

Studebaker Six Holds Record for Broad Jump

"When one of our dealers out in a small Kansas town sent us word that he had originated a new and startling test to convince prospects of the staunch construction of Studebaker cars, we were, of course interested in the event," says R. T. Hodgkins, general sales manager of the Studebaker Corporation. "We found that he had built a platform in the middle of a street, on which he drove a Series 18 stock Studebaker at express time. As the car left the platform it leaped through the air for a distance of fifty-four feet, striking with tremendous force on all four wheels."

This test to which the Kansas dealer subjected our cars, severe as it was, did not impress us so very much. Of course we congratulated the dealer on his ingenuity, but we let it go at that. Later another Studebaker dealer in San Luis Obispo, California, hearing of the jumping stunt, decided to stage one of his own. His method of conducting the event was practically the same as that used by the Kansas dealer, with a record-breaking crowd lined up on both sides of the street to witness the spectacular leap. Taking the incline at a mile-a-minute speed, the driver of this Studebaker shot his car through space for a distance of over a hundred feet. The car struck the ground with a tremendous thud, and amid cheers of the hundreds who had gathered to witness the demonstration of Studebaker's sturdiness, the car came to a halt for the rigid inspection of the great throng of thousands who expected to see it crumple up when it had struck the pavement. A particle of damage was suffered by the Studebaker in either of these jumps, and the great Studebaker is not a single piece of mechanism out of place. No adjustments were made of any kind either before or after the plunge through space.

Even after this sensation test we did not think it of enough importance to give it national publicity. Not because we thought it of no account, but because we realized that such a jump put upon the chassis and every moving part of the car but more by the fact that it put our chassis through a test before they had the factors of strength, flexibility and exacting possible to make. Perhaps you will recall the pictures of the Studebaker car being bumped over two high obstructions, four after four, that recently appeared in many of the papers of the country. Such a test as this is far more punishing than a score of flying leaps through the air. Now, since the same idea has been appropriated by other manufacturers, we have come to realize the value of such a demonstration. The Studebaker dealer at Salina, Kansas, originally feels flattered to know that his ingenuity has been recognized by others. Then, too, he is pleased to know that the Studebaker dealer at Salina holds the world's record with a jump of seventy-nine feet and four inches—the nearest approach to his record being a jump of seventy-three feet."

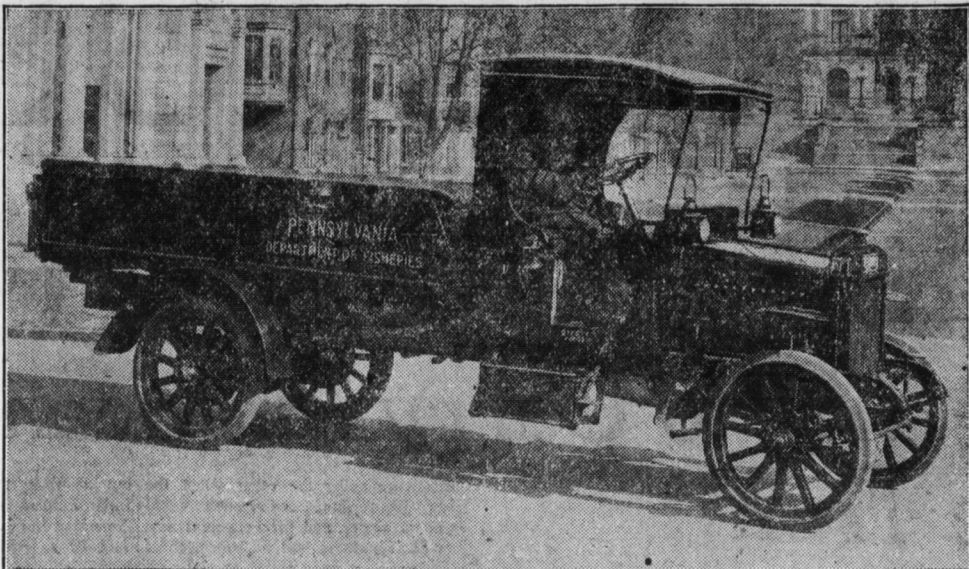
Milady Is Now Shrewd Judge of Motor Cars

