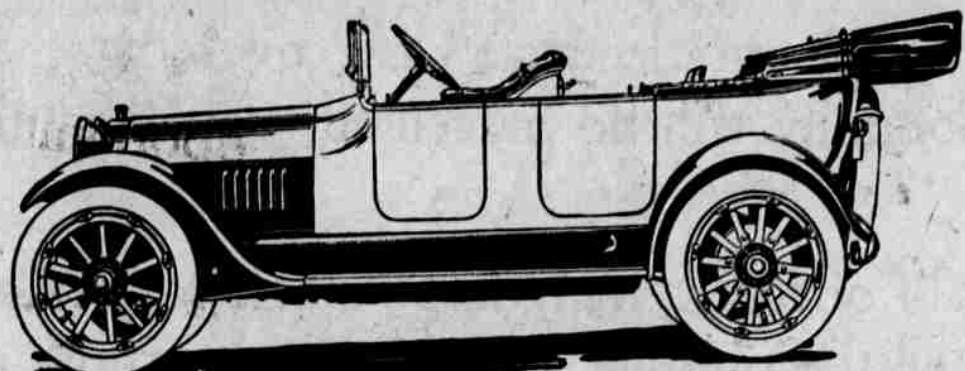


THE FOUR GREATEST AUTOMOBILES IN THE WORLD

Each without an equal in it's class, for Reliable Service
Economy in Maintenance, Luxury, Durability and "Value Received" at the price

CHALMERS—1914 The New "Six"



THE MASTER MOTOR OF THEM ALL

What other makers are still striving for we give you in the New Chalmers "Six". To the best features of the costliest cars we have added these crowning triumphs:

Silence at all speeds; silence that lasts.

Many cars that are quiet at ten miles an hour, kick up a lot of noise at thirty. Watch the speedometer of the New Chalmers "Six"—30—40—50 miles an hour and not a murmur from our big oval cams or enclosed valves.

The silence of the Chalmers "Six" means more than the mere luxury of quiet. It tells you that your motor is working with the perfection of a watch—without the slightest wear. And this silence continues for years.

Sustained power; even after years of use.

This motor, like the trained athlete, grows better by action. Its Tungsten steel valves are not affected by the cylinder heat. So there's no warping—no leaking—no power wasted. Think of the years of extra service this master motor will give you.

No vibration; comfort and long life.

The smoothness of the "Six" saves wear on the car as well as on the passengers. The interval between the explosion of any "four" makes a gap in the power stream. It produces a vibration that hammers constantly at the life of the car. There's no escape from it. The explosions of the "Six" give an unbroken stream of power. This gives smoothness and economy that no "four" can equal. It adds years to the life of the car.

Extreme flexibility, without intricate gearing.

You'll find you can do nearly everything on "high." It does away with gear shifting almost entirely. With this "Six" any supplementary gear mechanism would be useless. The motor itself gives a suppleness of power unknown even in costlier cars.

A Non-Stallable Motor.

This motor will never go dead in the crowded city traffic. The electric starter won't let it.

Even if the driver should cut off the gas accidentally, the electric starter, always on duty, keeps the motor running—won't let it stop.

This is the greatest feature of safety and convenience put on a car in the last five years.

These features mean far more than the luxury they bring. They mean no wear—no waste of power—no depreciation. A car that lacks them may cost you less to buy—but it will cost you more to keep.

When once you know the years of extra service these features add, you'll wonder how we give them at the price, \$2175. Come ride in this car. Let it tell its own story in deeds. It can neither over-rate its virtues nor hide its defects. It must tell the truth—nothing else.

Features of the New 60 H. P. Chalmers "Master Six"

Six-cylinder motor, T-head type 4-in.x5 1-2-in. — 40-65 h. p. All moving parts enclosed.

Bosch Magneto.

Electric starter—Entz System, built in Chalmers shops.

Non-stallable motor.

