

OUTLAWS THREATEN PROSELYTING FIGHT

Gilmore Warns Major Heads to Keep Hands Off Players Signed by Federals.

HIGH BIDDING GAME HINTED

New Organization Has Unlimited Cash and Will Make Raids on Rival Clubs and Go to Courts if War Continues, Is Edict.

CHICAGO, March 3.

The greatest war of baseball history was threatened by President Gilmore of the Federal League, today as the result of reports that the American and National Leagues were proselyting among the Federal players.

Federals May Bid High.

"We have unlimited cash and the united support of all our club owners and backers. We can bid as high for the players as anybody.

ARTISTS CHANGE METHODS

Subject Goes Once, Then Model, Disguised, Does Sitting Task.

PARIS, March 2.—(Special).—A revolution in the methods of portrait painting has lately been effected in Paris.

SLIT SKIRTS ARE POPULAR

Budapest Women Will Obey Modesties, but Not Field Marshal.

BUDAPEST, March 2.—In consequence of the order issued by Field Marshal Feteke, the commander of the garrison here, that women would not be allowed to appear in slit skirts at any functions of the Officers Corps.

HUSBAND LURE IS FOUND

Midinettes of Paris Organize Mixed Club as Step.

PARIS, March 2.—(Special).—The midinettes of the famous dressmaking establishments of the Rue de la Paix have devised an ingenious plan for finding husbands.

GIRL GONE; FATHER SEEKS

Anatone Miss Mysteriously Disappears From School Grounds.

CLARKTON, Wash., March 2.—(Special).—Mr. Pinkstone, of Anatone, passed the day here searching for his 14-year-old daughter, Gladys, who disappeared from the school grounds yesterday just as school was called.

England's White Hope Beaten.

LONDON, March 2.—Bombardier Wells, ex-British champion heavy-weight pugilist, knocked out Bandsman Blake, the middleweight champion, in the fourth of a scheduled round tonight.

Leach Is Captain of Cubs.

TAMPA, Fla., March 2.—Outfielder Tommy Leach will be the captain of the Chicago National ball club this year, according to an announcement today.

GEORGE SAND HEIR WINS

Posthumous Libel Case Decided in Favor of Novelist's Grandchild.

PARIS, March 2.—(Special).—A curious case of posthumous libel con-

cerning George Sand has been decided in a French law court and damages have been awarded to the plaintiff, Madame Frederick Lauth, the granddaughter of the novelist.

AUTO GAS BRINGS FAINT

New Danger Revealed in Riding in Closed Vehicles.

PARIS, March 2.—(Special).—A new danger to motorists is revealed by the experience of a Paris merchant who the other day hired a car and made an excursion with his wife and daughter and two friends to Margency, in the department of the Eure.

Public Demand Forced the Development of the "Six."

The admitted mechanical superiority of the "Six" over the "four" and the demand for this superiority on the part of those who are willing to pay any price for motor car luxury, forced these builders of high-priced cars into the six-cylinder field.

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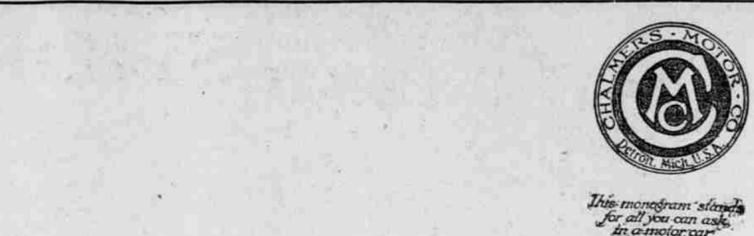
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LONDON, March 2.—The long-cher-



"Sixes" vs. "Fours"

During the past few weeks big newspaper space has been used for the purpose of defending the high-priced four-cylinder car. We are not surprised. Any four-cylinder car selling for more than \$1800 certainly needs defense.

Whenever a tight shoe pinches, the wearer makes a wry face. And high-priced, four-cylinder shoes are pinching a number of feet pretty hard this season.

Let us examine the real situation of "Six" vs. "Four."

Three years ago there were eleven builders of "Sixes" in the United States. Last year twenty-five companies produced "Sixes." In 1914 thirty-seven of the forty-two leading manufacturers of motor cars build "Sixes."

Can such development be due to a fad or whim, as the builders of high-priced "fours" say?

High-Priced Car Builders Found the "Six" Superior.

