



Those who are within the world of Cadillac ownership are enjoying luxuries to which you must remain a stranger so long as you are outside that world

Crispen Motor Car Co. 414-417 South Cameron Street

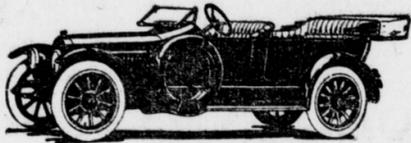
Retread Tires Shown at Sterling Tire Exhibits

The Miller Rubber Company introduced a new band for retreading worn out tires some time ago. Formed after mechanical ideas it has the most effective principle and design against skidding. A series of "cozes" divided by a narrow strip of soft rubber in the center of the band help to make this nonskid effect a truly remarkable one.

on the breaker strip forms a solid unit with the tire after vulcanization. At the booth of the Sterling Auto Tire Company is shown a tire retreaded with one of these bands and in addition to this Mr. Bosch says that his personal car has two of these nonskid retreads on the rear as well as two plain retreads on front wheels, all done at his shop, with Miller stock.

Read ex-Sheriff Chas. L. Johnson, of New Bloomfield, Pa., Big Public Sale advertisement, March 23rd, of 275 head livestock, found on page 12.—Advertisement.

New Hudson Light Six



Price \$1,750

The Six Forty Proves Its Economy

In competition with the leading Four-cylinder types. This contest was held in many cities and under varied conditions, whenever it was possible to get a four-cylinder competitor to enter the contest. This was impossible in many cases and a number of fours failed to appear after entering. The following list will be found interesting reading:

Table with columns: Test Run made at, Mileage per gal. of gasoline, Hudson Six-40, Competing 4-Cylinder Car, Remarks.

8 Hudson Sixes averaged 17 1/2 miles per gal.; the 8 Fours 12.93. Showing the Hudson a winner by 32 1-3 per cent. In the local contest a Hudson 7-passenger car used less gas than the best Four—with five passengers. Credit for this showing is entirely due to the master builder, Howard E. Coffin, the man who has designed the Dominant Six.

I. W. DILL

East End Mulberry Street Bridge

THE REASON FOR SIX-CYLINDER DOMINANCE

BY GEORGE W. DUNHAM Consulting Engineer, Chalmers Motor

The sensation of the 1914 season has been the overwhelming tide in favor of six-cylinder cars. The buying public has viewed with no small amount of interest the steadily increasing trend toward "Sixes." Five years ago there were only eight companies in the entire country building six-cylinder cars. Only two of the eight built six-cylinder cars exclusively. Since that time the demand has grown so rapidly that this season 37 of the 43 leading manufacturers in the United States are building "Sixes." And this does not include any but the best known cars. There are in addition probably eighteen or twenty other makes of "Sixes."

For he will find the "Six" more silent, smoother running, infinitely more flexible. He will find that it does its work, whether "jawling" at a small pace through traffic, climbing steep grades, or making a dash with less fuss. The "Six" has been called the "effortless car." I think that this is a very descriptive phrase, for the most impressive thing about the well-built six-cylinder car is that which it does everything required of a motor car.

These qualities of silence, smoothness, flexibility, are possible only in a "Six." Actual practice has proved that no "Four" can possess them in a like degree. The very principle back of four-cylinder construction precludes the possibility of the steady flow of power which makes a good six-cylinder car as flexible and constant in its pull as a steam engine.

The four-cylinder motor theoretically applies power constantly to the crank shaft. In actual practice there is a gap between the power impulses in every four-cylinder motor. This gap is caused by the waste in power necessary to overcome friction and the weight of a "Four." So long as the "Six" there is no interval in the power stream. The working strokes of the six cylinders overlap. In a complete revolution of the "Six" motor, one piston begins its working stroke before the preceding piston has finished work. This means that power is delivered constantly to the crank shaft. And constant, steady power and proper balance of parts which make it possible means the elimination of vibration.