"Love me, love my car," is the latest slogan in the feminine realm and milady's ambitions are more than ever before concentrated on the adornment of her motor car. Many manufacturers have recognized the fact that women are vital factors in the purchase of a car and have catered to their demands through the development of little details apparent at first glance. The Vellie Company have gone a step further, however, and have designed the control of the new "Milady Six" so that it is as easily operated as an electric. Furthermore, the abundant power and strict economy of the Vellie have in more than one instance proved to be a deciding factor in making a selection. Naturally, the woman demands fine finish, soft upholstery and extreme comfort, but with her increasing knowledge of automobile mechanics she recognizes durability and reliable performance as factors equally important.

Advertisement for Ensminger Motor Co. listing prices for 5-Passenger Touring Car (\$725) and 3-Passenger Clover-Leaf Roadster (\$725). Includes address: THIRD and CUMBERLAND STS., Bell Phone 3515.

Large advertisement for Dodge Brothers Closed Car. Features a detailed illustration of the car and text describing its beauty and utility. Includes address: KEYSTONE MOTOR CAR COMPANY, 57 to 103 S. Cameron St., Harrisburg, Pa., and C. H. Barner, Manager.

ATTERBURY TRUCK FOR DEPARTMENT OF FISHERIES



W. J. Marks, local representative for the Atterbury truck, has delivered a one-ton model to the Pennsylvania Department of Fisheries.

This truck is of the regular open express body type. The Atterbury Motor Car Company have been builders of motor trucks for twelve years and are among the pioneers of truck manufacturers.

Announces New Model, 90 Light Four Sedan

There will be more people riding in closed cars this year than ever before. A fresh impetus to the closed car business is the announcement just made by Carl Hanson, of the Overland Harrisburg Company, in referring to the new convertible five passenger sedan on the model 90 light four chassis at \$1,240.

Here is a car that, although fashionable and modish, is practical and economical throughout—a car adaptable for social duties or for business purposes. Yet, withal, it is in the price class of a released, so-called popular-priced open touring cars. Furthermore, this new Overland Sedan has the lines and the luxurious appearance that enable it to take its place with closed cars of much higher cost.

"To call this Overland light four sedan a 'released car' would but half describe it," says Mr. Hoover. "In a trice it can be made an opening touring car. It combines the luxury and freedom of the closed car and the airiness of the open car. It gives you the comforts and conveniences of this year-round adaptability, coupled with the economy and ease of operation that characterize the Overland light four chassis. And its riding comfort is remarkable. Big tires and deep, well-shaped wheels, of this, of course, but the big reason lies in the cantilever rear springs. No other type absorbs the road shocks so completely or eases you over rough roads so smoothly. The door on the left side of the car opens into the driver's compartment; the one on the right into the rear compartment—a most convenient arrangement. The upholstery, except for the driver's seat, is a rich dark gray-striped cloth, with walls and ceiling trimmed to match. The driver's seat is upholstered in soft, durable black long-grained Duratex and the instrument board is covered with the same material. A thick gray carpet covers the whole floor, and there is a dome light in the ceiling to light up the car at night. Such refinement and conveniences at the price asked for this car have again been made possible only by the economies of such a vast production as that of the Willys-Overland Company."

Advertisement for Dodge Brothers Closed Car, featuring a detailed illustration of the car and text describing its features and price.

Son of Dr. J. George Becht Joins Gas and Flame Unit

Annville, Pa., Nov. 17.—Annville boys are now in France with the United States Expeditionary Forces and are serving in the Sixth Regular Coast Artillery Corps, as follows: Mervin P. Light, Battery A; Homer Stanley, Battery A; Eneo Kreibler, Battery F; Zacharias Waltz, Battery B; Frank Long, Battery K; Earl E. Boyer, Battery G; Emanuel Zerkow, Battery G; Walter Fortna, Battery F; Ralph A. Bailor is in Conser Base No. 1, United States Post Office No. 701, United States Expeditionary Forces, France.