Full electric lights—Our powerful headlights also contain auxiliary lamps of moderate power for city driving.

132-inch wheel base.

Molded oval fenders.

Gasoline tank and tire carrier on rear—clean running boards.

Lift drive and central control—enter from either side.

38x4 1-2-inch tires and Continental demountable rims.

Four forward speed transmission.

Underslung rear springs; main leaf of vanadium steel.

Tapered bonnet and stream line, bell backed body.

Chalmers patented doors—unusually wide.

Full equipment—including Chalmers silk mohair top, quick acting storm curtains, Warner speedometer, one extra demountable rim, electric horn, pump, tools, etc.

Four Passenger — \$2450

Five Passenger — \$2450

Fully equipped, f. o. b. Pendleton.

We have taken the agency for these four great cars because with their great power and durability, they are best adapted to eastern Oregon roads

They are by far the most popular cars in this section today, for the reason "they deliver the goods."

Every owner is a booster—verify this fact by asking them for yourself.

PLACE YOUR ORDER NOW! FOR SPRING DELIVERY

If you are contemplating purchasing a car this coming spring, give the order now. This is the one time of year when the factories can keep up with the demand. Within a couple of months, when the winter breaks up, orders will pile in, with everyone wanting their car "for immediate delivery"—as a consequence, the manufacturers will become swamped and, of necessity, there is sure to be a delay in delivery. Order now and assure yourself of getting your car when you want it.

We will be pleased to demonstrate any of these cars at your convenience.

THE GREAT CAR FOR 1914



Buick Detailed Specifications

Body—Model B35: Two-passenger closed back roadster type, undivided seat, extra wide doors, large air pressure gasoline supply tank at rear of frame. Hand-somest roadster body built. Model B37: Very roomy, deep cowl, wide door touring type; five-passenger; side flush and smooth; extra wide rear seat.

Frame—Pressed steel, special construction, extra strong, four-inch drop

Spring—First quality spring steel, heat treated. Front, semi-elliptic; rear three-quarter elliptic with scroll ends

Rear Axle—Three-quarter floating type; nickel steel, heat treated, steel axle shafts, running on special high duty roller bearings; universal bearing on front end of third member takes all driving and torsional strains, relieving universal joint.

Wheels—Wood artillery type, with demountable rims. Extra large hub flanges.

Tires—34x4 on all three models.

Wheel Base—112 inches.

Tread—55 inches (60 inches special when desired).

Motor—Unit power plant, four-cylinder, four-cycle, valve-in-the-head type. Valve mechanism exceptionally quiet, with ball end adjustable push rods working in socket felt; oil retaining rocker arms.

Cooling—Water circulated by gear driven centrifugal pump. Radiator, vertical tube and plate type with large water capacity. Pressed steel fan running on anti-friction bearings, belt driven from pump shaft pulley; center distances of fan pulleys easily adjusted to take up stretch in belt.

Ignition—Jump spark; current supplied by Delco system, which also furnishes current for electric lights and for the electric cranking device, reserve set of dry cells.

Carburetor—Highly efficient automatic float feed.

Lubrication—Self contained; constant level splash system with distributing pipe enclosed within crank case; oil circulated by gear pump. Sight feed on dash.

Clutch—Extra large leather-faced aluminum cone; springs under leather to prevent harsh action.

Transmission—Sliding gear, selective type, three speeds forward and reverse. Heat treated nickel steel transmission gear.

Brakes—Emergency, internal expanding; service, external contracting. Both on rear wheel hubs. Very effective and positive, but entirely eliminating dragging and grabbing; anti-rattling.

Steering Gear—Located on left side; semi-irreversible; split nut and worm type; fully adjustable; ball thrust bearing. Eighteen-inch steering wheel with inserted spider.

Control—Friction-retained spark and throttle levers on top of steering wheel. Independent foot accelerator and muffler cut out. Pedals for service brake and clutch; levers for gear changes and emergency brake conveniently located inside in center of car. Center Control.

