

MAKING ENGINE OF MOTOR CAR

C. Mason, Designer of Chevrolet Tells of Care and Quality Necessary

The automobile engine, with its recent-day refinements, has made possible the efficient automobile of today. The engine of an automobile is its most important unit—it is the "life" of the mechanism. It is the breath, energizing instrument that provides power to move the rear wheels. Without a dependable power plant remaining part of the chassis, enough might be perfectly attained, would go for naught. How many motorists, as they spin along in an automobile, listening to the quiet, even purr of the engine, give a thought to the brains, labor and the material required to produce a power-unit that will give uniformly satisfactory service in every direction. There must be no weak spots anywhere. Knowledge of detail must be positive at all points. Each step of the progress must be a positive ground. The design of the engine; the selection of the material; the analysis of that material after it is received; the fitting of that material after it is placed in the different departments; the assembling of the different units; the various tests; the finishing of each step is vital to the finished product. Each detail in construction of the utmost importance in it. For the quality and the efficiency of the engine will depend on accuracy and the faithfulness with which each detail is followed. To illustrate the need for complete harmony in construction: An engine would be of little value if its cylinder walls were not as smooth as they should be; or if a piston was not of the correct diameter; or if there was a clearance leak; or if the cams were not in true position; or if the piston rings were loose; or for any other reason that might be mentioned. An engine must be true. Each component part must be true to each other, and the unit must be so constructed as to stand almost constant wear and tear. The number of revolutions made by an engine in a day, say, of a hundred miles. Suppose you are in a "Four-Ninety" and your car is going at the rate of thirty miles an hour. In the hundred miles the engine will have turned over about 244,000 times. Imagine the consistency, strength and durability of the parts required to stand tests like this day in and day out. There are more parts required in building a quality engine than in any other type of automobile. There are 660 parts in a Chevrolet "Four-Ninety" engine, and there is a reason for each part or it wouldn't be there. Among these hundreds of parts are five kinds of steel—nickel, chrome-vanadium, carbon, sheet spring. In addition, bronze, brass, aluminum and gray iron are used. Each selection is the best for the purpose intended. In order that the layman may have a proper conception of the work involved in building a satisfactory engine, there will be cited a few more important steps and operations in building a high-duty power-engine.

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 door and calling for it. Goodyear service station—full line of Tires, Tubes and accessories. Agency—Hassler Shock absorbers for Ford Cars. Atlantic and Mobil oils. Distributors Portage Tires, guaranteed 5,000 Miles. NEVER CLOSED Supplies Bell 4170 Dial 5438

Let Our "Exide" service Protect Your Battery TAKE time to drive around and let us inspect your battery occasionally—it will save you unnecessary repair bills and assure you better battery service. These inspections are free of charge. We know the battery business from start to finish. When repairs are necessary we make them quickly and at the right price. When you need a new battery we furnish an "Exide"—the best battery on the market and the least expensive to use. The "Exide" is the same type of battery as is used in U. S. Submarines. Remember, "there's an 'Exide' Battery for every car."

Excelsior Auto and Battery Co. 11th and Mulberry HARRISBURG, PA. Both Phones 5-Passenger Touring \$725 5-Passenger Clover-Leaf Roadster \$725 Ensminger Motor Co. THIRD AND CUMBERLAND STS. Bell Phone 3515

BOY SCOUTS ASSIST MOTORISTS



American boys have attained a noteworthy reputation for usefulness in recent years. Boys, of course, always have been useful, but not until their energies are organized and directed along systematic channels does this usefulness become so apparent. That is why, in recent years, America's youngsters have loomed so conspicuously in the foreground of daily activities. They have been organized on a much broader scale than ever before. One of the most influential factors in the boy development program is the Boy Scout organization. Troops in every section of the country have attracted public recognition and praise for countless forms of public service rendered. They have assisted in directing street traffic during congested periods, assisted travelers on incoming trains, helped convention

