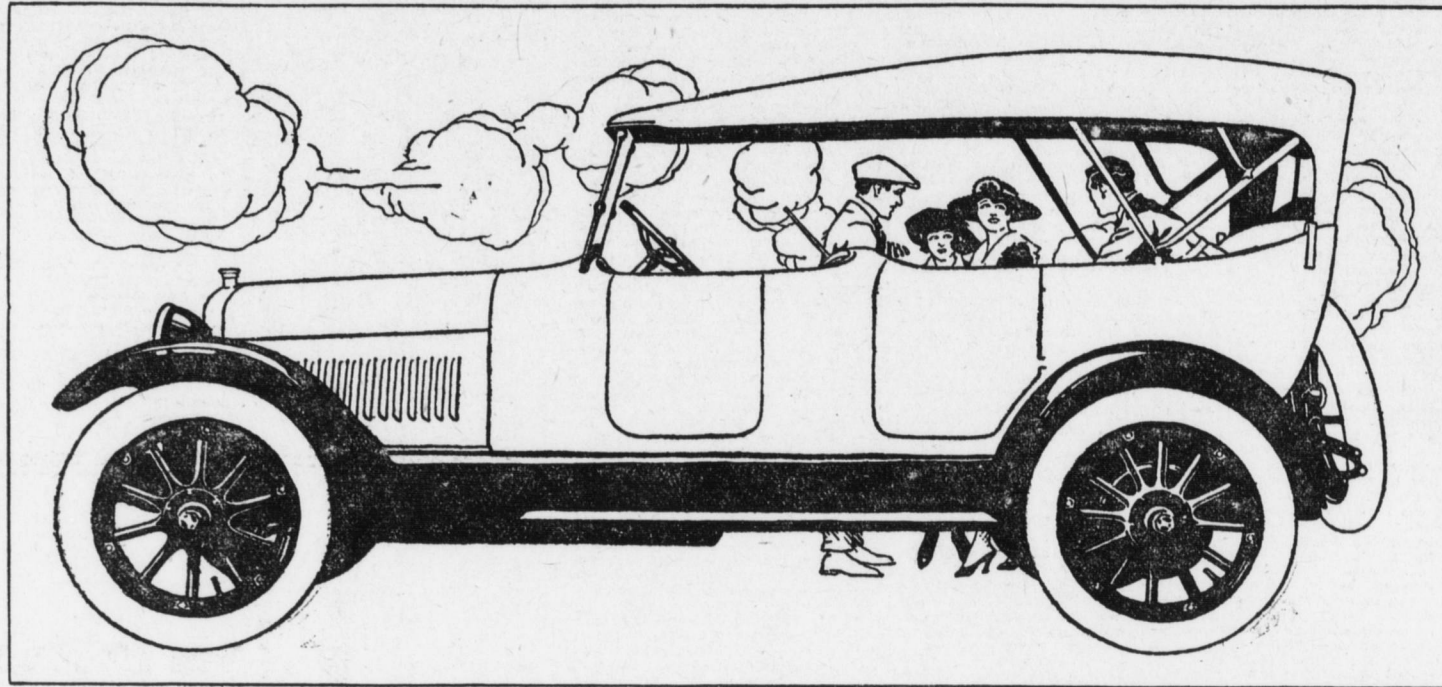
Everyone will receive the same treatment in Alderman Nicholas' court, the alderman announced yesterday when he imposed fines for breaking city laws. The laws were made to be observed, said the magistrate, and all offenders will be treated alike.

E. A. Beam was arrested on a charge of running ahead of traffic in Market street subway. The fine was \$5. J. F. Kiehl was before the court charged with running a street car with a big searchlight in use on Cameron street. The motorman explained that children were playing on the street and he used the strong light for less than two blocks, for the protection of the youngsters. The fine was \$3. William Brown, of Paxtang, appeared for his son William, who was charged with driving his car with bright lights at Front and Vine streets shortly after 8 o'clock. Mr. Brown said that the lights were so poor in that district that it was unsafe to operate with dim lights.

MARRIED AT ALTOONA
Liverpool, Pa., Aug. 18.—Leon L. Lutz and Miss Maude Fry, of Altoona, were married at Altoona. They will make their home at Harrisburg, where the groom holds a clerical position with the Pennsylvania Railroad.

