

## The Last Shot

By  
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Suddenly, as by command, the fire from the base of the knoll ceased altogether. Dellarme understood at once what this meant—the next step in the course of a systematic, irresistible approach by superior numbers. It was to allow the ground scouts to advance. Individual gray spots detaching themselves from the gray streak began to crawl upward in search of dead spaces where the contour of the ground would furnish some protection from the blaze of bullets from the front.

"Over their heads! Don't try to hit them!" Dellarme passed the word. "That's it! Spare one to get a dozen!" said Stransky, grinning in ready comprehension. He seemed to be grinning every time that Dellarme looked in that direction. He was plainly enjoying himself. His restless nature had found sport to its taste. The creeping scouts must have signaled back good news, for groups began crawling slowly after them.

"Over their heads! Encourage them!" Dellarme commanded.

After they had advanced two or three hundred yards they stopped, shoulders and hands exposed in silhouette, and began to work feverishly with their spades.

"Oh, beautiful!" cried Stransky. "That baby captain of ours has some brains, after all! We'll get them now and we'll get them when they run!"

But they did not run. Unflinchingly they took their punishment while they turned over the protecting sod in the midst of their own dead and wounded. In a few minutes they had dropped

spades for rifles, and other sections either crawled or ran forward precipitately and fell to the task of joining the isolated beginnings into a single trench.

Again Dellarme looked toward regimental headquarters, his fixed, cheery smile not wholly masking the appeal in his eyes. The Grays had only two or three hundred yards to go when they should make their next charge in order to reach the crest. But his men had fifteen hundred to go in the valley before they were out of range. After their brave resistance facing the enemy they would receive a hail of bullets in their backs. This was the time to withdraw if there were to be assurance of a safe retreat. But there was no signal. Until there was, he must remain.

The trench grew; the day wore on. Two rifles to one were now playing against his devoted company, which had had neither food nor drink since early morning. As he scanned his thinning line he saw a look of bloodlessness and hopelessness gathering on the set faces of which he had grown so fond during this ordeal. Some of the men were crouching too much for effective aim.

"See that you fire low! Keep your heads up!" he called. "For your homes, your country and your God! Pass the word along!"

Parched throat after parched throat repeated the message hoarsely and leaden shoulders raised a trifle and dust-matted eyelashes narrowed sharply on the sights.

"For the man in us!" growled Stransky. "For the favor of nature at birth that gave us the right to wear trousers instead of skirts! For the joy of hell, give them hell!"

"For our homes! For the man in us!" they repeated, swallowing the words as if they had the taste of a stimulant.

But Dellarme knew that it would not take much to precipitate a break. He himself felt that he had been on that knoll half a lifetime. He looked at his watch and it was five o'clock. For seven hours they had held on. The Grays' trench was complete the breadth of the slope; more reserves were coming up. The brigade commander of the Grays was going to make sure that the next charge succeeded.

At last Dellarme's glance toward regimental headquarters showed the flag that was the signal for withdrawal. Could he accomplish it? The first lieutenant, with a shattered arm, had gone on a litter. The old sergeant was dead, a victim of the colonial wars. Used to fighting savage enemies, he had been too eager in exposing himself to a civilized foe. He had been shot through the throat.

"Men of the first section," Dellarme called, "you will slip out of line with the greatest care not to let the enemy know that you are going!"

"Going—going! Careful! Men of the first section going!" the parched throats repeated in a thrilling whisper.

"Those who remain keep increasing their fire!" called Dellarme again. "Cover the whole breadth of the trench!"

Every fourth man wormed himself backward on his stomach until he was below the sky-line when his stiffened limbs brought him to his feet and he started on a dead run down into the valley and toward a cut behind another knoll across the road from the Galland house. The others followed at intervals.

[To Be Continued]

NEW AND BEAUTIFUL PIANOS  
Fresh from the world's greatest manufacturing are now being shown here in every desirable finish. Your inspection invited. J. H. Troup Music House, 15 South Market Square.—Advertisement.

# Of Interest to All Who Plan to Spend \$1000 to \$2000 For an Automobile.

We know that you want to get the best possible car for your money. No man consciously buys a cheap car.

So this advertisement is written to give you a few facts to keep in mind when investigating the merits of different cars.

For seven years Chalmers cars have ranked first among the medium priced cars in America. For two years Chalmers "Sixes" have led all medium priced Sixes in volume of sales. Over 40,000 Chalmers cars are now in service.

The Chalmers Company is recognized as one of the strongest companies financially in the industry. Chalmers cars have probably to a greater degree than any other make always influenced the trend of automobile building in the medium priced class.

Certainly these facts entitle this advertisement to a careful reading.

We expect you to investigate carefully every statement we make here and we urge you also to study all cars which sell between \$1,000 and \$2,000, confident that if you do, we will get our share of the business.