76 PER CENT. ASK TO BE EXEMPTED

In Perry County Only Thirty-two Men Are Willing to Serve in War New Bloomfield, Pa., Sept. 15.—Seventy-six per cent. of the 134 men who passed the physical examination in the second Perry county draft desire exemption. Only 32 are desirous of serving. The first call in the county furnished only 69 men, so another call for 249 men was issued to fill the deficiency of 61 in the county's quota of 130. With the 32 men secured this time, 101 men have now been secured. Unless 29 men are secured from the total of 102 who desire exemption, a third draft will have to be made. Of the 249 called in the second draft, 134 passed the physical examination; 101 were rejected as physically unfit; eight had enlisted; three were certified for the army when they failed to appear for examination; one man was drowned; a minister was exempt, and another man was ordered to report in Philadelphia for examination. Those exempt are as follows: Passed, not claiming exemption—Antonio Picerilli, Marysville; William L. Irvine, Loysville; Giovanni Boracini, Duncannon; Ralph J. Potter, Blair; Clarence N. Myers, Duncannon; Paul F. Shope, Duncannon; James D. Davis, Marysville; John E. Long, Newport; Leroy Reynolds, Newport; N. D. Hamaker, Duncannon; Benjamin B. Graybill, Duncannon; Earl H. Walker, Newport; John E. Noll, Newport; Harvey A. Feilman, Newport; Andrew L. Wallace, New Bloomfield; Dexter Potter, Duncannon; Roy W. T. Landisburg; James C. Hartz, Newport; Dorl H. Thomas, Blair; Roy D. Lowe, Duncannon; Robert E. Lightner, Duncannon; Alfred T. Lightner, Duncannon; Frank Light, Duncannon; Wilbur Hockenberry, Duncannon; Richard M. Marshall, Newport; Ralph G. Reapsome, Ellettsburg; William F. Hall, Blair; Harry B. Wertz, Newport; Thomas L. Nohlet, New Buffalo; Warren E. Kell, Newport; Jacob H. Sweetner, Liverpool; Walter A. Crist, Newport; Roy M. Kline, Loysville. Claim exemption—Emilius S. Toner, Duncannon; Jonathan S. Snyder, Newport; Ed. H. Shearer, Shermansdale; James C. Wertz, Millerstown; John H. Richter, Duncannon; Clayton J. Myers, Marysville; J. Clair Gray, Ickesburg; Henry R. Thomas, New Bloomfield; Albert G. Scott, Marysville; John Smith, New Bloomfield; Horace A. Myers, Newport; William O. Fealman, Newport; James Bell, Marysville; Clarence L. Dissinger, Marysville; Harry D. Trimmer, Liverpool; Jacob F. Toland, Duncannon; Clark W. Eitner, Duncannon; James S. Burkett, New Germantown; Samuel D. Adams, Markleville; John N. B. Cooper, Newport; William B. Sattler, Millerstown; Earl E. Keller, Marysville; N. H. Rubendall, Liverpool; Charles L. Leonard, Newport; Charles W. Potter, East Waterford; Jacob Lehman, Jr., Marysville; H. M. Brookhart, Liverpool; James H. Rice, Duncannon; Daniel J. Kitzer, Shermansdale; Allen L. Kessler, New Germantown; John E. Larson, Marysville; Charles W. Boyer, Landisburg; Guy H. Hibbish, Duncannon; William C. Jones, Newport; Charles E. Runaber, Newport; William B. Runaber, Newport; George L. Barnes, Millerstown; Millard F. Barnes, Liverpool; Morris W. Hair, Duncannon; Selbert A. Stambaugh, New Bloomfield; J. C. Campbell, Millerstown; Foster R. Grubb, Marysville; Russell F. Koehler, Marysville; John H. Barkley, Landisburg; E. B. Hockenberry, Duncannon; Corbett C. Frey, Newport; Adam McKeen, Shermansdale; J. L. Swager, Millerstown; John A. Miller, Millerstown; John E. Motter, Loysville; Stuart G. Wallace, Newport; Thomas L. Spease, Duncannon; Nelson I. Zeigler, Duncannon; Joseph A. Dorman, Duncannon; R. E. Snyder, Liverpool; Daniel E. Mumper, New Germantown; Clark J. Welter, Millerstown; George C. Shull, Newport; T. A. Goldsborough, Duncannon; Hanson E. Graybill, Duncannon; William M. Dum, New Bloomfield; Edward S. Pines, Duncannon; Joseph Vaughn, Newport; Eason K. Dorman, New Buffalo; Edwin C. Adams, New Germantown; Theodore L. Poeth, Duncannon; John R. Sherman, Ickesburg; James F. Shearer, Duncannon; Charles W. Smith, Duncannon; Charles W. Noll, Millerstown; George