Seven years ago the Pierce-Arrow Motor Car Company built "fours" only—"fours" that were above reproach. Six years ago they added "Sixes" because the "Six" was demanded by those who wanted the utmost in a motor car.

For five years the Pierce-Arrow has been building "Sixes" only. Not because the Pierce-Arrow "four" was not good, but because the "Six" was proved better.

For years the Packard Motor Car Company built only "fours." Today Packard cars are built in "Sixes" exclusively. Not because the Packard "four" was not good; for there were no better "fours." But because Packard engineers and Packard owners found the "Six" mechanically superior to the "four"—and the Packard Company had the courage to build the car which was proved best.

The Peerless Company abandoned "fours" for "Sixes" exclusively, because those who paid Peerless prices demanded the superior smoothness, flexibility, and silence of the "Six."

Seven years ago the Winton Company predicted the growth and popularity of the "Six." Since 1908 Winton cars have been built in "Sixes" only, because Winton found the "Six" superior to the "four."

Public Demand Forced the Development of the "Six."

The admitted mechanical superiority of the "Six" over the "four" and the demand for this superiority on the part of those who are willing to pay any price for motor car luxury, forced these builders of high-priced cars into the six-cylinder field.

Practically all successful builders of "fours," such as Locomobile, Packard, Pierce-Arrow, Stevens-Duryea, Winton, Peerless, Buick, Hudson, Oldsmobile, Marmon, White, Studebaker and Oakland, have been forced into the six-cylinder field.

None of these companies changed their designs or spent thousands and thousands of dollars for new machinery and to market new types of cars.

Through sheer merit the "Six" has conquered. Practically every well-known company this year building a car of \$1250 or over, except one, builds "Sixes."

Is it possible that all of these admittedly successful companies are wrong? Isn't it logical to suppose that the majority is right?

Is it reasonable to suppose that the one company which disents should be right against such overwhelming evidence?

Pretty nearly all present owners of "Sixes" have at some time been owners of "fours." Ask them which is the better car—"Six" or "four." Did you ever know of a driver of a "Six" to go back to a "four" of equal price?

Drivers of "Sixes" will tell you that there is something inherent in a "Six" that makes it better than a "four," just as there is something inherent in a thoroughbred that makes him better than a horse of common blood.

Outside of the companies that have over-priced "fours" to sell the little talk there is against the "Six" comes from people who never rode in a "Six." To all such we say—ride 50 or 100 miles in any good "Six," not only the Chalmers, but any good "Six." Until you have made such a test reserve judgment. We have no doubt of your judgment if you will only take the ride.

Don't Buy a Near "Six" When You Can Get a Real "Six."

The best known builder of high-priced "fours" this year admits the superiority of the "Six" by using a mechanism which it is claimed will give to the "four" some of the recognized superior qualities of the "Six."

Consistent of those with "fours" to sell, to deny "Sixes" in one breath and in the next tell you they have a device that makes a "Six" of their car—nearly! The superiority of a "Six" over a "four" exists in the motor—and can be obtained only through the motor. It can't be obtained through the transmission or rear axle.

The last resort of the four-cylinder advocate is that the "four" is more economical than the "Six."

Positively, it is not.

It costs less to drive a Chalmers Master "Six" 5,000 or 20,000 miles, than to drive a "four" of equal size and power the same distance. We have had in the Chalmers factory every well known "four" of \$1800 or over. We have run them side by side with the Chalmers "Sixes" and here is what we have learned.

Because of its steady, uninterrupted flow of power the "Six" is easier on tires and easier on every moving part than a "four."

The most prominent "four" in the same price class as the Chalmers "Six" has less power and weighs more. In the Chalmers the labor of moving that weight is divided among six cylinders; in the "four" each cylinder does more because of the greater weight carried by four cylinders. Don't you see that in the "four" each cylinder must be doing more work all the time?

In other words, the four-cylinder motor is forced to work at full capacity more of the time than the "Six." It is always working harder than the "Six"—and that means shorter life.

"But a 'Six' burns more gasoline," say four-cylinder builders.

Again we say, that is not true.

For any considerable distance the Chalmers Master "Six" can be run on as little gasoline as any "four" of equal motor displacement and with equal car size. This is not merely an advertising claim. We have proved this by actual tests.

Power and Performance Considered, "Six" Is More Economical Than "Four."