In the first place, we ask you to see the Chalmers "Light Six." Don't simply look at it and listen to the story of an enthusiastic Chalmers salesman; and then go look at another car and listen to the story of another equally enthusiastic salesman. You are not buying conversation.

But ask any Chalmers dealer to stand the Chalmers "Light Six" alongside any Light Six selling at anywhere near its price—\$1650. Study the cars yourself.

First—Looks. How do other cars compare with the Chalmers "Light Six" in style? The Chalmers has a real streamline body. The flat or merely crown fenders of the other cars have not the grace of the Chalmers molded oval fenders. Chalmers doors are wide and flush fitting. Chalmers running boards are clear.

And don't under-estimate this matter of looks. Half the pleasure of motoring is being proud of your car, and good looks really mean high quality.

Second—See which car is most substantially built. Thump on the body with your knuckles. The metal in the Chalmers body is heavy. It will never sound tin-panny. It is rigid. And because of these qualities its finish wears better.

Test the weight and solidity of the fenders. You can sit on the Chalmers fender and not injure it. It does not vibrate and after months of strenuous use it does not rattle.

Looks and stability are two of the big reasons why we have been behind on orders for the 1915 "Light Six" ever since it was announced.

Sit in the front seat. Take hold of the gear shift lever and the emergency brake lever. They feel strong and dependable.

And while you are in the front seat test the comfort of the driver. You sit in a natural easy position. The clutch and brake pedals are easy to reach. Your hands rest comfortably on the steering wheel. Put your foot on the accelerator. You do not have to assume a cramped position, but can operate it easily. The Chalmers accelerator is provided with a foot rest. Hundreds of owners of other cars have told us that this detail alone is worth \$100 extra cost in a season's driving. Now sit in the back seat. Test its roominess and comfort.

In comfort, the Chalmers "Light Six" is the equal of any car of its size at any price. Many former owners of higher priced cars now drive Chalmers "Light Sixes"—and they all say comfort was a big factor in their selection of the Chalmers.

Remember you are buying a car to ride in. You are not always going to drive on asphalt pavement. You are not going to use your car simply for thirty minutes or for five miles. But you are going to ride practically every day for two or three or possibly five years in the car you buy. You are going to travel thousands of miles and over all kinds of roads.

So don't take a mere "demonstration" in any car. Demand a test. Any Chalmers dealer will be glad to take you for a twenty-five or thirty mile trip in the country. He will give you a real test lasting two or three hours—or a day if you choose. Demand this same test of any other car.

And compare what the salesman tells you while you are riding with your own experience. Think about the comfort of the car. Ask yourself if you would be willing to ride twenty thousand miles in that car.

Note how the Chalmers "Light Six" clings to the road. Preferably drive it yourself.

The Chalmers "Light Six" has a big substantial steering wheel. The steering connections are heavy, free moving forgings. The front steering spindles are equipped with Timken bearings. It is free from side sway and easy to steer.

Many "Light Six" owners tell us this 1915 Chalmers "handles" easier than any car on the market. That feature alone has sold hundreds.

And notice too the sound of the motor as you ride along. Notice when you start that the first speed gears don't shriek out the fact that you are in motion.

Ask the demonstrator to drive twenty miles an hour on second speed. Note that both motor and gears are quiet. Pick out some hill and ask the Chalmers "Light Six" and any other car in its price class to go up that hill at fifteen miles an hour.

That long, strong pull of the Chalmers motor has proved one of its most popular features with the motorwise.

On a rough stretch of road notice that the Chalmers feels firm and dependable beneath you and is free of rattles.

The Chalmers medium weight makes it ride like a Pullman car on all ordinary roads. When you drive a Chalmers "Light Six" you feel that your car has the strength to be safe in any emergency. Your own ease of body and mind tells you that its medium weight gives it a comfort that cannot be found in a lighter or flimsy car.

We could build the Chalmers "Light Six" lighter in weight. And if our service to you ended with delivering a car and taking your money, we could make a greater profit by building our cars lighter. For every additional pound of fine steel we put into the Chalmers "Light Six" increases its manufacturing cost.

You hear a lot of talk about flexibility but very few cars really have it. The real test of flexibility is to start from a standstill in high speed without jerking or jolting; to crawl along at two miles an hour on high; to travel through congested traffic without gear shifting.

All these things you can do in a Chalmers "Light Six"

And when you get back from your test ride take a look at some of the vital parts of the Chalmers chassis.

Look at the rear axle. The Chalmers has a full floating rear axle with heavy pressed steel housing. It is big and strong. Look at the Chalmers torque tube. It is securely bolted to the big heavy frame on one end and the rear axle on the other end. It takes up all the strains of driving. When you were out on the country road you probably noticed that the Chalmers "Light Six" did not sway from side to side. That is because the torque tube held it rigidly in place.