The result is that the six-cylinder motor works easier than any "Four." What is more, it wears longer because the vibration in a "Four" is destructive. It causes unusual wear on bearings and moving parts. I don't mean to say that there is no difference in the weight of a "Four" and "Six" car. The "Six" is probably better than they have been in the past. In certain very light types of cars it would be inadvisable to use anything but a four-cylinder motor. Cars of this class are not expected to overcome the obstacles which the heavier, more powerful cars are expected to meet without hesitation.

But the fact remains that the six-cylinder principle has been proved vastly superior to the four-cylinder principle, just as the four proved superior to the twin-cylinder motor, just as the two-cylinder motor proved superior to the single-cylinder motor.

The superiority of the "Six" does not lie in the fact that it will travel faster than a "Four," for this does not necessarily hold. Practically any "Four" will travel as fast as anyone wants to go or ought to go. It is not that the "Six" will climb a hill any faster, or will pull the weight of the car through any deeper mud. But the "Six" will do all of these things easier, with less wear and tear on the machinery, with less effort on the part of the driver and with greater comfort to the passengers than any "Four."

A well built six-cylinder car has the flexibility of the turbine. It will crawl at two miles an hour through crowded traffic and pick up in just a few seconds to 20, 30, or even 50 miles an hour without shifting gears. A rightly designed six-cylinder motor is so vibrationless that even at high motor speeds it is possible to balance a pencil on end on the cylinder block. Such a wide range of speed and such entire absence of vibration cannot be built into a "Four."

And actual tests have proved that a "Six" rightly built costs less to own than a "Four" of the same size and power. The presupposed high cost of "Sixes" has been due to the fact that "Sixes" and "Fours" haven't been put on the same basis. It has been customary to compare a "Six" capable of developing 50 horsepower with a "Four" of 30 horsepower. This is obviously an unfair comparison. Experience shows that the difference in the cost of gasoline consumed by a "Four" of approximately the same power amounts to only \$12 to \$15 in 10,000 miles of driving. Compare this slight additional cost with the difference in cost of upkeep which is a very important item in a "Four" means costly repairs. One adjustment of the connecting rod bearings more than makes up for the difference in the cost of gasoline. A crank which is so rigid that a pencil can be balanced on the running motor is not pounding itself to pieces. There are years of extra service in the well built "Six" that cannot be had in a "Four." So long as you run it is cheaper to own a "Six" than to own a "Four" of equal size and power.

These are the principal reasons why 37 of the leading manufacturers in the United States are building "Sixes" in ever increasing numbers. The "Four" is gradually being dropped, just as the single cylinder and the twin-cylinder motor have been dropped. Next season there will be an increasing number principle will be confined, I am inclined to think, almost entirely to the cheaper cars. What is more, it wears longer because the vibration in a "Four" is destructive. It causes unusual wear on bearings and moving parts. I don't mean to say that there is no difference in the weight of a "Four" and "Six" car. The "Six" is probably better than they have been in the past. In certain very light types of cars it would be inadvisable to use anything but a four-cylinder motor. Cars of this class are not expected to overcome the obstacles which the heavier, more powerful cars are expected to meet without hesitation.

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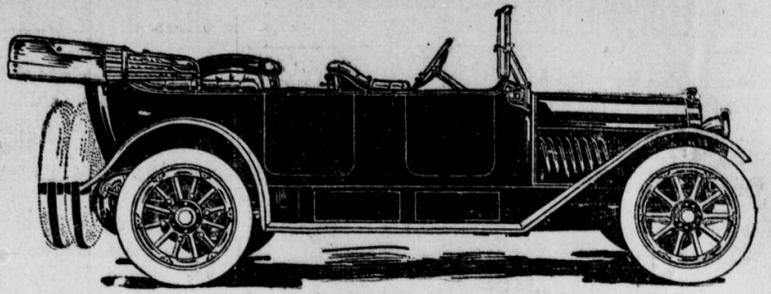
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An After Consideration



It's not the first cost of an automobile that counts. It's the after cost. That's why it does not pay to buy a poorly constructed machine. After a year's use you begin to have an endless amount of expense. The material in a low price car can no more stand wear and tear than can a poorly made and cheap suit of clothes stand it. The Abbott-Detroit may cost you a little more to commence with, BUT you have a car that is good for YEARS, NOT A YEAR.