Finish—Handsomely painted. Round front deep tilt cushions. Upholstered in extra fine quality black leather, over genuine curled hair and deep coil springs. Hand-some cowl, extra deep. Dash three-ply veneer. Running boards and front boards especially oil treated and insoluble covered, with heavy aluminum bindings; all bright parts are heavily nickel-plated.

Color—Body blue-black or Buick gray; chassis and wheels blue-black.

Starter—The Delco System electric self cranks as an integral part of the car, combined with the necessary equipment for lighting and for ignition.

Full Equipment—Combination oil and electric side and tail lamps, specially designed electric "head" lights with outside focus adjustment; current supply, Delco self generating system in connection with large storage battery; \$50.00 speedometer, eight day clock; electric dash light, electric horn, tire irons, foot rest on touring car, one extra rim, tire and tire cover to carry on rear, complete set of tools, and robe rail on touring car; high grade mohair top, combination mohair and rubber dust hood, new style solid ventilating clear vision wind shield on B36 and on B37 special rain vision and ventilating weed chains, demountable rims.

OVERHEAD VALVE MOTOR REDUCES GASOLINE BILLS

The Buick overhead valve motor is guaranteed to develop more power and give more mileage per gallon of gasoline than any other motor of its size, either American or foreign make.

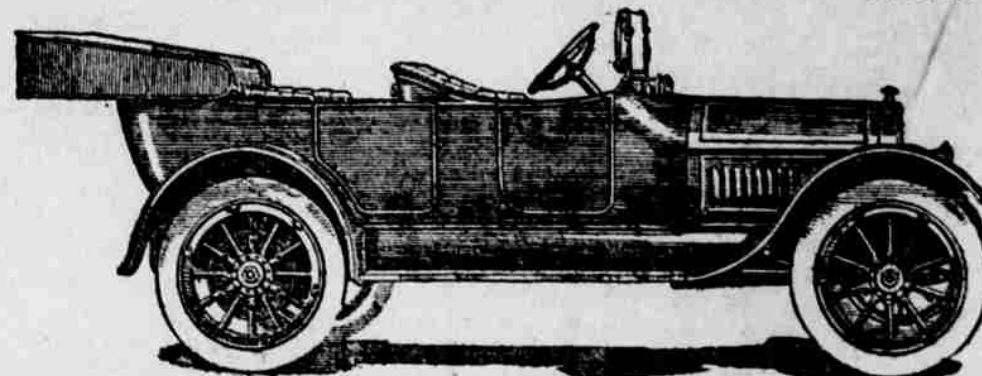
The same underlying principles of construction are followed in the building of every Buick. No matter what its price, a Buick car must and will give the maximum of that service for which it was intended.

Call and see the car itself and be convinced that Buick cars are "Built up to a Standard and not Down to a Price."

COST OF THE BUICK F. O. B. PENDLETON.

28 H. P. Roadster	\$1135
28 H. P. Touring	1235
36 H. P. Roadster	1435
37 H. P. Touring	1535
6 cyl. 55 H. P. Touring	2185

THE 1914 CADILLAC "Standard of the World"



EFFICIENCY...SERVICE...PROGRESS

The "story of the Cadillac" is the story of that mechanical and commercial advancement which makes for permanency—it is the story of successful motor car manufacturing in America.

The Cadillac car of today has behind it the experience gleaned in the successful production of by far the greatest number of high grade motor cars produced by any one manufacturer in the world.

The Cadillac is the only really standardized car—it is the only car in the world which has ever successfully met a real standardization test. The Cadillac is the most sturdy and the most dependable of motor cars.

It is the car of most enduring service.

CADILLAC TWO-SPEED DIRECT DRIVE AXLE.

In this new axle the Cadillac company once more gives evidence of its leadership in motor car development and progress.

