

**Pullman 1909 Model Crosses the Continent**

Did you ever hear of a 47,000 mile-old car hitting the trail across the United States? Of course you haven't for it wasn't done until just recently and this is the first time you ever heard of it. It remained for a veteran Pullman, who remained for a veteran Pullman, vintage of 1909, to accomplish the unbelievable. To-day it holds the record for being the oldest motorcar, in point of continuous service, that ever crossed the Lincoln Highway, according to word received by L. A. Wallace, local representative of the Pullman line. About a month ago Henry A. Reid, of Santa Rosa, Cal., decided he wanted some Eastern climate. He told his friends that he was going to make the trip by motor in the car he had already driven 47,000 miles. His friends pointed out a thousand and one pitfalls that would come his way if he attempted such a long tour in an old car. But Mr. Reid was determined. He knew his 1909 model Pullman better than anybody—his devout faith in it paved the way. The car made good, some tire trouble being his only difficulty on the long trip. Arriving in Waterville, N. Y., he visited his friend of years' standing, W. G. McLean, a wealthy and influential merchant of the upstate town. Mr. McLean persuaded Mr. Reid to sell him the car. To-day this record-breaking Pullman according to word from its new owner, "is in daily use and doing satisfactory work."

**Studebaker Expert Advises Against Calcium Chloride**

"It was only a few weeks ago that I publicly urged all motorists to prepare their cars for the advent of zero weather," says Max Hagelstine, service manager of the Studebaker corporation, "and I gave them specific directions for the preparation of an antifreeze mixture that would guard against the freezing of the water in the cooling system of their cars. "While it is true that some motorists made adequate preparations for the cold weather, it is almost true that a great many owners woke up the other morning and found that Jack Frost had got in his work: that the radiator was damaged and the cylinders cracked. And to my way of thinking, cracked cylinders and split radiator tubes cost a lot more than alcohol or glycerine. "It is not always the man who has his first machine that is caught napping. Experienced motorists are not infallible, and it is that class of owners who never cross a bridge until they come to it that bring business to the concerns who repair radiators and those makers who supply spare parts. "While the most easily prepared solution is, perhaps, the calcium chloride, it is absolutely the wrong antifreeze such as the brass tubing of a radiator and the solder used at the joints; the iron water jackets and the brass or copper plates, etc. And, too, I strongly advise against the use of all soluble salts, because of their harmful action on the metal. "In addition to damaging the radiator, the use of calcium chloride may work havoc with the cylinders, the inlet and outlet pipes. The owner usually has to buy a new radiator before he can put his car into service again, besides having to stand the cost for the labor of replacing with the new. And the expense does not always end with this work. "A summary of the opinions of motorcar manufacturers as to the value of various antifreeze solutions shows a decided preference for denatured alcohol and glycerine. The proportions for the use of the alcohol depend upon the temperature. It will require a 5 per cent. solution of alcohol to prevent freezing at 28 degrees and a 25 per cent. solution will take care of the water system down to zero. As low as 10 below the solution should be 30 per cent. and if the mercury happens to drop to 15 degrees below the percentage will be 55 per cent. of alcohol, whereas 10 more degrees below will require a 40 per cent. solution. "Alcohol has one undesirable feature, however, and that is its evaporating properties. But if you will take the trouble to add a small amount of glycerine to the alcohol as you prepare it for the radiator, you will greatly reduce the evaporation rate. Regarding the glycerine, the unbleached variety which may be procured at practically any drugstore is cheapest and best."

