

MANY VOLUNTEER TO TAKE CHILDREN ON BIG AUTO RIDE

Auto Owners Quick to Respond to Call of Motor Club For Picnic Wednesday

Sufficient cars have been offered by Harrisburg motorists to carry all children to the Motor Club's orphans' outing next Wednesday. The affair is expected to be a complete success. Car owners are to report at Market Square promptly at 10 o'clock in the morning. The cars will then be assigned to the different starting points.

- Captain car No. 1, James P. McCullough. Captain car No. 2, Charles L. Sheaffer. Captain car No. 3, Frank R. Downey. Captain car No. 4, J. W. Moul. Captain car No. 5, Emma New-comer. Captain car No. 6, C. E. Rowand. Captain car No. 7, E. B. Wright. Captain car No. 8, R. W. Hunter. Captain car No. 9, B. F. Ober. Captain car No. 10, J. E. Dare. Captain car No. 11, J. C. Monn. Captain car No. 12, L. M. Neiffer. Captain car No. 13, E. C. Snyder. Captain car No. 14, J. P. Turner. Captain car No. 15, J. N. Benfer. Captain car No. 16, H. H. Herkin. Captain car No. 17, Frank F. Bomgardner. Captain car No. 18, B. F. Barker. Captain car No. 19, R. F. Cook. Captain car No. 20, George F. DeHuff. Captain car No. 21, C. A. Chayne. Captain car No. 22, G. H. Jeffers. Captain car No. 23, James W. Barker. Captain car No. 24, George E. Whitney. Captain car No. 25, E. Eggert. Captain car No. 26, Harry Miller. Captain car No. 27, H. I. Colton. Captain car No. 28, James McCormick, Jr. Captain car No. 29, J. H. Troup. Captain car No. 30, George B. Zech. Captain car No. 31, J. C. Motter. Captain car No. 32, A. J. Bentz. Captain car No. 33, G. G. McFarland. Captain car No. 34, Andrew Redman. Captain car No. 35, Miller & Kades.

Tests of Performance Safest Criterion to Buyer

"Within the last few years, there has been a general realization on the part of motor car makers, that the people who buy cars are decidedly motor-wise and a car that hasn't a pedigree as a thoroughbred is not salable any longer," says R. P. Bishop, sales manager for the King Motor Car Company, Detroit. "There's no denying that there have been a lot of 'good looking' cars 'put over'—and it was just the handsome superficiality that fooled many a buyer and afterwards made him adopt a 'show me' attitude when he bought again. Realizing that the best evidence of King's quality, ability and stamina would be a series of strenuous tests under the most severe conditions imaginable, the King Company immediately proceeded to put the car through her paces and made the actual record of the car's performance the best selling argument to convince the critical and investigating buyer. Among the most noteworthy of a dozen remarkable achievements was the 10,850 mile non-stop motor test held under the supervision of A. A. A. That feat alone would have put King cars on the map, and every day's performance since in the hands of thousands of owners has proved after all that the non-stop record was not an unusual accomplishment for a King."

Chandler Motor Earnings and Output Show Gain

Earnings of the Chandler Motor Company for the seven months ended July 31 were \$1,830,476, or equal to more than \$26 a share on the 7,000 shares of stock issued. This compares with earnings of \$1,030,206 for the same period of last year. Cash on hand July 31 amounted to \$1,598,000, or over \$27 a share. A total of 12,449 automobiles was shipped during the seven months, against 8,175 for the same period of last year.

Carroll's Average Was 53.6 Miles Per Hour

In setting his world's records for 500, 1000 miles for 12 and 24 hours with a sidecar at the Cincinnati, O., Speedway on August 14-15, "Teddy" Carroll averaged 53.6 miles per hour for the entire 24 hours of riding and not 48.38 as originally stated. Carroll covered 1275 1/2 miles during the entire period of 24 hours. He drove a stock Powerplus Indian sidecar outfit.

Rex Garage and Supply Co.