L. Long, Newport; George H. Schlusser, Shermansdale; Lloyd A. Shope, Duncannon; Charles M. Cassel, Marysville; Ormand D. Rupley, Marysville; Keuben S. Kilinger, Liverpool; Miles C. Brookhart, Newport; Charles W. Clouser, New Bloomfield; Harry C. P. Wilson, Loysville; Walter S. Leonard, Millerstown; John H. Stone, New Buffalo; Calvin R. Casner, Millerstown; Daniel E. Dowdrick, Duncannon; Gard M. Smith, Andersonburg; Russell S. Rice, Marysville; Charles W. Ickesburg; E. E. Gallagher, Marysville; Levi Swager, Shermansdale; John H. Brunner, New Bloomfield; Lewis M. Barmann, Newport; W. T. Dale, McConnell, New Germantown. Rejected because of physical disability.—Edward I. Bistline, New Bloomfield; David R. Egan, Millerstown; George F. Steele, Duncannon; Harry L. Dowdrick, Duncannon; Charles E. Garlin, Alinda; Gordon S. Kline, Landisburg; C. A. Hockenbrought, Duncannon; John H. Creitzinger, Duncannon; Joseph C. Sultsberg, Landisburg; Leroy Koontz, New Germantown; Lewis R. Harris, Millerstown; John Wilson, Landisburg; Samuel E. Shrader, Newport; Forrest M. Lightner, Landisburg; Neal H. Troy, Landisburg; Edgar K. Kline, Landisburg; Charles R. Brownawell, Marysville; John L. Sheibley, Newport; R. D. No. 2; Doss S. Baum, Marysville; R. D. 1; Perry E. Miller, Millerstown; Charles H. Robinson, Blair; Haines G. Roush, Millerstown; Clark S. Cooper, Landisburg; Herman L. Lightner, Landisburg; Charles H. Landisburg, Bloomfield; Lloyd B. Simonton, Duncannon; Preston A. McMillen, Loysville; Ralph H. Miller, Newport; George D. Erler, Landisburg; Morrow, Landisburg; James R. Moyer, Duncannon; George Perry, Millerstown; George H. Boyer, Duncannon; John H. Erler, Newport; R. D. 3; John A. Swartz, New Germantown; Andrew D. Cooney, Newport; James C. Yohn, Andersonburg; George F. Henry, Newport; David E. Hertz, Newport; Lawrence I. Britcher, New Bloomfield; John M. Collins, East Waterford; Norman B. Taylor, Millerstown; Charles W. Orris, Ickesburg; James Harvey Wallace, Blair; Edgar S. Butz, Newport; John Reamer, Newport; John A. Dunaway, Newport; Ernest M. F. Toland, Duncannon; Samuel G. Derr, Millerstown; Russel W. Myers, New Bloomfield, R. D. 2; D. M. Brown, Millerstown; R. D. 1; Charles R. Horton, Newport; Jacob H. Miller, Millerstown; Robert McKim, Liverpool; R. D. 1; Frank Hockenberry, Newport; Ernest M. Bason, Newport; George P. Boyer, Shermansdale; Jacob S. Kleckner, Ickesburg; Robert S. Morrow, Loysville; John E. Thompson, Alinda; Charles F. Kreitzer, Liverpool; R. D. 1; Isaac Losh, Duncannon; Charles L. Adams, Newport; J. E. Rada-baugh, Jr., Duncannon; Ernest M. Shermansdale, New Bloomfield; O. Barrick, Newport; Clarence L. Eby, Newport; Wilbur D. Grinz, Newport; Thomas N. Bittling, Newport; Edward M. Orwan, Newport; Harry J. Erler, Blair; Charles M. Swager, Newport; Harry G. Orris, Ickesburg; George D. Erler, Newport; Charles Welland, Millerstown; Ralph Henry, New Germantown; C. A. Kirkpatrick, Duncannon; Jacob M. Stone, Millerstown; Raymond Smeigh, New Bloomfield; Raymond Boyer, Duncannon; Russel J. Watts, New Germantown; Clarence E. Smith, Duncannon; James S. Dorman, Newport; Ray Renick, Duncannon; Rudy E. Smith, East Waterford; Joseph G. Baltzer, Blair; Frank M. Smith, Landisburg; Ralph K. Hench, Blair; O. C. Watt, Duncannon; Clarence E. Blain, Duncannon; John N. Fehl, Duncannon; Frank M. Cooper, Green Park; Leslie S. Shermansdale, Grant; P. O. Shermansdale; John Chubb, Liverpool; William G. Ardt, Ickesburg; L. F. Heishely, Marysville; R. D. 1; Charles W. Gippings, Millerstown; Harry E. Wagner, Millerstown. Enlisted before the draft—David C. Ickes, Newport; Bowman E. Lightner, Landisburg; Frank McMillen, Newport; Robert H. Shenk, Millerstown; Thomas W. Swager, of Newport. Minister—Roy R. Zeigler, Shermansdale. Died—Harry E. Rhoads, New Bloomfield, R. D. 2. Failed to appear—T. A. J. Conroy, Marysville; Robert D. J. Walter, Fort Gain, Ga.; James E. Hersh, Newport. Ordered to Philadelphia for examination—Frank Trautne, Newport.