**Busy Christmas Season For Pine St. Presbyterian**

Both services at Pine Street Presbyterian Church on Sunday will keep Christmas to the fore and will fittingly celebrate the day. The evening service will be of great interest to many, as at that time the double quartet and chorus choir will sing the first part of "The Messiah" (Handel) and "The Hallelujah Chorus." This work will be under the direction of the choir-master, Frank A. McCarrell. It is so well known to music-lovers that comment on its inspiration and helpfulness is unnecessary. The pastor, the Rev. Dr. Mudge, will be the preacher at both services, having for his charge in the morning "The Christmas Star" and in the evening "The Song of Jesus." This will be the last sermon in the special Advent series and will have in mind the musical program of the evening. The enlarged choir will sing at both services, the program for the day being: Morning—Prelude, Christmas Pastoral, Merkel; anthem, "Arise, Shine, for Thy Light is Come," Marker; offertory, Noel Ecosais, Gullmant; anthem, "Calm on the Listening Ear of Night," Harker; carol, "The Song of the Angels," Dickinson; postlude, Jubilate Deo, Silver. Evening—Prelude, (a) "Shepherds in the Fields," (b) "Bethlehem," Malling; offertory, "The Wise Men of the East," Malling; "The Messiah," part I, and "The Hallelujah Chorus," Handel. In the afternoon there will be special Christmas services in the Sunday school sessions. Christmas lessons will be taught and special music will be sung. At 6:30 o'clock the Christian Endeavor Society will celebrate Christmas. The meeting will have for a part of the program special Christmas slides shown and a program of Christmas music. On Tuesday evening the Presbyterian Association of Harrisburg and vicinity will meet in the gymnasium of the John Y. Boyd memorial building. This meeting will be of special interest, as at it a new feature will be tried. There have been invited from the various churches represented a selected list of high school and college boys to be the guests of the association at this meeting. Dr. Robert E. Speer, secretary of the Board of Foreign Missions of the Presbyterian Church and one of the best known speakers in America, will talk on "Christian Service." Thursday evening the Bethany Mothers' Meeting will celebrate Christmas with their annual program at Bethany Chapel. On Friday evening the celebration of the Pine Street Mothers' Meeting will be held in the social room.

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**Cadillac Eight Climbs Mt. Diablo on High Gear**

Carrying four passengers, a photographer's outfit, a spare tire and with all tanks practically full, a Cadillac recently climbed Mount Diablo, in California, on high gear, thus establishing a record. The climb is ten miles long and the Cadillac is the first motorcar to make it on high gear carrying more than one passenger. The total weight of the passengers was 706 pounds. Reports from San Francisco say the car negotiated the climb with such ease that it is believed it could have carried its capacity of seven persons. Motoring circles in the California metropolis regard it as a hard demonstration for a car to climb Mt. Diablo on high with only one passenger. At all times during its ascent the Cadillac had reserve power, never being pressed to make the grade.

**Carries Bandanna to Cross Streets Safely**

Wilkes-Barre, Pa., Dec. 23. — Robert P. Robinson, former Sheriff of Luzerne and "Daddy" of Republican politics, carries a bright red handkerchief for a most novel use. In these days of jitneys and excessive automobile travel, "Farmer Bob," as he is best known, declares it is dangerous to cross streets, where there are no traffic cops. Besides his eyesight is somewhat dimmed and his legs are not as steady as they were fifty years ago. "The jitneys keep me guessing. When I cross the street now I pull out my fiery red handkerchief. I wave it a bit and then carry it in my hand. Jitney drivers think it is a danger signal. They just slow up and let me over. I never stop to explain to them what the signal means, but it works to perfection."

**Akron, Rubber Capital of World, Has Big Industries**

The position of Akron, Ohio, as the "Rubber Capital of the World," has been so well established in the public mind that it is doubtful whether any one would question seriously the claims of the rapidly growing Buckeye city to the distinction it has won. A recent valuation of Akron industries for property taxation, completed by the auditing department of the country in which the city is located, brings out with striking clearness the predominance of the rubber manufacturing industry over any other of the many that have brought about an increase of approximately 300 per cent. in the population of Akron during the past ten years. The taxable value of the great plant of the B. F. Goodrich Company alone amounts to almost half of the total of \$43,896,440 placed upon the 183 industries located in Akron and Summit county. When it is remembered that included in these 183 industries are such concerns as the Diamond Match Company and the Quaker Oats Company, it is possible to get an idea of the immensity of the Goodrich Company's establishment. Specifically, the amount assessed against the B. F. Goodrich Company is \$20,322,830, by far the largest of any industry in the list. It is, in fact, about three times as great as the valuation of the plant which is next in importance. Just how the rubber manufacturing business dominates in Akron, and the immensity of it, is shown by figures given in a recent article in one of Akron's newspapers, from which the following figures are obtained: "Total valuation of all Akron and Summit county industries, \$43,896,440. "The B. F. Goodrich Company, \$20,322,830. "Goodyear Tire and Rubber Company, \$7,621,750. "Firestone Tire and Rubber Company, \$4,964,980. "Kelly-Springfield Tire Company, \$1,371,930. "Miller Rubber Company, \$1,121,910. "Portage Rubber Company, \$381,830. "Swinsbart Rubber Company, \$459,270. A total of \$36,220,580 credited to the rubber manufacturing industry, more than four-fifths of the entire manufacturing activities of Akron and its suburbs. The position of Akron as the greatest rubber manufacturing center in the world is due to the fact that forty-seven years ago Dr. B. F. Goodrich selected the then unimportant town as a favorable site for a small factory which he established for the production of high class rubber goods. From the original Goodrich factory has grown the immense industry carried on by the B. F. Goodrich Company to-day, the production of high-class rubber goods being now, as it was at the start, the first principle in a policy that has brought about one of the most remarkable industrial developments of the century.