1917 North 3rd St. HARRISBURG, PA. The largest Garage in the city is the logical place to house your car. Live storage includes cleaning your car daily delivering to your house and calling for it. Goodyear service station—a full line of Tires, Tubes and accessories. Agency Hassler Shock Absorbers for Ford Cars. Atlantic and Mobiloils. Distributors Portage Tires. Guaranteed 5,000 Miles. NEVER CLOSED Gas Bell 4170 Supplies Dial 5438

SCENE IN AMERICAN CAMP BEHIND THE LINES IN FRANCE



A scene in a camp of the American troops, under Major-General John J. Pershing, in France. The boys are seen getting ready for dinner.

HOME-READING COURSE FOR CITIZEN-SOLDIERS

(Issued by the War Department and all rights to reprint reserved)

This course of thirty daily lessons is offered to the men selected for service in the National Army as a practical help in getting started in the right way. It is informal in tone and does not attempt to give binding rules and directions. These are contained in the various manuals and regulations of the United States Army, to which this Course is merely introductory.

LESSON NO. 12 TEAMWORK IN THE ARMY

(Preceding lessons: 1. Your Post of Honor. 2. Making Good as a Soldier. 3. Nine Qualities of a Soldier. 4. Getting Ready for Camp. 5. First Days in Camp. 6. Cleanliness in Camp. 7. Your Health. 8. Marching and Care of Feet. 9. Your Equipment and Arms. 10. Recreation in Camp. 11. Playing the Game.)

So far in this course we have been taking up some of the problems which each soldier has to face and solve for himself; how to adjust himself as quickly as possible to the routine of camp life; how to keep himself and all his belongings clean in spite of the difficulties in the way; how to look after his own health and comfort; how to take care of arms and equipment; and how to get real enjoyment, as well as benefit, out of Army life.

If the course were to stop just at this point, it might leave in your mind a false impression. For after all, the soldier is not an individual player in the great game of war; he is valuable chiefly as a member of a team. It is a team of enormous size. It is organized in rather a complicated way. This team we call the Army.

Your Army life will be more interesting if you know in a general way how the team is organized. This will enable you to see more clearly where you fit in and what is expected of you. If you have been working for a business concern, you are already familiar with many of the elements of Army organization. You have been in touch with the same things under different names.

Need for Teamwork In a factory or store or office—wherever large numbers of people

are working together—there is almost always some one in direct charge of each group of workers. This person may be called a foreman in the shop, a chief clerk in an office, a floor walker in a department store, or by any one of the number of other titles; in the Army we call him a corporal or a sergeant. Going up a step, you know that in every large concern there are numerous officers who take charge of various departments of the business such as the superintendent of the traffic manager, the advertising manager, the sales manager, the secretary, the vice president, and so on; in the Army we call the men in corresponding positions captains, majors, colonels, and generals. Finally, you have at the top of the business concern a president or a general manager who directs everything; in the Army he is a commanding general.

This general likeness between business organization and Army organization is helpful, but must not be carried too far. There is one vital difference: The average business concern is somewhat easy-going; the responsibility for each piece of work is not always definitely fixed. In the Army everybody, on the other hand, is held to the strictest account. There is very seldom any doubt as to the man to be held responsible for each task.

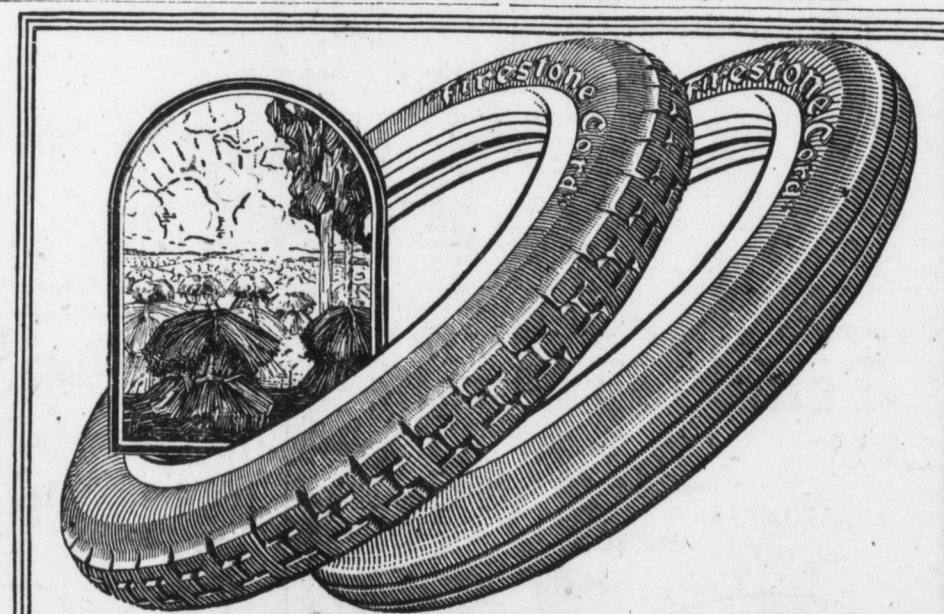
Responsibility Always Fixed Within each rank, from major general to private, every man has his individual ranking, depending upon his length of service in the office which he holds. This ranking insures that in every situation somebody always has authority and is responsible for whatever is done. Even if two private soldiers are working together without supervision, the one who has been longer