MARYSVILLE CHURCH NOTES Marysville, Pa., Sept. 15.—Annual harvest home day was observed in the Trinity Reformed Church to-morrow morning at 10.30 o'clock with special services. The pastor, the Rev. Robert E. Rhoads, will deliver a sermon on "The Kingdom of God." A special musical program has been arranged for the choir. No preaching services, either in the Bethel church, the Salem church or the Keystones United Evangelical church, are included on to-morrow's church schedule. Two interesting sermons are scheduled for to-morrow in the Church of God by the Rev. Walter Rev. F. Wiggins. At the morning service the Rev. Mr. Wiggins will preach a sermon on "The Relation of the Sunday School to the Church." In the evening he will speak on "The Indestructible Bible."

ANOTHER HARRISBURGER TELLS OF WAR EXPERIENCES

Two letters were received this week by his family from Private Evan J. Miller, a Harrisburg boy, who with a number of Princeton students joined U. S. Base Hospital No. 8. He arrived in France August 19. The first letter was evidently written August 20 and is as follows:

"I did not try to write letters on the way over, but now that we are here I will try to write a few lines. We are very much restricted, as to what we can say in our letters, not being able to tell where we are now, on what boat we came over, with what other boats and a lot of other things which would be interesting news to you. "We had a very nice voyage, as the weather was fine all but one or two days. The sea was exceptionally smooth and practically no one was seasick. I did not notice the least sign of seasickness myself. "You doubtless will have been notified of our safe arrival long before you get this letter. We certainly were glad to reach land again, and although we have not left the boat yet, we will probably do so soon. "Tell Lillian that I could make use of one of those brown sleeveless sweaters, but if she does not have time before going back to college she need not bother about it. I will know better after we get fixed in our quarters if there are any other things I will want you to send to me. "You will notice I am writing this on one side of the paper so that if the censor wants to cut out anything he won't cut writing on both sides. After we get settled I will try to write lots more. "The second is dated August 24, 1917. "We are now rested up from our sea voyage and have a chance to write some letters. We haven't any where we are, what we are doing and a lot of other things, so that this letter won't be as interesting as I would like to make it. I received several letters from friends since my arrival. We haven't sent picture postal cards or any pictures. Your letters are not censored, or at least I don't think the letters that I got so far were censored. "Even Have Sheets? "We have had a chance to get some good fruit lately, peaches and plums being especially good. I got some good camembert cheese yesterday, which was not so very expensive, 20 cents for the same size cake as we used to get at home. "We had our heavy overcoats in need to us to-day, but it is still fairly warm here, so we won't use them for some time yet. "I have beds to sleep in for a first sheets we've slept in since leaving the United States. I am quarantined with five other fellows, four of whom were in the same tent with me on Governor's Island. "As chocolate and candy are rather expensive articles over here, you might send me some non-homemade crackers are also rather scarce. If you do send me anything, see that it is either in tin boxes or wrapped up so that it will keep. I suppose things ought to be sent by the American Express Company through the Red Cross. See that all packages or boxes are doubly wrapped or boxed because otherwise someone is liable to help themselves to it before it reaches me. I enjoyed my sea voyage very much, as the weather was fine and the sea was very smooth. I got a fine coat of sunburn and I can only make myself believe I was once white by looking under my wrist watch, as I have a nice white band around my wrist where my watch is. Well, I guess I've written enough for this time. With love to all, EVAN."

U. S. Civil Service Examinations Announced

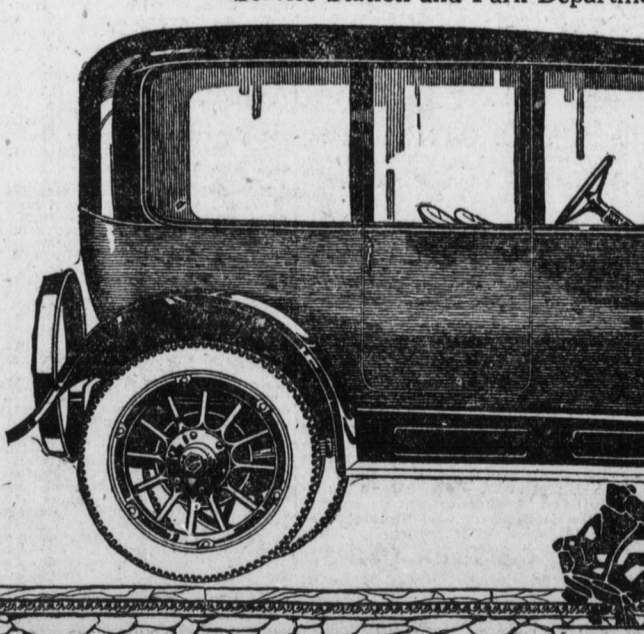
The United States Civil Service Commission announces the following examinations to be held in this city: October 2.—Assistant Chemist in the office of Public Roads and Rural Engineering, Department of Agriculture, Washington, D. C., at salaries ranging from \$1,800 to \$2,500 per annum. October 3.—Drainage Engineer in the same office at salaries ranging from \$1,440 to \$1,800 per annum. October 3-4.—Preparator in Entomology in the Bureau of Entomology, Department of Agriculture, Washington, D. C., at salaries ranging from \$600 to \$1,000 per annum. October 9.—Inspector of Wagons and Wagon Material in the Quartermasters Corps, Jeffersonville, Indiana, at \$1,500 per annum. Applications will be received at any time for the following examinations. Applicants may forward applications direct to the commission at any time using form 1312 for the purpose: Balance of Stores Clerk in the Chief or Ordnance, War Department, Washington, D. C., at salaries ranging from \$1,200 to \$1,400 per annum. Applications will be secured from George S. McCrone, Secretary Board of Examiners, Harrisburg Post Office.

