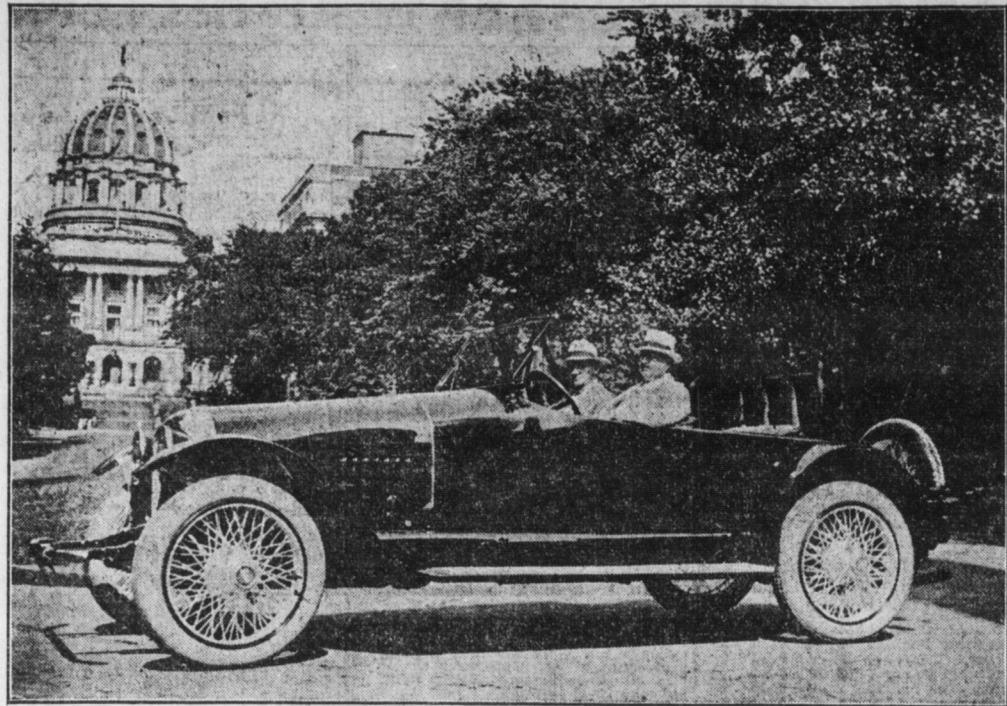


PATHFINDER TWIN-SIX CLOVER LEAF ROADSTER



The above shows the Pathfinder Twin Six Cloverleaf Roadster, with J. J. Garvin, sales manager of the Pathfinder Sales Company at the wheel. Co-operating with Mr. Garvin this week in the local field is H. W. Prine, representing the Pathfinder factory. The cloverleaf roadster has attracted a great deal of attention locally because of its beautiful lines. A Twin-Six Pathfinder is now making a coast-to-coast trip on high gear. This trip from the Pacific coast to New York City is officially supervised by an observer and is considered one of the most remarkable tests to which an automobile has been subjected.

Pathfinder Making Coast to Coast on High Gear

Miss Hilda Argall, of Denver, pressed a button at twelve o'clock, Pacific time, July 3, which started the motor of the Pathfinder twelve-cylinder car in the Panama International Exposition Grounds, at San Diego, Cal., and amid the cheering of twenty thousand on-lookers, the car started on its record-making high gear run across the entire continent to New York City. The electrical equipment between Denver and San Diego is the same used by President Wilson in starting the Exposition a year and a half ago. The motor started smoothly and the car rolled away from the Exposition Grounds on the first leg of its journey to San Francisco. From San Francisco the Pathfinder will follow the route of the Lincoln Highway over the Rocky mountains, across the deserts and prairies on its way east. The Pathfinder Twelve is a regulation stock model with the exception that there are but two gears installed, high gear and reverse. This does away with any sealing of the gears or any chance to make use of low or intermediate gear in all the conditions of cross country touring, and is heralded by The Pathfinder Company as the greatest test of which a stock car was ever subjected. The car is painted in the national colors, red, white and blue, and carries the Lincoln Highway emblem on the sides.

Hudson Speed and Power Surprised High Officials

"John A. Wilson, former president of the American Automobile Association, has written President Chapin of the Hudson Motor Car Co., congratulating him on the performance of the Super-Six," said L. H. Hagerling, Hudson distributor for this territory.

