



Standard Touring Car \$1975

It Is a Pleasure to Own

- A Car with a perfect Cooling System.
- A Car with a perfect Oiling System.
- With a Clutch that obeys your very thought.
- A Steering Gear easy enough for a child.
- With the most wonderful motor built.
- Brakes that operate by a touch.
- A two-speed axle that gives the sensation of flying.
- A Car with a finish that has no comparison, and rides without sway or toss.
- That will cover 15 miles to the gallon gasoline.
- A Car that commands respect on the road—because the other fellow soon learns that he hasn't a ghost of a show on the "get away" (you hear so much about) and that he must be able to go considerably better than 60 miles an hour before he can dispute the road with you.
- That pleasure will be yours if you drive a 1914 Cadillac.

CRISPEN MOTOR CAR CO. 413-417 South Cameron Street

Name Winners in 200-Mile Saxon Non-Stop Contest

Final revised reports on the 200-mile non-stop contest for Saxon dealers throughout the country show an unprecedented economy average of 24.53 miles to the gallon of gasoline. This is slightly less than the average of 34.75 miles, compiled from the first batch of telegraphed statements.

The winners, according to an announcement by President H. W. Ford of the Saxon Motor Company, were the Diamond Motor Car Company, of New Rochelle, N. Y., with a record of 47.65 miles to the gallon, and the Iowa Automobile and Supply Company, of Des Moines, who made a record of 47.04 miles to the gallon.

Among others who secured remarkable averages were the Davis Auto Co., Providence, R. I., with a score of 44.4 miles to the gallon; L. A. Van Patten, of New York City, 44 miles; M. H. Wood, of Webb City, Mo., 40.7; H. C. Steinau, Bronx, N. Y., 40.1 miles; Thompson & Smith, Bakersfield, Cal., 40 miles; Thomas J. Doyle, Detroit, 40 miles; Northwestern Auto Co., Minneapolis, 40 miles; Western Motor Car Co., San Diego, Cal., 40 miles; Jamison & Hallowell, Montgomery, Ala., 39.4 miles.

Showings made in this contest reveal the best economy averages on record in a test of nation-wide scope. According to the provisions of the contest the motor of every Saxon entered had to be kept running until the car covered 200 miles of distance, during changes of drivers, time out for lunch and at any other time the cars were not making mileage.

Nearly every State in the Union was represented in this run which was

held on May 18. The Saxons that competed had to face all kinds of weather, road and hill conditions. Despite such obstacles, however, the lowest score was 25.8 miles to the gallon. Unusual records were made in such hilly cities as Pittsburgh and Ann Arbor, and over rough country roads in Ohio and Texas.

"We were surprised at the remarkable mileage on gasoline secured during this contest," said C. E. Jamison, sales manager of the Saxon. "In nearly every case previous mileage records in each particular vicinity were bettered by the cars entered in this contest."

"It must be remembered that few of the Saxons covered their allotted 200 miles with weather and road conditions all in their favor. A number of the contestants had to drive their cars through rain storms. Others were forced to contend with muddy roads and deep sand in stretches. Still others had to choose courses in hilly territory."

MOTORCYCLE DAY IN PHILADELPHIA

May 30 is to be known in Philadelphia as "Motorcycle Day." On that day riders of the Quaker City are planning a huge street parade, in which 2,000 motorcycles and 500 bicycles are expected to participate. Riders from many towns outside of Philadelphia are asked to take part in the parade, and suitable awards will be offered for the best decorated machine and also for the most novel and comic display. In addition to the street parade, promoters of the event promise one of the greatest motorcycle and bicycle carnivals ever held in Philadelphia.