HOWELL M. BECHT The "Gas and Flame Regiment" is what they call the Thirtieth Engineers, stationed at Fort Slocum, and it is in this whirl of activity that Howell M. Becht is now serving. Everything points to an early trip to France for young Mr. Becht. The engineers are to get the bulk of their training over there and chances are that the stay in Fort Slocum will be brief. Becht was a sophomore at Lafayette College and a graduate of Central High School. During the summer of 1916 he worked as a reporter on the Telegraph. He is the son of Dr. J. George Becht, secretary of the State Board of Education. The young man has a wide acquaintance in the city.

With Son and Son-in-Law in Army, Man Wants to Go

Lewistown, Pa., Nov. 17.—Father, stepson and son-in-law from the same family to wage war against Germany is the ambition of John Vranken, of Lewistown. He has gone to Harrisburg to offer his services in the United States Engineers Corps as a French interpreter. Vranken was born in Belgium and is master of the French language. He came to the United States from Belgium fourteen years ago. His age is forty-two years and he hopes to be accepted by the War Department. The stepson, John Johnson, aged 18, became a member of Company M, Eighth Regiment, National Guard of Pennsylvania, of Lewistown, last April as a volunteer and is now a member of the One Hundred Twelfth Regiment, at Camp Hancock, Augusta, Ga. James Pelter, a son-in-law of Vranken, who is twenty-nine years of age, was a member of Company M, Eighth Regiment, for nine years and was with the regiment on the Mexican border. He is a mess sergeant of Company M, Eighth Regiment, in the Third Brigade, Twenty-eighth Division, at Camp Hancock. Just before James left in July with his company, he was married and his wife claims the honor of being the first United States-Germany war bride in Mifflin county. She is only about eighteen years of age, and is at home at the Vranken residence. Mr. Vranken is an inspector at the Standard Steel Works.

One of Oldfield's Old Racing Cars Survives

Barney Oldfield, who this season has celebrated his sixteenth year, as an automobile race driver by campaigning a novel model featured by an enclosed egg-shaped body, has seen many of his racing cars carried to the highest crest of fame and then dropped to the trough of obscurity. Most of the cars that Barney drove in the golden yesterday, when he was hailed as an absolute monarch of the dirt tracks, have passed to the realm of remembered things. They are mechanical ghosts. No more is the triumphant song of their motors and the arrogant bark of their exhaust heard. If there were a graveyard for racing cars, Oldfield would have to bury his discarded mounts. Having a big heart and being somewhat of a sentimentalist, he probably would mark the last resting place of these steel thoroughbreds of the past with tombstones, carved with the following inscriptions: "The Green Dragon, Laurel-crowned on dirt track and on the stage. Record-breaker extraordinary and co-star with Elsie Janis and Barney Oldfield in the musical comedy, 'The Vanderbilt Cut.'" "The Marac. Winner of the first Vanderbilt Cup race." "There is one of Barney's old cars however, that is not ready for interment. That car is famous Old Glory, but for Oldfield in 1909 by the National Motor Car and Vehicle Corporation of Indianapolis, and having the American flag painted on each side of the hood. Old Glory is just as fast and steady to-day as when the veteran American race driver rode to fame in it. The car is owned by Robert J. Gill, an attorney of Baltimore, and is tucked in the boulevards of Maryland's metropolis and the highways adjacent to that romantic city.

Maxwell Company Has Own Technical College

Most universities and colleges are in session from September to June and some only during the summer months, but there is one whose doors are open every working day in the year—the Maxwell Technical College.

Maxwell Tech has a faculty, curriculum, students finely-appointed laboratory—everything. At the head of the faculty is Prof. Guy de Lons, M. M. M. M., Master Maxwell Motor Mechanism. "An advisory capacity is H. I. Gurderson, known to the auto world over as the "Skipper," as professor emeritus." Among the students of this unique university are men from every state of the Union, many provinces of Canada and several foreign countries. These men, once graduated, go back into their respective sections and, by reason of their course in Maxwell Tech, constantly contribute to the joy of motoring in a Maxwell. These students are, without doubt, the hardest-working class in the world. Classes are not clerical; they are compulsory and rich and poor alike receive the same instruction and the same treatment.