in the service takes charge and the other must obey his orders. This rule applies everywhere. In civilian life there is time for argument. You may have better ideas than your boss about how a certain thing should be done and possibly may convince him and get his original orders changed. In Army life nothing of this kind can be permitted. The officer in charge always has the full responsibility. Whatever orders he gives must be instantly obeyed. It is far better to take action, even though the thing may not be done in the best possible way, than it is to stand still and debate. Lack of immediate action in the crisis of a battle might mean that the Army would be defeated, thousands of lives lost, and possibly the honor of the country stained. Think over this difference between Army organization and civilian organization. The longer you think about it, the more clearly you will see why your own interests demand that you should fit into your place in the Army and follow instructions much more strictly than is necessary in civil life.

The Army is governed by military law. This means that soldiers are not brought to trial in civil courts, except for certain serious crimes, but are subject to military courts of inquiry, summary courts, and courts-martial. However, this will never be a question of much importance to the great majority of men in the National Army. Success in winning victories is the object for which the Army exists. In comparison nothing else counts. Every officer and every soldier must be ready to make any sacrifice, big or little, to accomplish this object. An officer may spend years in working out solutions to military problems, only to find in the end that all the credit for what he has done is swallowed up in the general reputation of the Army. If this proves to be the case, he has no cause for complaint. It is the rule of the Army that everything must be done "for the good of the service."

In the same way you may be called upon to carry through some dangerous mission or to perform unpleasant duties. Every such call is an opportunity to show your loyalty to the service and to the Nation. Remember in all these cases that hundreds of thousands of other men in the Army, from top to bottom, like yourself are working first and all the time for the success of the team.

It is usually the Army with the strongest team spirit that fights its way through to victory. Try to cultivate that spirit in yourself and among your comrades.



The Nation's Resources

THE same reason and judgment that makes us conserve national values in the earth, the mine and forest, governs the wise car owner in his choice of tires. This ever-growing demand for the most for the money is testing to capacity the Firestone factory. A careful use of your financial resources is bound to make you a Firestone user.

Test Firestone Super-size Cord Tires. Note their response and road grip; their smooth going. Count the savings in fuel; keep track of the mileage. Your business judgment watching Firestone performance will leave you no choice.

FIRESTONE TIRE AND RUBBER COMPANY 210 NORTH SECOND STREET, HARRISBURG, PA. Home Office and Factors. Branches and Dealers Everywhere

Firestone CORD TIRES

BIG DEMAND FOR STUDEBAKERS

Announcement of Increase in Prices Causes Intending Purchasers to Buy

"The American public is gradually awakening to the fact that practically all materials entering into the construction of a motor car have been rapidly increasing in price," says P. Driscoll, Studebaker distributor for Harrisburg and vicinity. "This fact has been brought very forcibly to the attention of the motor car buying public by the automobile manufacturers, who, in their newspaper ads for many weeks past, have announced an increase in their prices. Some of these makers have even been forced to make a second increase since July 1st."