BRITISH AUTHORITY COMMENDS OVERLAND

No Particular Friend of Cheap American Car, but Praises Overland

An appreciation is always welcome, but when it comes from one who has always been an avowed enemy it is especially gratifying. That is the reason the Willys-Overland company of Toledo, Ohio, is proud of an article which appeared recently in the Illustrated News of London, England, from the pen of W. Whittall regarded as one of the most able automobile authorities of the Old World. The English people have for many years been somewhat inclined to belittle the efforts of American motor car makers, and the medium priced car produced in large quantities has come in for a special share of condemnation. From a perusal of Mr. Whittall's article it begins to look as though our British cousins were at last inclined to give us some credit. The article is in part as follows:

"Last week I sat down some conclusions upon American cars in general, and since then I have had occasion to become more closely acquainted with one in particular—the Overland. This is one of the very cheapest of the American importations since it costs some £275, all on, but considering what is given for the money it is certainly exceedingly fine value for the money.

"A big, able engine, three speed gear box, electric self-starter and lighting equipment, magnificent brakes, most comfortable and roomy seating accommodations for five, hood screen, lamps, speedometer, tools—everything complete, in fact, save the petrol to drive away with, and that you must buy yourself.

"And as to its running. Well, I found the car to run as well as it looks, which is saying a great deal. Quite fast on the level, silent, with a wonderfully good acceleration, and a fine hill climber without, I really do not see what more can be desired by the average motorist than the Overland will give. As readers of this column are well aware I am no particular friend of the cheap American vehicle, but this Overland car is one which would convert the most determined opponent of the transatlantic cars. Not that I need conversion, for the reason that my attractions have always been directed against the cheap and nasty variety solely, and I have invariably striven to hold the scales fairly, recognizing merit where merit is present. And certainly it is present in the Overland, and that to a very remarkable degree."

Jeffery Merits Shown to Prospective Buyers

As this is Jeffery week many people are availing themselves of the opportunity to see this famous car. The new model Jeffery is a six-passenger touring car, which provides every comfort. One of the notable features of the new Jeffery is the leather upholstery between the clutch and transmission and marks a great step towards silence and efficiency. The West End Garage at 1808 Logan street, are distributors for the Jeffery "Four" and "Six" in northwestern Pennsylvania, and states the big sales of the Jeffery machine are due to its perfection.

All of the new Jefferys are equipped with U. S. L. steering and lighting system, the imported annular ball bearings throughout, the Spicer universal joints, combination force feed and splash oiling system, four forward speed transmissions, full floating type rear axle on imported annular ball bearings and with vanadium steel springs. The body of the latest Jeffery cars was designed by Rothschild, of New York.

The Daily News, the Journal and the Tribune of Minneapolis, Minn., all use motorcycles in collecting news for their respective papers.

HEAVY AUTO WILL SOON BE OBSOLETE

Vice President of Chandler Company Says 3,000 Pounds Will Be Limit

The newspapers and magazines are fairly filled with weighty discussions in automobile advertisements and careful observers declare that the most notable movement in the automobile industry is the lightweight movement. All manufacturers are apparently striving for reduced weight or, at least, striving to create the impression of light weight.

C. A. Emise, vice president and sales manager of the Chandler Motor Car Company, of Cleveland, says, that the greatest single improvement which can now be made in automobiles is weight reduction. He says that "every five-passenger car should weigh less than 3,000 pounds."

"When I say a five-passenger car," explains Mr. Emise, "I mean a car of 120-inch wheel base, for that is the ideal length. Less is enough for comfort and more is unnecessary. The great percentage of present day cars are of this size. If a six or seven-passenger car is desired, a 132-inch wheel base is the least that will give comfort and sufficient room, but then we are back again to the great heavy car, and that is what the public has fought to get rid of. Three inches more may be enough room for adults, but not enough for children or grown-up folks.

"So the Chandler Company gladly goes on record in stating most positively that an automobile should not weigh more than 3,000 pounds, and we make the prophecy without qualification that within the near future a car weighing more than this will be difficult to sell. Three pounds is the weight limit of the five-passenger of the future.

"The manufacturers know this question of weight is vital. Read the advertisement and you will see the signs. 'A light car and a speedy one.' 'How much should an automobile weigh?' 'The unmistakable demand for light weight.' 'Our car is 300 pounds lighter.' 'Our car is heavy enough for safety and comfort, but medium weight is the right weight.' 'But with all this talk of light-weight, has it not occurred to you that about the more weight, the better it is out about a car is what it actually weighs on the scales. With all this talk about weight, figures are hard to obtain. It is a significant fact that about the only six-cylinder cars willing to advertise and publicly proclaim their weight are the three six-cylinder cars which weigh less than 3,000 pounds. The other talk about light weight, but strangely enough suppress the figures.