Look at the wheels. The wheels of the Chalmers "Light Six" have spokes 1 3/4 inches in diameter. They are built of the best hickory. The spokes are securely bolted. They look strong and they are strong.

Notice the length and width of the Chalmers springs. The main leaf is of Vanadium steel. Note their flexibility—remember how they cradled the car over the bumps when you were riding on the heavy country roads.

Look at the front axle. You will see that the Chalmers "Light Six" has a heavy drop forged front axle that shows its strength at a glance.

Lift the bonnet and look at the motor. It is shipshape finely finished, compact and business-like in appearance. Raise the floor boards and examine the inside works that you don't usually see in a motor car. You will find the Chalmers "Light Six" simple in every detail but big and strong to stand the hard knocks of constant service.

Now for the details—the refinements which make motoring a real pleasure or a constant irritation.

To start the Chalmers "Light Six" you throw a single switch. There is no grinding of gears, no noise.

You throw the switch and the next thing you hear is motor purring along under its own power.

Note too that the Chalmers starter is always connected with the motor when the car is running. Suppose you accidentally shut off the gas; your Chalmers motor doesn't stall. The starter is always "on the job." There is no interruption of motor service. No levers, buttons or adjustments to fuss with.

You sit behind the wheel of the Chalmers "Light Six" and everything necessary for the control of the car is right in front of you. There is a dash adjustment for the carburetor. There is a simple electric light switch, not a row of buttons to be remembered and to be operated separately; simply a single switch that controls all of your lights. There is the battery index to keep you always informed on the condition of your storage battery. There is the oil pressure gauge that tells if your motor needs oil. There is the primer for starting in cold weather. There is the gasoline gauge always informing you without fuss of the amount of fuel in the tank.

And speaking of gasoline tanks—notice that the tank in the Chalmers "Light Six" is of very heavy gauge steel. And that it holds 18 gallons where most cars carry 10 or 12.

The perfect convenience of the "Light Six" is one big reason this is the fastest selling Chalmers model—with women as well as with men.

Notice the adjustment of the windshield. The one-man top, the quick acting storm curtains, the fine and inconspicuous door handles.

And now you are ready to hear a talk on "economy." Some salesman will probably tell you that his car is lighter than the Chalmers "Light Six"—that it doesn't burn as much gasoline; that it is easier on tires.

A part of what he says is true. But only a part; for a lot of this talk on gasoline consumption is just "conversation." Don't test your gasoline consumption for 1 mile or 10 miles—don't test it on the boulevard or with special gasoline. Try it out for 50 or 60 miles and over all kinds of roads.

The Chalmers "Light Six" may cost you \$10 or \$15 more for gasoline in 10,000 miles of driving than a too light, flimsy car, but it will cost you a lot less in repairs, in personal discomfort, in nerve irritation. You will find that the extra weight of the Chalmers "Light Six" will save you in comfort and repair bills many times the slight additional cost of the gasoline you burn.

What the other salesman tells you about tire mileage is probably greatly exaggerated because of his own ignorance. You will notice that the Chalmers "Light Six" has 4 1/2-inch tires with "Nobby" treads on the rear wheels, where most other Light Sixes in its price class have 4-inch tires.

We have never had a complaint on tire service from a Chalmers "Light Six" owner

You'll also hear something about prices. You'll be told that you don't need to pay \$1650 to get a "light six."

Well, you don't. But if you pay less than the Chalmers price, you must expect to get less quality.

And speaking of price, here's the only sane way to look at it.

Divide the first cost of your car by five.

Automobiles that are properly built should last at least five years. That is, they should "stay put"—run well and give good service for that time. So when you examine a car in the future and are told how much less it costs than a Chalmers "Light Six," ask yourself, "Will it last me five years?"

Figuring any car you are considering on a five year basis, see if the facts above don't prove the Chalmers "Light Six" the lowest priced car, quality considered, on the market.

Yes, you are right—we want to sell you a Chalmers. But we don't ask you to buy until you have proved all the claims we make in this advertisement. The only way for you to get such proofs is to see the car itself. You will be under no obligation if you go to see the 1915 "Light Six" and try it out, and you owe it to yourself to know all about this car before you buy any. All we ask is that you give your local Chalmers dealers the opportunity to demonstrate in detail the points of superiority of the Chalmers "Light Six" that we have told you about here.

**Chalmers Motor Co., Detroit**



Quality First

"Light Six"

**\$1650**

Fully Equipped

6-passenger Touring Car, \$1725. Coupelet, \$1900  
7-passenger Limousine \$3200. Sedan, \$2750

Prices Quoted f. o. b. Detroit

**Keystone Motor Car Company**

1019-1025 Market Street

Robert L. Morton, Manager



Quality First