In the construction of this new axle there are two gear ratios—the change from one gear ratio to the other is accomplished by means of a simple, convenient electric switch.

In the low direct drive gear ratio (3.66 to 1) we use a ratio which is particularly adapted for city driving, where starting, stopping and slowing down are frequent and where cautious driving is necessary.

In the high direct drive gear ratio (2.5 to 1) we have a gear ratio adapted for driving where and when speeds of 16 miles or more per hour are permissible and desired.

With the high ratio you get more speed and with the low ratio more power than you can derive from other cars.

In ease and luxurious riding qualities it has no occasion to acknowledge a superior.

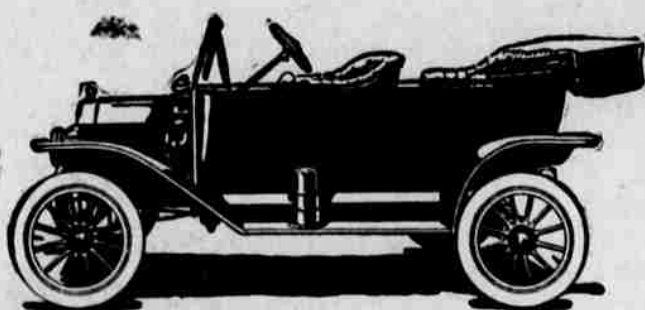
In economy of operation and maintenance there is none which enjoys favorable comparison with it.

In real and substantial motor car value the Cadillac stands pre-eminent.

Cadillac 4 or 5 Passenger Touring \$2175.

F. O. B. Pendleton, fully equipped with Cadillac top, windshield, full lamp equipment, especially designed for Cadillac cars, black enameled. Gasoline gauge, electric horn, power tire pump, foot rail, robe rail and cocoa mat in tonneau of open cars, tire irons, set of tools including tire repair kit. Warner Auto-meter.

You Can Afford a "FORD"



FOR the year 1914—and every day of it—the FORD is the car to boost your business and broaden your pleasure.

It's the car for all occasions, all year 'round. Start the year right—buy you an economical FORD.

SOME FORD FACTS.

Ford Motor Co. was established in 1903. To date more than 260,000 Ford cars have been delivered.

Practically every third car upon American highways, is a Ford.

The company is building 200,000 Ford cars this year.

There are Ford dealers in 6,000 cities in the United States and Canada.

The Ford is a standardized car.

The Ford company devotes all its time and facilities to the building of one car.

By all counts the Ford costs less to operate than any other car—many owners drive their cars at a cost of less than one cent a mile.

The Ford is built of Vanadium steel—the toughest, strongest, best and most expensive steel known to the world of steel making.

The Ford has the most simply constructed, most easily operated and most powerful engine.

The Ford holds the world's hill climbing record.

Every Ford dealer, under his contract, is required to carry an adequate supply of Ford parts.

Ford Specifications in Brief

Cylinders: Four, cast en bloc, 3 3-4x4 inches, L-head.

Cooling: Water, with thermosiphon circulation and vertical tube radiator.

Carburetor: Special float feed.

Ignition: Special system, Ford special make magneto.

Tires: Front, 30x3 inches; rear, 30x3 1-2 inches.

Wheel Base: 100 inches.

Type of Springs: Semi-elliptical, transverse.

Brakes: On transmission and rear wheels.

Clutch: Steel disc.

Change Gear: Planetary type.

Speeds: Two forward and one reverse with direct drive on high speed.

Final Drive: Shaft.

Control Arrangement: Operator sits on left with brake and gear levers on left.

Equipment: Top, windshield, gas lamps, generator, speedometer, three oil lamps, horn and kit of tools.

5 Passenger Touring Car \$625

2 Passenger Runabout... \$575

These prices are F. O. B. Pendleton and include full equipment.

Court Street,
Near Main
Telephone
468

Oregon Motor Garage

B. F.
Trombley,
Proprietor