"Chandler says a 3,000-pound car has all the endurance and stamina and the freedom from mechanical trouble and breakage that is possible to obtain in a car," concluded Mr. Emise. "Watch this movement toward light weight cars, and you will find every manufacturer when he reaches the 3,000-pound mark will publish the figures and they are all working as rapidly as possible to this end."

Deliveries at Keystone Shows Prosperous Demand

With motors whirring, and cars running in and backing out, and other motors cars lined up along the curb, the owners of which were waiting for supplies or accessories, the Keystone Motor Car Company presented a very business-like place this morning. Robert L. Morton, the manager, had no time for a personal holiday but was trying to be at all places at once to see that everybody was properly taken care of.

Five cars delivered yesterday and four to-day in the prosperous report made by Mr. Morton. This would indicate that Chalmers, Studebaker and Saxon cars are in proper demand and receiving a liberal share of this season's business.

Ten Cadillacs Purchased For Funeral Equipment

The ever-widening adaptability and application of the motor car is being illustrated each day, as new uses are found for it, but perhaps one of the most striking and significant advances made is the adoption of the automobile for the funeral cortege. Now that perfection of mechanical construction has been practically realized, funeral directors are beginning to appreciate the advantages of motor transportation in

their line of business, especially because of dignity, comfort and time-saving virtues.

A case in point recently occurred in Baltimore. In that city last month the Cadillac distributor sold ten cars in one order to two funeral directors. Each firm will have a motor hearse and four Cadillac eight-passenger limousines, and by a mutual arrangement each firm can command an equipment of the eight limousines.

With an order of this size involving an expenditure of so many thousands of dollars, it was natural that a very thorough consideration should be given the selection of the car. The Cadillac won out because, as the purchaser phrased it, "Its record invited and inspired confidence." There were many very practical considerations. It was necessary to have an electric and self-starting equipment that was thoroughly reliable and dependable. A funeral cortege must move with decorum. The outlines must be plain and dignified and the car must, above all, be silent in its operation and movements.

Occupants of these cars will ride in comfort—even luxury—protected from inclement weather and, while proceeding with all the dignity the occasion demands, will yet save, in Baltimore, one hour and a half in going to and from the cemeteries.

Abbott-Detroit

Offers An Unusual Price Proposition On Four-Cylinder Cars

Real Automobile News
This is news—real news!
We have a proposition for you on a 1914 Abbott-Detroit "four" that is more than merely a "chance" to get a famous four-cylinder motor car at an unusual price—it is an 18 Karat Golden Opportunity!

In fact, it's an opportunity so seldom offered on a high-grade, well-financed car that we don't have to shout it from the rooftops. We're saving it for the chosen few who ask us about it personally. Call or phone today.

The Chassis

A car is no better than its chassis.

The mechanical units embodied in the Abbott-Detroit "Four" chassis are the best you can get at any price. Here are a few—Continental motor, Warner transmission, Timken bearings, Zenith carburetor, etc. Can you beat them?

The distinctive body lines, the finish and the equipment make

this just the car you will be mighty proud to drive.

The Abbott "Six"

"Six" enthusiasts, at first glance, would call the new Abbott "Six" a \$3,000 car. Its equipment and colorings are distinctively high class.

Upon investigating its make-up—the 60 h. p. Continental motor, Jacobson axle, Auto-Lite starter, etc., they would be inclined to raise that estimate to \$4,000 or \$5,000.

Everything is the best money can buy. Nothing is lacking. And the price is—\$2290.

You don't have to take our word for Abbott quality—come and see for yourself.

Service Department

Local Abbott owners are unusually fortunate in the matter of service.

We always carry a large stock of parts on hand, and our service repair shop is equipped to give Abbott owners immediate action.