**Chalmers Issues New Shop and Service Publication**

To promote greater co-operation between the factory and the dealer, Chalmers Shop and Service, a new house publication, made its initial appearance with the December first issue. "We have long felt the need for a medium through which we may frankly discuss with distributors and dealers the many shop and service problems connected with the sale of motor cars," says Manager H. W. Miller. "In Chalmers Shop and Service, we believe we have that medium and propose through its columns to conduct campaigns of education that will eventually work to the satisfaction of both dealer and owner. New methods of

inspection, improved ways of giving service to owners, elimination of wasteful sales and garage methods are just a few of the topics that will come up for discussion. The ultimate aim of the publication, of course, is to render the greatest possible service to Chalmers owners in all sections of the country. In the first issue of Chalmers Shop and Service, some of the leading articles are "Cold Weather Hints," "Effects of Continued Cranking on Batteries," and "Value of Service Meetings to Dealers and Shopmen." Among the new plans which this paper will promote in future issues is the service inspection plan by which Chalmers owners will receive five free inspections of their cars in the first three months of ownership. According to prominent authorities, the use a car receives while new, determines to a

great extent the period of its useful service to the owner. Each Chalmers owner will bring his car into the dealer's garage for five inspections as follows: First, upon delivery of car, second, 15 days after delivery, third, 30 days after delivery, fourth, 60 days after delivery and fifth, 90 days after delivery. The inspection will include complete lubrication and minor repairs and is expected to educate the owners on the importance of keeping his car in first class condition. Postcards will be sent out in advance to owners, notifying them of the approaching time for each inspection. Besides the education of the owner, this plan is expected to prove a basis for increasing the good will between dealer and owner and keeping the latter as a permanent customer.

**Pullman**  
"When you travel, ride in a Pullman."  
  
THE PULLMAN MOTOR CAR COMPANY takes pleasure in announcing the appointment of the PULLMAN SALES COMPANY of Harrisburg as its distributor for Dauphin and Perry counties.  
The Pullman for 1917 needs no introduction to Harrisburg—it tops the "under-a-thousand-dollar" class at every point.  
Its completeness of detail, superiority of finish and up-to-the-minute accessory features—of recognized standard makes—place this car at once beyond comparison at any price under a thousand.  
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Pullman service is REAL SERVICE—hundreds of satisfied owners everywhere will testify to that.  
Distinguishing features of the 1917 car—114-inch wheelbase, 32-h. p. motor, 50½-inch full cantilever rear springs, Dixie Waterproof, high tension magneto, Batavia non-skid tires all four wheels, two unit electric starting and lighting, Stromberg type carburetor, double bulb headlights with dimmer, 17-gallon gas tank in rear.  
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There will be no change in the model. The Saxon "Six" you can buy to-day—and until January 1st—for \$815 is the same car that will cost you \$865 after January 1st.  
There's scarcely need for explanation. You know how prices of other commodities have gone up. So have prices of automobile materials. You know the high quality standard the Saxon Motor Car Corporation has adhered to in the past. You know that will not be lowered.  
So—to cover the increased cost of labor and materials—the price must be raised \$50. And we say to you—act quickly—come in to-day, place your order for Saxon "Six," and it will be the same as having placed \$50 to your credit in the bank.  
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