"A year ago Studebaker made huge purchases and placed long-term contracts for raw materials, making it possible to continue the present low prices while other manufacturers of cars in the Studebaker class advanced their prices. But at the same time we continually warned the public that the increasing cost of labor and materials might force Studebaker to raise their prices at any time without notice. In all sincerity, and without any effort to stampede people into buying our car, we persistently urged intending purchasers to buy their Studebaker at that particular time, and make sure of a substantial saving. Now the wisdom of our reasoning is being demonstrated daily here at our salesroom. "Because the popular demand for

Studebaker cars is rapidly exhausting the materials purchased at old prices, the factory recently made an announcement of an increase in the prices of all models, to take effect September 15th. This definite announcement has been the cause of a big rush for Studebaker cars. Seems as though everyone in my territory wants to take advantage of the old prices now. "Even at increased prices I'm perfectly satisfied that Studebaker cars will continue to be the greatest dollar-for-dollar values on the market. At the present prices they are unquestionably the best "buy" in all motordom. I doubt if buyers will ever have another opportunity to get such a powerful, durable, accessible, economical, comfortable car for so little money. And the fact that I can well-high swamped with orders from prospective purchasers who wish to take advantage of the present Studebaker prices, seems to prove that the majority are with me in this belief. "Everyone is after the best possible buy for the money and, if there's a chance to save a dollar for Studebaker cars on the American public every time. The increased demand for Studebaker cars at the old price shows the shrewdness of the buying public—the well-to-do man takes advantage of the saving as well as the man of ordinary means. "A great many purchasers of Studebaker cars now, and perhaps the major portion of them, are leaning toward the De Luxe models. Here the buyer has his choice of four distinctive colors, chrome green, battleship gray, purple lake and auto blue, and finished in any one of these colors a Studebaker takes its place on the road with the most exclusive motor car made. Demand for individuality prompted Studebaker to offer the De Luxe models, and I am told that they are creating no end of favorable comment all over the country."

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Duplex Reduces Haulage Costs For Road Building

Black Hawk county, Iowa, road commissioners have reduced their haulage costs nearly one-half as a

result of replacing horse and mule teams with a Duplex 3 1/2-ton 4-wheel drive truck. The Duplex is used for hauling gravel, bridge material and supplies for road building work. The Duplex hauled a load of gravel and tools, weighing 3,500 pounds, as well as pulling a bunkhouse weighing 5,500 pounds, tank wagon weighing 1,500 pounds, cement mixer weighing 1,500 pounds and eight men on the truck

and wagon weighing 1,200 pounds. The total weight of the vehicles and loads was 14,700 pounds. H. M. Leet, president and general manager of the Duplex Truck Company of Lansing, Mich., says that scores of county road commissioners throughout the country have been convinced of the economy of Duplex trucks over horse and mule teams and the cost of road construction has been greatly reduced wherever the trucks have been placed in service.

Packard Save Money IN BOTH Tire and Gasoline Economy A Packard Twin Six renewed, repainted and guaranteed with the appearance of a new car—costs no more than many a new car which will be outworn long before the Packard. The Packard will develop more power per gallon of gasoline and give better mileage on tires than any other car costing any where near its price. 1916 1-25 Packard Twin Six Touring, repainted and guaranteed \$2,100 1916 1-35 Packard Twin Six Salon Touring, repainted and guaranteed \$2,300 1914 Chalmers Master Six 7-passenger Touring \$400 1914 Fullman 7-passenger Touring, \$400 1913 Chalmers 5-passenger Touring, \$300 Packard Motor Car Co. of Phila. Front and Market Sts. Harrisburg, Pa. Phone Harrisburg 2694. THE SAFEST USED CAR MARKET IN THE WORLD

Overland Model Eighty-Five Four \$895 J. A. H. Toledo Subject to change without notice. Roomy—easy riding—beautiful—powerful—economical! There is more room in this Overland than in any other car sold for anywhere near so low a price. We have lengthened the wheelbase to 112 inches and equipped it with cantilever rear springs. The solid comfort of the thirty-five horsepower Overland, combined with unusual power and unusual economy, has made it for years the most successful car of its size by far. You cannot buy for anywhere near so low a price any car that will give you such complete satisfaction. This season it is a more comfortable car than ever before. Get yours now. The Overland-Harrisburg Company Open Evenings 212-214 North Second Street Both Phones Service Station and Parts Department, 26th & Derry Sts.