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t. John, N. B.

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The Technical School and The Advantages It Holds Out



Christie's Bulletin

Christie Woodworking 248 City Road

Na-Dru-Co Laxatives are different in that they do not gripe, purge nor cause nausea, nor does continued use lessen their effectiveness. You can always depend on them.

25c. a box at your

Druggier? 128

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Costs Less to Run Than a Four

The properly-designed, modern six-cylinder car uses less gasoline and is easier on tires than a four-cylinder car of the same size and power.

Some people don't realize this. But when they do, they buy six-cylinder cars. Dealers in four-cylinder cars try to keep alive the old idea that because Six is a larger number than Four, therefore a Six must cost more to run than a Four. It's the same kind of argument that used to be made by makers of one-cylinder cars against cars of two cylinders. It was thought that since one cylinder gave so much trouble, why double it by having two cylinders? When a 60 H. P. Six was made by adding two cylinders to a 40 H. P. Four, the advantage was not as great as was anticipated. The motor power of such a Six was 50% greater than the Four, and of course it cost more to run and did not develop 50% more power. But a 60 H. P. Four cost just as much as did a 60 H. P. Six. The extra cost was because of greater power, not because of more cylinders. Fourextra cost was because of greater power, not because of more cylinders. Four-cylinder folks neglect to tell you that.

Six times four is exactly the same as four times six. Six times 50 inches cylinder space is exactly the same as four times 75 inches cylinder space. And

300 cubic inches cylinder space in a Six cannot possibly burn more gasoline than

It isn't mileage alone that wears out tires.

It's jerks and jolts and vibration.

These are abolished in the Hudson Six. It glides smoothly over the road. The tires don't alip and slide and scrape.

In Pennsylvania, over the same roads, making each a distance of 5,000 miles, the first set of tires on a Hudson Six-54 were still in fair condition, while a prominent four-cylinder car wore out few casings.

Both used standard tires. Conditions were similar. The only difference was in the motor. The six-cylinder proved its tire economy.

You can repeat this in year locality.

You can repeat this in your locality.

If You Drive a \$1,500 Car You Can Afford a Hudson Six

Afford a Hudson Six

Anyone who can afford a car costing \$1,500 and upward can afford to drive a Hudson Six.

There are small Fours that have their place. But in a car of some size and capacity only the Six should be considered.

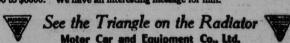
First cost is approximately the same, with the advantage in favor of the Hudson Six. Running expense, gasoline, tires and repair cost—all are reduced when you own-a good Six.

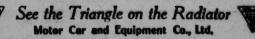
Come and see us and we will prove every point.

And in addition will show you the Hudson Six-54, the equal of any motor car made, at the remarkably low price of \$2950 in the phaeton model, and \$4050 in the sedan style.

The Hudson Six-40, 123-inch wheel base, 47 H. P., comes in phaeton and roadster models at \$2250 and in the new cabriolet model at \$2550. All prices f. o. b. Detroit, Michigan, duty paid.

We are especially anxious to meet the man who is considering a car costing \$2000 to \$6000. We have an interesting message for him.





Princess Street, St. John, N. B.