The fallacious statement that the "Six" burns more gasoline than a "four" originated in the fact that in the past four-cylinder cars were compared with six-cylinder cars on a nearly equal basis.

While six-cylinder builders are working toward greater fuel economy all the time, builders of "fours" are going the other way. The Chalmers Master "Six," for instance, has only a 4-in. bore and a 5 1/2-in. stroke. A few years ago six-cylinder cars of equal power had bores of 4 1/2-in. to 6-in. In the Chalmers Master "Light Six," which sells for \$1800, the motor is even smaller—only 3 1/2-in. bore. Yet this motor has developed 53 h. p. All engineers admit that small bore and long stroke make for greater

fuel economy. So builders of "Sixes" are at least on the right track.

Four-cylinder designers, on the other hand, are forced constantly to increase the size of their motors to get enough power adequately to handle cars of increasingly greater weight.

This high-priced "four" grows each season to be more extravagant in fuel; while the well-built "Six" becomes more economical.

A leading builder of high priced "fours" is now announcing through the newspapers that his has no intention of building a "Six." We believe this must be a welcome announcement to a great many intending buyers who had already finally made up their minds to buy a "Six" and had, perhaps, been wondering whether this particular manufacturer would build one.

Now they have only to pick out the best "Six." They need no longer hesitate, anticipating that this particular builder may produce a "Six." Such statements of policy do much to clarify the public understanding of the motor car situation.

Chalmers Policy Is to Build Best Cars Possible at Chalmers Prices.

As in the past, our policy shall always be to build the most efficient, most up-to-date quality cars to sell at medium prices. We shall change the design of Chalmers cars whenever adherence to that policy shall make changes necessary.

We are proud of the changes we have made in Chalmers cars. For all progress is change. To keep pace with the advance of science it is necessary to change. Every change we have ever made has given our customers higher value, more comfort, greater safety and more beauty in Chalmers cars.

We always build the best cars human ingenuity, painstaking workmanship, and fine materials can produce to sell at Chalmers prices. We introduce new and good things as they are discovered, and proved worth while.

It is in pursuance of this policy of advancement that having proved the "Six" superior to the "four," we are concentrating the production of Chalmers factory on "Sixes."

We predict that within two years all cars selling above \$1500 will be "Sixes." Even those who now deny the "Six" will be building "Sixes" within two years or building a "four" at a great reduction from their present prices.

Cars selling above \$1500 belong to the six-cylinder class as much as the cars selling below \$1000 belong to the four-cylinder field.

It is just as impossible to stop the trend toward six-cylinder cars as it would be to dam the Niagara Falls. One builder of "fours" in the \$2000 class claims more sales of his car than all makes of "Sixes" combined. This is positively exaggeration. There are being sold today three times as many "Sixes" as "fours" at \$1500 or over.

Craving against the "Six" won't stop it. It only increases the desire for an investigation and a comparison of the relative merits of "fours" and "Sixes." That is all that we as manufacturers of "Sixes" ask.

When You Buy a "Six" You Get the Newest Style and Best Investment.

Why sink money in a car already out of style and bound to become more so each day? When you buy a "Six" you buy on a rising market. When you buy a "four" you buy on a declining market.

Our proposition is simple. We say, ride in "fours" and ride in "Sixes." Ask your friends who have "Sixes" if they would go back to "fours." We are sure you will want a "Six" after making such a test.

And having reached that conclusion we ask you to then take the Chalmers Road Test. After this we are sure your purchase will be a Chalmers Master "Six." We know that no car within \$2000 of the Chalmers price can even approach the Master "Six" in power, quietness, absence of vibration, flexibility, comfort, beauty, convenience and luxury.

That is a sweeping claim. But it will cost you nothing to prove to yourself that we are right. Don't buy any car until you have done yourself and us the justice of investigating the Chalmers Master "Sixes."

Chalmers Master "Six" 5-passenger body \$2175
Chalmers Master "Six" 4-passenger body 2175
Chalmers Master "Six" roadster body 2175
Chalmers Master "Six" 6-passenger body 2275
Chalmers Master Light "Six" 5-passenger body 1800

Chalmers Motor Company

H. L. KEATS AUTO CO.

Portland - - - Seattle

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Yes—it's pure without a doubt, sir, Hops and malt and water, too, All combined by perfect brewing In a beer just right for you.

Brewed by Henry Weinhard Brewery. Large or Small Bottles. Phone for a case today. Phone Main 72, A-1172.