

Service!

Stewart-Warner Service Station

All adjustments and replacements in charge of factory-trained and authorized expert.

Free Air For Your Tires

Have our "Air Boy" inflate your tires properly.

Filtered High-Test Gasoline

On tap at our curbstone.

Deliveries Within 10 Miles

A convenience that is best appreciated when needed most.

FRONT-MARKET MOTOR SUPPLY

Other Phone 3690

FRONT AND MARKET STS.

MORE SERVICEABLE, LESS TROUBLESOME

Modern Automobile and Its Care Discussed by President of Chalmers Company

The proudest boast of every automobile manufacturer is that his car each year becomes more serviceable—each season more trouble proof, in the opinion of Hugh Chalmers.

The public now recognizes the motor car as one of the safest and sturdiest of the world's machines, for in spite of the abuse to which they are subjected, standard cars nowadays rarely give any trouble to their drivers.

"While manufacturers are constantly building better and rendering better service, it is a fact that there is a decreasing need for service on each year's production of cars," says the president of the Chalmers Motor Company.

"There is no question that motor cars are to-day much better built than they were a few years ago. It is a rare exception nowadays to see a car laid up along the roadside by engine trouble. But, however much we may credit this improved condition to better designing and better building of cars we must attribute a large part of it to the education of those who drive cars.

The most abused mechanism in the automobile, generally speaking, is the most abused piece of machinery in the world. The manufacturing limits in a motor car are as accurate as those in a watch, yet we drive this finely built piece of machinery at high speed over all kinds of roads.

It often goes for a long period of time with insufficient lubrication. It is not cleaned as frequently and as thoroughly as it should be. And yet the almost universal attitude of drivers has always been that this wonderfully fine and woefully mis-treated mechanism should render perfect service.

"The people who drive automobiles are becoming more reasonable, however. They realize that a motor car repays in service every attention it receives. And in exact proportion to those who drive cars appreciate that they cannot get uninterrupted service without proper care, does the usefulness of the automobile increase.

Contrast Your Car With a Locomotive. A big Mogul locomotive, weighing approximately fifty tons, spends eight hours of every twenty-four in the repair shop. Locomotives are built for endurance. They are heavy for service. They run over scientifically built roads on heavy steel rails. Yet each locomotive spends one-third of its period of service being overhauled and repaired. The railway companies do not complain of this account. They recognize that any piece of machinery must receive careful attention to keep it in running condition.

Contrast this with the average automobile, however. If the owner of an automobile has to put his car in the shop for overhauling eight hours in a month, his attitude is one of condemnation.

"It is human nature to shift responsibility whenever possible to another person. It is even more human nature to shift responsibility to an inanimate object which cannot defend itself.

Troubles Often Owners Fault. And so it used to be almost universal for automobile owners never to acknowledge the responsibility for car trouble as their own. They invariably blamed it on the car. An owner frequently will neglect to lubricate his car for hundreds of miles, and for instance blame the car because the motor overheats. Not infrequently an owner will accept his chauffeur's word that a car is giving constant trouble when, as a matter of fact, the chauffeur pays practically no attention to the mechanism. But drivers are becoming more and more familiar with automobiles, and there is a natural tendency for them to give better care to their cars. As a result, motor troubles are decreasing.

"In the same way, motorists now more fully recognize the principle of 'Safety First.' Mishaps of all kinds are less frequent and less serious. The wise driver realizes that he saves time, protects himself and his car by obeying the speed laws. The day of the 'joy ride' is passing, and with it, too, is passing the once familiar sight of automobiles in the ditch or smashed against a curb. 'Safety First' has done much to conserve the motorist and his car. It is a slogan—and a practice—which automobile drivers should never forget.

Actual repairs to the average car cost very little. There is, however, a tendency among owners to charge all of the expense in connection with their cars up to repairs. I have seen statements in which tire maintenance, gasoline and oil were charged against the car as actual repairs.

Most Cars Give Fine Service. "The separation of tire and gasoline expense from the repair cost will convince the average owner that he gets mighty good service from his car at very little cost.

"But the fact remains that there was never an automobile built that at times the owner would not sell for almost nothing. Those who drive cars are so used to receiving perfect service that any kind of mishap which interrupts their pleasure makes them intolerant. Sometimes on account of a bad tire an owner will condemn his entire car. Occasionally on a tour a driver will get bad gasoline. When out on the road he has trouble with his motor, his first thought is to blame the car, but it never occurs to him to investigate the quality of fuel he is using.