"In his letter the former head of the A. A. A. said, 'I want to congratulate you and your company on the performance of the Super-Six at New York. When I was on the contest board of the A. A. A. at one of our Chicago meetings the question of a mile-a-minute car came up, and when I made the statement that I did not believe any 50-horsepower car then built as a touring car would carry four people a mile in sixty seconds, I got the laugh. Chairman Butler spoke up and said, 'Why don't you offer a cup?' I told him he could put the offer in any one of his programs he desired and make the price of the cup anything he wanted, because I knew I would not have to buy it. Stipulations were made that the 4-cylinder car was to have cylinders no larger than 5 1/2, to carry four people including driver, each one to weigh at least 150 pounds, top on but down, no windshield, carrying no extras. Only one person qualified, Barney Oldfield, who drove a Knox car of the required specifications and made one way of the track mile in 1 minute 11 seconds, the other way of the track 1 minute 13 seconds. This was the record for carrying four people in a 50-horsepower car for a long time. Then along came the Packard, Mr. Vincent driving, and he did better than Oldfield, but his car is what is called a high-powered car. Then came the demonstration of your Super-Six at Sheepshead and, to the utter astonishment of the automobile world, you reeled off not only one mile but many miles at the rate of 72 miles an hour, carrying four people, top and windshield up. Then to follow up with the test at Daytona at the rate of 103 miles an hour and then at Sheepshead Bay, making the wonderful run of 24 hours, averaging 75.8 miles per hour for 24 hours, including stops. We certainly must all take our hats off to you and your staff. Where you get your power, how you get your speed, I, for one, am not able to see, but I am rather inclined to think you have set a mark that will keep them all guessing for a while."

Number of Cylinders Not Main Consideration

"Both the six-cylinder and twelve-cylinder cars of to-day are successful and there is no occasion for a dealer selling one kind to try and depreciate the other type," said J. M. Davidson, of the Pennsylvania Auto Sales Company, Harrisburg, distributor of National cars.

"The fact that one manufacturer has made a success of twelve-cylinder cars is no reason another can not make a success of six-cylinder cars. If a layman prefers a twelve-cylinder machine, very well; he can get his money's worth in such a car, but there is no reason why the builder of a six should try to poison his mind against twelve-cylinder cars as a class. Any sincere manufacturer of automobiles is entitled to his opportunity to tell of his product and to prove that his claims are right. But no one should try to tear down the good constructive work built up by another."

"National builds both twelves and sixes. We say that the number of cylinders under the hood do not determine the worth of a car. It is possible to have a perfect engine and still have a very imperfect automobile as a whole. One part, or one feature of one part, is good only when it helps to compose a harmoniously operating unit mechanism. 'We believe that a good twelve is a good car and a good six is a good car, and that is all there is to it. The noise and row being raised over the question are foolish. People who own automobiles don't buy cylinders, gears, axles, or any other separate mechanical things just to have such pieces of machinery for themselves. They want whole cars, complete units of construction. Therefore, live and let live; let the public judge automobiles by the only true test, by performance. If the right materials suit the correct place and the car is built right, you will get the right results from it."

Rubber Supply Increasing and Lower Cost Possible

So many industries are face to face with constantly decreasing supplies of raw materials and ever-increasing demands due to population growth that the contrast afforded by the rubber business looms up vividly.

In 1905, according to figures given out for publication by the B. F. Goodrich Company, uncultivated or "native" rubber comprised 60,800 tons, while in 1914 the production had dropped back to 60,000 tons. But cultivated or plantation rubber in the same space of time had risen from 145 tons to 84,000 tons.

In 1917 the Goodrich company estimates that while native rubber production will have fallen to 34,500 tons, plantation rubber will amount to 147,000 tons. By 1921, it is predicted, 209,000 tons of cultivated rubber will be available, while but 30,000 tons of native rubber will be produced.

Thus 1917 will show a total increase of 50 per cent. in crude rubber supplies over 1914, due to the fast-growing production on plantations. And when raw rubber reaches that level of cost which vastly increased supplies would indicate, myriad new uses will be added to those for which the present relatively limited production is required.

As ranches and open ranges become converted into farms, and the number of cattle decreases, lessening the supply of leather, while the population which must wear shoes and the factories which must have belting increase, rubber will step in more and more to furnish better service at even lower cost.

Illustrations of these changes are already at hand. The B. F. Goodrich Company has announced textan, a composition sole which is said to outwear leather and is superior in many respects. Goodrich rubber belting is fast supplanting expensive leather belting and is said to perform the work as well or better.