Six-cylinder, 60-h. p., seven passenger Touring Car—Price \$2290

Used Cars Taken In Exchange Liberal Prices

HARRISBURG BRANCH Abbott Motor Car Co.
106-108 South Second Street, Harrisburg, Pa.
Bell Phone 3503

CALL 1991-ANY PHONE. FOUNDED 1871

Bowman's

HARRISBURG'S POPULAR DEPARTMENT STORE

Reduced Prices On All Makes of Tires Guaranteed 3,500 Miles

Complete stocks of Goodyear and Kelly-Springfield and other makes of Tires and Tubes, (guaranteed 3,500 miles) at prices you would usually pay for non-guaranteed.

Size	Plain	Slit	Knob	Slip	Tubes
28x3	\$ 9.49	\$10.99	\$ 9.49	\$11.99	\$12.69
30x3	9.49	10.98	9.49	11.98	12.69
30x3 1/2	12.69	14.69	2.98	17.98	19.98
32-4	15.69	15.69	2.98	25.49	25.49
32-4 1/2	18.98	22.19	2.98	26.49	26.49
34x4	19.49	22.98	2.98	29.49	29.49
34x4 1/2	27.49	31.95	6.19	32.98	32.98
36x4 1/2	27.98	32.25	6.49	34.98	34.98
37x4 1/2	28.98	33.96	6.69	35.98	35.98
37x5	33.69	39.49	6.99	42.50	47.60

On the Third Floor—BOWMAN'S.

Firestone Tires and Red Tubes

MOST MILES PER DOLLAR

SQUARE DEAL AUTO SUPPLIES

1408 North Third Street Bell Phone 3627

Chalmers

The Master "Sixes"

Master "Six" \$2175
6 Passenger Touring Car. \$2275

The Choice of 1000 Men A Month

In one month men paid over \$2,000,000 for Chalmers Master "Sixes." They had all the world's "Sixes" to choose from. They chose the Chalmers.

But first they made the Master "Six" prove itself. It proved its worth to them in deeds—not words. And they were convinced. For they couldn't doubt what their eyes saw—what their senses perceived.

This "Six" Opened Their Eyes.

Until the Chalmers Master "Six" appeared last year, buyers had thought of all "Sixes" as heavy cars, extravagant of fuel and tires; costly to buy and expensive to keep.

But the Master "Six" was a revelation. Here was a car of six cylinders at a moderate price; with a motor so silent and smooth running that friction and wear might be forgotten. A car which cost little to buy and little to keep.

No "Four" Has Such Smoothness

Its Master Motor has six cylinders of small bore and long stroke. It fairly floats up the hills on high gear. It can reach twenty-five miles an hour in ten seconds from a standstill; it can creep at two miles an hour through the crowd and at the touch of the throttle be off like a greyhound. Such flexibility of power is possible only among "Sixes," and rare even there.

Motorists have learned that vibration means discomfort for the passengers increased fuel bills, and the very life of the car cut short.

And vibration in a "four" can't be cured by a makeshift. The only escape from it is in a six-cylinder motor where the flow of power is continuous.

A Non-Stallable Motor

One swing of a switch at the outset and the electric starter spins the Master "Six" engine enough to start it.

But it does more. If some unusual demand upon the engine should cause it to falter, the starter automatically keeps it running until it picks up again.

There's no chance of being stranded in a throng or on a dangerous crossing. This starter makes the motor non-stallable. In simplicity and dependability the Chalmers-Entz system is without a parallel.

The Test That Tells The Tale.

The true measure of value—and the only one—is performance. What will the car do in service—that's the question. We answer it with the Chalmers Road Test.

Make this test—it is more than just a ride. Compare the luxurious smoothness of the Chalmers "Sixes" with any cars you know. Then ask yourself if any other cars offer equal value at the prices.

Master "Six"—2, 4 or 6 passenger. \$2175
Master "Six"—6 passenger type. \$2275
Fully equipped, f. o. b. Detroit.

KEYSTONE MOTOR CAR CO.

1019-1025 MARKET ST. DISTRIBUTORS ROBERT L. MORTON, Manager