"If a dealer in used cars could encounter owners at such times he could buy practically new cars of the very best makes in the country at wonderful bargain prices. For it is in a contingency like this that one becomes momentarily disgusted with motoring and with his car.

"A careful consideration of the cause of the trouble, however, will make it clear to the driver of any standard car that his machine really gives him wonderful service. A well built car demands only reasonable consideration. It will do almost any task it is called upon to perform with efficiency, if given the natural attention required by any finely constructed piece of machinery."

A NEW USE FOR THE MOTOR CAR

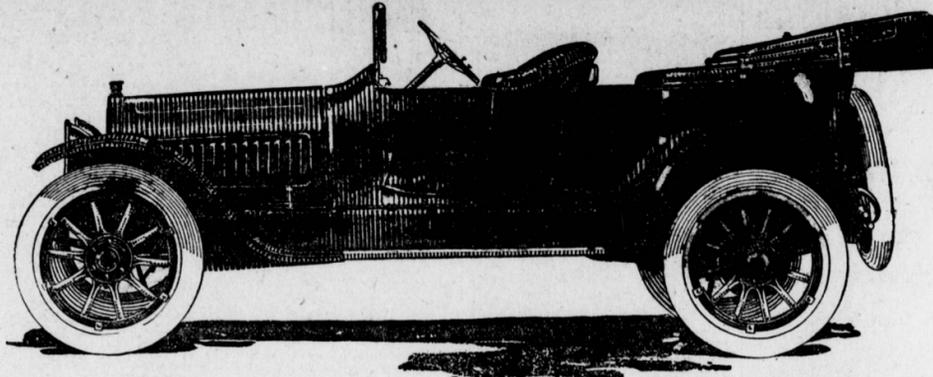
The adaptability of the automobile to odd and varied uses is being illustrated every day. The electric equipment on the car has also been adapted to strange circumstances—even to assisting a surgeon in performing an operation in a country house where the only light available was a kerosene lamp.

Now comes W. H. Van Winkle, president of the Water Works Equipment Company, of New York, with something new. Mr. Van Winkle has invented a simple device which he adjusts to his 1912 Cadillac roadster, and by this means opens and closes water valves of a city water system. The combination does in one minute and a half what usually requires four men a half hour to do in all cities. The device is attached to a rear wheel which has been jacked up. The motor is then started. The appliance is adjustable and will fit any size auto wheel.

Light Weight Six

CHANDLER \$1785

Built by Men Who Know



Weighs 2885 lbs., fully equipped—Runs 16 miles per gallon of gasoline—Owners average 7000 miles per set of tires

THE Chandler proves what is possible in six-cylinder economy, coupled with six-cylinder power and comfort. The Chandler motor runs with all the precision of the finest watch. This perfect, continuous flow of silent power comes from the six-cylinder experience that is built into its long-stroke motor.

Heavy weight means power wasted. Heavy weight is a raid on your pocketbook.

And a heavy six cannot give you greater service than a light six that's equally well built.

By modern engineering methods, pressed steel and cast aluminum take the place of heavy forgings in the Chandler. This gives greatest strength with lightest weight.

Chandler power is enhanced, too, by im-

ported annular ball bearings throughout the car. Every possible degree of friction is eliminated.

Chandler owners average sixteen miles, or more, per gallon of gasoline, seven hundred miles or more per gallon of oil, seven thousand miles per set of tires. That's genuine economy.

Hundreds of owners all over America who have put the Chandler through thousands of miles of hard service declare it is mechanically perfect.

Which Light Weight Six Are You Going to Buy?

If you pay more than fifteen hundred dollars for an automobile you are surely going to buy a six. And it must be a light six. Your only problem is which one to choose.

Which One?

Will you buy a light weight six that is an after-thought, a modification or abbreviation of some larger model, or will you buy the light weight six that is just what its designers started out to build—the best car they know how to build, regardless of cost?

Will you choose a light six that has been rushed out to meet competition, when you can just as well get one that was carefully designed, by men who know, to meet a market and fulfill its requirements?

If you study all the light weight sixes carefully, if you see how they are designed, if you consider their equipment, if you examine their workmanship, if you measure the six-cylinder experience of the builders back of them, you will choose the Chandler.

The Chandler

There isn't a single thing cut out of the Chandler to make its price possible.