Keenly alive to the importance of to-morrow in the rubber field, the Goodrich company states that it believes in holding to fair and moderate prices up and it produces. Thus it hopes to hasten the "age of rubber," which, in its conviction, means greatly increased benefits to all humanity.

WILL MEET IN LANCASTER Lancaster, Pa., July 15. — The annual convention of the Pennsylvania State Hotel Men's Association will be held in this city October 16 and 17. Lancaster won out over Scranton and Bedford Springs in a contest before the executive committee meeting here.

Advertisement for Ensminger Motor Co. featuring the 'Hudsonobile' logo and the slogan 'Car of the American Family'. The text includes 'ENSMINGER MOTOR CO.' and 'THIRD AND CUMBERLAND STS. DISTRIBUTORS.'

Advertisement for Franklin Ensminger Motor Co. featuring the 'FRANKLIN' logo and the slogan 'Car of the American Family'. The text includes 'Ensminger Motor Co.' and 'Third & Cumberland Sts. DISTRIBUTORS.'

Advertisement for Ensminger Motor Co. featuring the 'DORR' logo and the slogan 'YOU WILLYN'. The text includes 'Ensminger Motor Co.' and 'THIRD AND CUMBERLAND STS. Bell Phone 3515.'

Advertisement for King Car Sales Co. featuring the 'EIGHT CYLINDER KING' logo and the slogan 'The Car of No Regrets'. The text includes 'King Car Sales Co.' and '80 S. CAMERON ST.'

Advertisement for Hudson Sales Agency featuring the 'HUDSON SUPER SIX SAXON' logo and the slogan 'Hudson Sales Agency'. The text includes '1139 Mulberry Phone 1396.'

Advertisement for Packard Motor Car Company featuring the 'AUTOMOBILES FOR SALE' logo. The text includes a list of cars for sale: '1914 48 Packard Touring Car \$1350', '1913 Cadillac Touring Car \$600', '1911 6-40 Kline-Kar \$300', and 'Martin Truck Chassis Offers'. The text also includes 'Packard Motor Car Company of Philadelphia 107 MARKET ST., HARRISBURG, PA.'

Advertisement for Auto Storage and Auto Trans. Garage. The text includes 'AUTO STORAGE—First class, fireproof garage, open day and night. Rates reasonable.' and 'Auto Trans. Garage 27-29 North Cameron St.' with a small illustration of a car.

Large advertisement for Overland Model 75 B. It features the 'Overland' logo, the price '\$635 Roadster \$620 F.O.B. TOLEDO.', and '31 1/2 Horsepower'. Below this is a side-view illustration of the car. The main headline reads 'In No Other Car' followed by a list of features: 'under \$700 to \$800 do you get— 31 1/2 horsepower en bloc motor, 50 miles per hour speed, 4-inch tires, Cantilever springs, 20 to 25 miles on a gallon of gas, Electric starter, Electric lights, Complete equipment'. It concludes with 'That is why people in all parts of America are almost fighting each other to get early deliveries. Never in the history of the entire automobile industry has there been such a phenomenal value. We have just received a big shipment—hence can make immediate deliveries if you place your order now. Do so at once—quick. The Overland-Harrisburg Co. Open Evenings 212 NORTH SECOND ST. Both Phones The Willys-Overland Company, Toledo, Ohio. "Made in U. S. A."'

Advertisement for the Overland Time Payment Plan. It features the 'Overland' logo and the headline 'Time Payment Plan'. The text explains the plan: 'No need to wait any longer. Get your new car now. No need now to dig deep into your savings or to scrimp for months in order to pay for your car in one lump sum. The "GUARANTY PLAN" makes that unnecessary. You can now get any Overland or Willys-Knight Car for a small payment down. Then you can pay the balance monthly—a little at a time. That in a word is the "GUARANTY PLAN"—a thoroughly organized, financially sound system of time payments to help people buy Overland or Willys-Knight Cars. The "GUARANTY PLAN" is one which we can heartily recommend to all. Come in right away, learn all about it and pick out your car. It's just the sort of plan everyone has been waiting for. And now it's here—an accomplished fact. Of course there'll be a rush to take advantage of it. So don't wait until we're slowed up on deliveries. Get your order in now—specify immediate or later delivery as you wish, but make sure of your car to-day.' It concludes with 'Open Evenings The Overland-Harrisburg Co. 212 NORTH SECOND STREET' and the 'Willys-Knight' logo.