They are constructed of the finest material money can buy. They are made to wear and give you HONEST returns for your money. They are handsome in appearance. They have that TOUCH of refinement that cannot be found on lower price cars. They were conceded to be the finest looking and best constructed cars in the Harrisburg Show. They proudly uphold the slogan, "NOT MADE TO UNDERSELL, BUT TO EXCEL. They are made for people wanting INDIVIDUALITY — SAFETY — REFINEMENT—and ECONOMY.

They are sold by a DIRECT FACTORY BRANCH. YOU better investigate, unless you want to cheat your-self. In addition to our regular line, we have some remarkable values in used cars.

Give our service department a trial. It's all that can be desired.

Harrisburg Branch

Abbott Motor Car Co.

106-108 S. SECOND ST., Harrisburg, Pa. BELL PHONE 3593

MOTORCYCLE CLUB HAD BIG LUNCHEON

Members of the Nomad Motorcycle Club met last night and ate a clam soup supper prepared by Victory Har-lacker. Covers were placed for forty members and guests.

Addresses were made by George Dorzon, representing the Federation of American Motorcyclists, who talked on the good results from a State wide movement and by Josiah Starr. Five new members were elected.

TO FORM PEACE SOCIETY

Formation of a branch of the International Peace Society will be made in this city according to the plans of Rabbi Charles J. Freund, of Ohev Shalom Temple, who is a prominent member of the society. Other local people are members and it is planned to form these into a local society following on peace to be given here June 5 by Rabbi J. Leonard Levy.

STANLEY STEAM CAR HAS MANY ADMIRERS

The Stanley steam car at the local automobile show has received a liberal share of attention. This is the only car in the entire show that is not dependent on gasoline for motive power. Throughout this section there are a great many owners of Stanley steam cars. The advocates of steam cars claim many advantages for this method of propulsion. In hill climbing it is said that a steam car will pass any car on the grade, and the advocates of steam claim it is easier on tires because of a steady pulling motion. In favor of the steam propelled car, Charles A. Brown writes as follows in the Horseless Age:

"I am gratified to see the reviving interest in steam cars of which the letter from Mr. Prior in your issue of July 2 in this section is evidence. The present gasoline automobile is a marvel of ingenuity. It shows what persistent inventive genius can do in adopting a machine to a use for which it is nature's unit. A gasoline engine is essentially and normally a constant speed motor, which does not start from a state of rest, as everyone knows. Hence, about the most inappropriate use to which it can be put is the running of a variable load variable speed device like an automobile, which has to stop and start at frequent intervals. Inventors have done wonders in the way of adapting this gasoline motor to a use to which it is not normally fitted, but this has been done at the expense of complication and the addition of devices such as the self-starter to overcome the difficulties inherent in the gasoline motor.

"On the other hand, the steam engine, which has been the standard prime motor for a century, is particularly well adapted to variable speed and variable load and, without the addition of any mechanical arrangement, produces an infinite number of speeds from the lowest speed up at high power efficiency. This makes steam the ideal power, particularly for commercial vehicles. "The greater economy of the internal combustion engine, in view of the much heavier construction of car and equipment that is necessary for gasoline car, is a delusion. There is more saving in tire cost, due to the lighter weight of the steam engine, of equal performance, than the extra expense of the gasoline required. Moreover, there is no greater economy necessary in a gasoline car than in a steam car. A modern heavy automobile equipped with all the accessories, including lighting and self-starting dynamo and battery, is doing well to run at an expenditure of eight miles to the gallon of gasoline. A steam car of equal performance can do as well or better, and this leaves out of account the great improvements in combustion which may be expected to be applied to the steam generator, and which have already been made practical in certain lines, such as stoves and furnaces. I refer to the Bonecourt surface combustion process. The practical advantages of steam cars such that, as is well known, one concern most conservatively managed has been making a continuous success of the steam car business, and the reviv-