High-grade, high-priced features make the exclusive Chandler long-stroke motor distinctive. Cast aluminum base extending from frame to frame contains integral cast pedestals for magneto, generator and starting motor. Imported silent chains drive the cam shaft, pump and generator. Westinghouse 50-wire system for lighting. Wiring System. Simple single wire system for lighting. Run through armored conduit. Bosch high-tension magneto, the most expensive form of ignition, which many builders of sixes are leaving out. Unit power plant completely enclosed. Self-contained oiling system. Multiple disc steel and raybestos ball-bearing clutch. F. & S. Annular Ball Bearings. Left-side drive, center control.

Equipment includes Jiffy Curtains; New Haven 8 day clock; Jones Speedometer; Rain-vision, clear vision, ventilating windshield; Firestone demountable, detachable rims; motor driven horn, etc., etc.

Demonstrations On Request

Andrew Redmond,

Third and Boyd Sts. Harrisburg, Pa.

Cumberland 418W

CHANDLER MOTOR CAR CO., Manufacturers, CLEVELAND, OHIO

Buick THE car that takes low gear hills on high gear speeds. Fours and sixes, \$950 to \$1985

THE product of experience. Fours and sixes, ranging in price from \$750 to \$2500.

Chevrolet

HOTTENSTEIN & ZECH
CITY AUTO GARAGE
PHONE FOR DEMONSTRATION

2-Passenger "Speedster" **THE WORLD'S GREATEST LIGHT CAR** 5-Passenger Touring

\$750 **\$850**

Completely Equipped

VULCAN

A reliable low-priced, light car equaling in quality and performance the average \$1,000 to \$1,500 car at a price slightly more than the extremely low-priced type. A powerful hill-climber of attractive "streamline" type.

A clean-cut practical car that will stand up under severe usage and give service 365 days in the year. Write or phone for catalogue or demonstration.

PENBROOK GARAGE
PENBROOK, PA. BELL PHONE 1156-L

CALL 1991-ANY PHONE. FOUNDED 1871

Bowman's **Bowman's**

HARRISBURG'S POPULAR DEPARTMENT STORE

Attention Automobile Owners

Polarine, 35c a gallon
Texaco Lubricating Oil, 35c a gallon
Gasoline, 15c a gallon.

BOWMAN'S GARAGE

THE POPULAR CAR THAT SELLS

REO HAYNES NATIONAL

Reo and Chase Trucks

HARRISBURG AUTO CO.

Firestone Tires and Red Tubes

MOST MILES PER DOLLAR

SQUARE DEAL AUTO SUPPLIES

1408 North Third Street Bell Phone 3627

WALTER E. YOCUM

Formerly foreman of the Redmond repair shop is now in business for himself in charge of repair department here. Efficient mechanical work on all makes of automobiles. Maxwell and Overland owners assured of expert service.

Rex Auto Garage

Full line auto accessories on hand all the time. Agents for the celebrated PULLMAN CAR, of York, Pa.

John J. Hargest, Jr., Prop. 3d & Muench Sts.

MOTOR CLUB
HARRISBURG

A route to Washington via Gettysburg, Frederick and Baltimore recently compiled, is on file at club headquarters.

Members of the club who recently took this trip are high in their praise of road conditions, especially in Maryland, where they report road improvements under way in all directions.

The club has had signs erected at Seventeenth and Derry streets and thence via Berryville street and Greenwood avenue, for the guidance of tourists to avoid the torn up section of Derry street, while improvements are being made.

Loose Stones
Do you know that the law requires road supervisors to remove all loose stones from the roads at least once during the months of May, June, August and October?

You can easily compel them to observe the law.
See act of July 2, 1909, P. L. 611.

Road Hogs
Do you know that a number of the clubs in the State have had men arrested and fined for refusing to pull over to the right hand side of the road so as to allow a more rapidly moving vehicle overtaking them to pass?

One case of this kind was sufficient in each community.
See act of March 6, 1820, sec. 2, 3 and 7; Smith's Laws 254.

Through the efforts of the Harrisburg Bridge Co., the road to Gettysburg via Dillsburg has been greatly improved and is now in fair condition.

Road Signs
Are all the cross roads marked with legible direction signs in your section of the State? If not, do you know that the law requires the township road supervisors to erect and maintain such signs?

You can compel them to erect these signs at no expense and almost no trouble to yourself.
See act of June 13, 1836, P. L. 564.

Lights on All Vehicles
The Pennsylvania Motor Federation, with which this club is affiliated, will in 1915 again try to secure the enactment of a State law, requiring all vehicles to display a light at night.