CHANDLER SIX

**Do You Know Why More People This Year
Are Buying The Chandler Six Than Are
Buying Any Other High-Grade Car?**



**Do You Know Why in Four Years' Time The Chandler Has
Passed and Left Behind, One by One, a Long
Line of Other Well Known Cars?**

There are perhaps several reasons, all of which would appear very clearly if you had the opportunity or took the time to analyze the history and business policies of the automobile industry. But there is one big basic reason which to you as a motorist is the essential reason, and that one reason is this—that ever since the first Chandler car was designed and built and marketed four years ago last month, the Chandler has offered the finest of design, construction and equipment at the lowest possible price.

The Chandler today offers this excess of value, this dependability of service, just as distinctly as at any time in the four years past.

It took some little time, of course, for a great part of the motoring world to pin its confidence to this newcomer. Men recognized, indeed the whole trade recognized, that a new type of car which must make large appeal had come into the market. The trade knew that it was the product of men who knew motor building and general motor car design and who were experienced in the best manufacturing practices.

Still—and remember this was more than four years ago—the trade said a newcomer could not win out.

Nevertheless, there were a few hundred Chandler cars manufactured and sold in those months of the summer and fall of Nineteen-Thirteen.

And how distinctly the Chandler

has won its place in the very front rank of fine motor cars is reflected in the Chandler sales records of Nineteen-Fourteen, Fifteen, Sixteen and Seventeen.

Month by month and season after season thruout these four years the Chandler has moved forward and forward, until today its leadership could hardly be questioned.

Your own observation of high-grade cars in service in almost any market in America would show you clearly how surely the Chandler has come into leadership.

This leadership has been built on the Right Car at the Right Price.

Back in 1914 men were very generally inclined to recognize that the Chandler was the right car at the right price and about two thousand of them had the courage to make sure of their convictions.

Those two thousand won thousands more to their convictions, so that in the year following nearly seven thousand men chose the Chandler for their car.

And the car went on making friends by its performance in the hands of these owners.

The whole country marveled at this wonderful motor, at its power, its flexibility, its life and get-away, and its endurance. The whole Chandler chassis came to be recognized as a great mechanism.

So last year, 1916, it was hardly surprising to those who really knew the Chandler that more than thirteen thousand motorists chose this

car for their car, more than twice as many as had chosen it the year before.

And now comes 1917, a year of some stress for all trades, a year above all years when the real worth in merchandise counts most. And what is the motoring public's answer in its discussion of high-grade cars? What is its answer in discussion of Sixes most particularly?

From coast to coast so far as our available records show, the Chandler is preferred above all other medium-priced cars, above all other high-grade cars.

Our own sales records show an increase of better than 55% in the first six months of this year as compared with the first six months of last year.

Records of registration of new cars, although available in only a few typical sections of the United States, indicate a tremendous public preference for the Chandler over all other cars in its field, in some instances as much as a two-to-one preference.

We realize that in some isolated instances, because of peculiar trade conditions, some other car may lead, but in the great markets where men have the choice of all makes of cars, where every kind and type of car is represented, sold and owned, motorists indicate their preference for the Chandler, and prove their confidence in the Chandler, by choosing the Chandler.

Chandler leads because, starting

with the right type of car, the Chandler Company has stood firmly by this type of car. It has continued to develop this car thruout these four years until today it approximates perfection in construction and performance.

We cannot convey to you in the printed page any full conception of the superiority of the Chandler motor, but any one of nearly forty thousand Chandler owners could put you alongside him at the wheel and show you Chandler superiority.

We would be more than pleased to show you this superiority; we would be more than pleased to make clear to you the excellence of the Chandler car in all its details.

We would like to show to you what it means in satisfactory road performance that the Chandler motor is equipped with Bosch High Tension Magneto as is the Pierce-Arrow, Marmon, Locomobile, Winston, White, Stutz and the Mercer; what it means to you that the Chandler car is built with a big solid cast aluminum crank case extending from frame to frame and giving absolute rigidity to the motor mounting; that it is equipped with silent chains for driving the motor shafts and with annular ball bearings in transmission and differential and rear wheels.

We would like to show you what these items of design and equipment and many others, typical of the highest priced high-grade cars, mean to Chandler performance.

Come Let Us Show You Why and How Chandler Leads

FIVE BEAUTIFUL BODY TYPES

- Seven-Passenger Touring Car, \$1595
- Four-Passenger Roadster, \$1595
- Seven-Passenger Convertible Sedan (Fisher built) \$2295
- Four-Passenger Convertible Coupe (Fisher built) \$2195
- Luxurious Limousine, \$2895
- All prices f. o. b. Cleveland

ANDREW REDMOND, Distributor
Third and Boyd Sts. Harrisburg, Pa.
Both Phones

CHANDLER MOTOR CAR COMPANY, Cleveland, Ohio