GOVERNOR AT MUZZLE CLUB

Governor John K. Tener, Secretary Walter H. Gaither, Executive Controller S. C. Todd, Mayor Royal and the members of City Council, District Attorney M. E. Stroup and Mayor Frank B. McClain, of Lancaster, together with other prominent men, will be guests at the beefsteak dinner of the Muzzle Club at the Harrisburg Club at 7 o'clock to-night.

JEFFERY Including Cross Country Automobiles \$1,550 to \$3,700

MarathonAutomobiles \$925 to \$1,400

JEFFERY TRUCKS 1,500 and 2,000 Pounds Capacity

W. E. Garage Co. AGENTS Kelker and Logan Streets

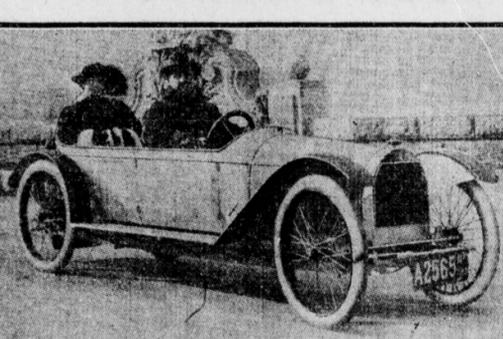
1914 Excelsior Reduced to \$225



The classiest 1914 Autocycle on the market. Many new features. It will pay you to see it. Can be purchased to suit you. We also have on hand new motorcycles from \$125.00 up, sold on weekly payments.

We also handle the highest grade of Bicycles. Latest models. Sold on weekly payments. The only motorcycle to attain a speed of 100 miles an hour. Excelsior Cycle Co. 1007-9 N. Third St. The only exclusive Motorcycle and Bicycle Store in Central Penna.

Wait and See the TWOMBLY \$395



The Twombly underslung car will arrive the latter part of April. The car that caused the biggest sensation at the New York Auto Show. Demonstration car will arrive in a few weeks. A real auto for a small price: four cylinders, self starter; electric lights; wheelbase 100 inches; tread 38 inches; tandem style; weight 600 lbs.; 15 H. P.; 40 miles on a gallon of gasoline; speed 50 miles. Trostle and Mourer, dealers for Dauphin, Lebanon, Cumberland and Perry counties. Salesroom at Mehring's garage, 933-939 Rose Ave.

TROSTLE & MOURER 933-939 Rose Ave. Near Sixth and Boas Sts. Bell Phone 1367-1.

After Visiting the Auto Show VISIT US See Our Stock and Get Our Prices on Automobile and Motorcycle Tires

Table with columns: Tire size, Price, Tire size, Price.

All kinds of accessories carried in stock E. MATHER CO. 204 WALNUT ST.



6 PASSENGER Partin-Palmer \$975.00 COMPLETELY EQUIPPED 38 H.P. 115" WHEEL BASE

WE take pleasure in announcing to the motoring public that we have assumed the agency for the Partin-Palmer Automobiles. Demonstrator will be here April 1st. Phone 2423 for further particulars, or write to Universal Garage 1826 Wood Ave. Harrisburg, Pa.

KOEHLER

1-ton gasoline commercial cars. Suitable for any business. \$750 Stanley Steam Cars Pleasure and Commercial. \$1,250.00 to \$2,500.00, fully equipped. Equipped to burn kerosene. Paul D. Messner 1115 JAMES STREET Bell Phone.