The Overland Four Sedan \$1470. Coupe \$1250 Six Sedan \$1585 Coupe \$1385

This Is Closed Car Week

The factory provided for an adequate supply of Model Eighty-Five closed cars months ago. They were produced at lower cost than will be possible again for a long time, in all probability. And they were produced early enough to be well in advance of the demand—early enough so we could promise you immediate delivery.

The Overland-Harrisburg Co., 212-214 N. 2d St. Open Evenings Newport Branch; Opp. Railroad Station York Branch; 128-130 W. Market Street



Cadillac Break Road Records in Kansas

A Cadillac Eight roadster and a Cadillac Eight touring car were used between Kansas City and Manhattan, Kans., in the Government's recent motorcar run, and set new road records between the two points. The object of the Washington authorities was to learn how quickly a message could be sent by relays of motorcars from Washington to San Francisco. The time was less than that taken by fast mail trains. From Kansas City to Topeka, the Cadillac roadster was driven by Willard McQuiston, of the Greenleaf Motor Car Company. It was a two-year-old car taken in the day before yesterday. The distance is eighty-three miles, which was made in one hour and thirty-nine minutes, actual running time, or at an average speed of 50.23 miles per hour. The road is very rough and rocky, and in the first half of the distance has a great many turns. At Topeka, the Government courier stepped from the roadster into a Cadillac touring car, which was off and away without delay. Carrying the driver, Louis Nesbaum, the run was made at an average speed of 40 miles per hour, the time being one hour and twenty-five minutes. These are new records for the distances between the three points, also between Kansas City and Manhattan. The fastest time of the run was made by the roadster on the twelve miles from Watson into Topeka. At twelve minutes to 10 o'clock, a telephone message from Watson said the car had passed here. Eleven minutes later it pulled up at Cadillac headquarters in Topeka.

War Tank Aids Army Recruiting Officers

Recruiting officers in the Chicago district have been assisted materially in their efforts during the last few weeks by a specially constructed armored car of the tank type. The tank, a formidable looking object with heavy guns mounted in genuine war-time fashion, an American flag flying from the top and a recruiting poster on the rear, has attracted interest to such an extent that streets are often blocked when it passes for a moment on a corner. The tank is used by recruiting officers as a platform from which addresses are delivered. The tank is built over the Dodge Brothers motorcar, the entire outfit having been placed at the disposal of the Government officers by the Dashiell Motor Company, Dodge Brothers dealers in Chicago. Through an arrangement just made by the Detroit factory, the same tank will appear in many other leading cities of the country where recruiting for various branches of the service is still in progress.

Season Here When Sedan Is Most Appreciated

"I learned last year that autumn is the most delightful time of the year for touring," writes a Dori motorist who is planning a 2,000-mile trip in October. "Of course, I do not mean in an open car with exposure to the changing weather, but in a nice, cool, element-proof sedan like mine. Most city folks have no idea of the marvellously tinted beauty of nature at this time of the year. They must go into the country to appreciate it. They can do it comfortably in a sedan, the type of car that I find serves best through the year. I drove mine all summer with complete satisfaction, and, of course, it's the only winter car."

CADILLAC --Here's a Car --Smooth as a gliding stream when you wish to saunter along at an easy pace. --Quick as a hound's tooth to snatch the road when necessary—and hold it as long as you like. A Cadillac has no peers—except the other Cadillacs. CRISPEN MOTOR CAR CO. 311-315 S. Cameron Street HARRISBURG, PA.