We believe a law of this kind would contribute to the safety of all road users and would materially lessen the number of accidents.

If every city and borough would by local ordinance require all vehicles, unless loaded with hay, straw or inflammable material to display a light from one hour after sunset until one hour before sunrise, it would go far

toward securing the passage of a State law.

Police Controls
Middletown, horn trap.
Mt. Holly Springs, 15 miles per hour.
State College, 15 miles per hour.
Lancaster, smoky exhaust and open cut-out.
Wrightsville, smoky exhaust and open cut-out.

Caution should be exercised through Trenton, N. J., and Camden, N. J. Run slow through streets, blow horn at intersections and do not overtake trolleys. Watch and obey the traffic policemen.

Several members of the club who toured to Atlantic City on Memorial Day report a speed trap at Hammon, N. J., where court is held at the roadside with the result of \$16.25 fines and costs imposed on offenders.

In Philadelphia
A new traffic regulation provides that vehicles may not go west in Chestnut street below Twenty-second.

The police are enforcing the 15-mile speed limit in Broad street at signs "Danger, Run Slow," from South street to Glenwood avenue.

At Forty-eighth and Chestnut streets arrests are being made for excessive speed.

Arrests are being made for neglect to blow horn at intersection of Roberts road and Montgomery avenue, intersection of Roberts road and Lancaster avenue and intersection of Roberts road and Conestoga road.

Lower Merion Township—Blow horn at every sign reading "Blow Horn."

Radnor Township—Blow horn at every sign reading "Blow Horn."

Chestnut Hill—The city line runs through Chestnut Hill. Motorists are warned that both on the city side and the Montgomery side of the line every precaution should be taken, blowing horn at all crossings and do not exceed the speed limit. The roads are very good in this part and temptations are great.

Sixty-third Street, West Philadelphia—Motorists are warned not to exceed twenty miles an hour; this is a liberal allowance and should be observed.

Members should use caution in all towns observing speed limit and horn signs.

Chandler Climbs Mt. Rubidoux on High

A recent issue of the Los Angeles Express contains a story and photographs regarding an unusual automobile trip that will be of interest to those who have motored through southern California or who are contemplating such a journey.

The Chandler Light Weight Six, made in Cleveland but already as popular on the coast as in other sections

of the country, added another achievement to the many it has recorded in the past year, when Frank Verbeck, driving a Chandler, looked over the top of Mt. Rubidoux at Riverside and announced that he had taken his party of four grown persons all the way from Los Angeles to the mountain peak on high gear.

The Express says: "Verbeck refused to go into 'low' and the hood

From Both City and Country Come Eager Buyers

GORSON'S
Purveyor of "Used Cars" To Economical Purchasers

1913 and 12 FORD Touring cars, fully equipped.	1912 MAXWELL Roadsters.
1913 OVERLAND Touring cars, dandy shape, at low prices.	1912 OVERLAND Roadsters.
1913 BUICK Roadsters.	1913 STUDEBAKER Touring cars.
1913 HUDSON Six Touring, electric starter and lights.	1912 FLANDERS Touring cars. \$359.
1914 OAKLAND Touring, run only 2100 miles, electric starter and lights.	1912 HUP "20" Roadsters. \$375.
1913 CHALMERS Six Touring, big bargain.	1912 CHALMERS Touring. \$425.
1913 E. C. H. Touring. \$390.	1913 KRIT Touring cars.
1913 REGAL Roadster. \$375.	1913 CADILLAC Touring cars.
1912 HUP Touring cars. \$375.	1913 BUICK Touring cars.
1912 MITCHELL Roadster. \$375.	1912 FLANDERS Roadster. \$375.
1913 HUP "33", Touring cars.	1913 PAIGE Touring, like new.
	1913 OAKLAND Roadsters.
	1913 HAVERS Six Touring.
	1913 KRIT Roadsters. \$390.
	1913 HUDSON Roadsters.
	1913 and 12 FORD Roadsters.

Taxis and Limousines from \$200 up.
Trucks and Delivery Wagons, 1-ton to 3-tons, \$150 up.

Agents wanted in all cities to handle our line of Used Automobiles. Send For Weekly Bargain Bulletin

Gorson's Automobile Exchange
238-40 North Broad Street
Philadelphia, Pa.

Open Sundays 10 to 2

MILLER NON-SKID TIRES

Grip the Road Like a Cog-Wheel

STERLING AUTO TIRE CO. 1451 Zarker St.

VULCANIZING