That Maxwell Tech is different from other universities and colleges is admitted, for (and let this point sink home) every student, during his course, receives the personal instruction of the entire faculty! Think of it! The entire faculty works each with each and every student. Classes are not clerical; they are compulsory and rich and poor alike receive the same instruction and the same treatment.

No superficial course is this nor do the students attend classes in the student garb of the comic supplements. Overallers are the absolute rule and the rule is strictly adhered to. The building of the Maxwell, the construction and material of its component parts, the chemical analysis of the metals used, the repairing of damaged parts, the different branches of the electrical system of the Maxwell—these constitute the curriculum of Maxwell Tech.

SEWING FOR SOLDIERS Annville, Pa., Nov. 17.—Annville Red Cross meets every Wednesday and Thursday at their rooms in the United Brethren Church building, where various articles are made for the soldiers.—Harry Millard, Ex-quarryman, left on a business trip to New York City and Montreal, Canada.—The Home Study Circle met yesterday afternoon at the home of Mrs. N. E. Brightbill.—Joe Bowers and Adam Brewer, acrobats traveling as Brewer and Bowers, have returned home after spending a season with Robinson's Big Shows.—The Washington Cornet Band is holding a fair in the markethouse building.—The Ladies' Auxiliary of the Union Hose Company is holding a rummage sale to-day in their hall in Railroad street.

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have taken the course and all have declared it the most helpful of their automobile careers. The school, therefore, is the embodiment of the desire and purpose of the Maxwell Motor Company—the furtherance of service to and enjoyment for the owner of the Maxwell car. Moreover any Maxwell owner, who may not be conversant with his car may have his troubles analyzed by Prof. de Lons, who will gladly point out the remedy therefore. There is no charge for this service. That this purpose has been attained in every way, the testimony of a legion of Maxwell distributors and dealers and, indirectly through these thousands of Maxwell owners, unanimously declares.

Hupmobile Dealers Enthuse Over New Light Model

Under the present conditions, and with the threatened arbitrary reduction by the government of from forty to seventy-five per cent. in the output of passenger automobiles the coming year, unusual interest centers around the bringing out of a new model and the reception of that model by its distributors and dealers. It is significant that when the Hupp Motor Car Corporation announced its new model at a convention held in Detroit, the distributors representing every section of the country received the announcement with an enthusiasm equal to that shown in years past.

The war note was heard only from the company's officers in outlining their plans for the coming year. The dealers themselves seemed to feel no uneasiness for the future. On the other hand, there was a widespread belief that the market for the coming year would be very little, if any, below normal, and that an adequate production of passenger cars would be attained somehow or other. Contrary to expectation, the men whose very existence in a prosperous condition depends upon the future of the automobile industry, were not frightened at the rumored action of the government in curtailing automobile production. It was a very general feeling that the administration in taking its final action would do nothing to cripple the third industry of the country.

The new model Hupmobile, the Series "R," can be taken as an indication of what all passenger car manufacturers are striving for in the production of this season's models. It is a light car and, therefore, conserves materials for which the government now has a demand. It will show better than a twenty-four per cent. increase in miles per gallon of fuel and thereby further conserves a most needed article. On account of its light weight, tire mileage will be increased and rubber and fabric conserved.

If the efforts of the Hupp Motor Car Corporation in bringing out this new car do indeed indicate the trend of the automobile manufacturers for the coming year, a tremendous conservation of materials will be effected without any arbitrary action on the part of the government; and the automobile which is proved by American business not a luxury but a necessity, will not suffer and the millions who are dependent upon it for their livelihood will pay no penalty nor exacted from the country at large.

To Bring Farm Products Direct to the Consumer

Automobile clubs throughout the United States, collaborating with the Goodrich National Touring Bureau, are mobilizing now to launch next year a big campaign to bring the motorist in close touch with the farmer, to put him in a position to purchase necessities direct from the fields without freight and at reduced cost. Goodrich pathfinders are out now mapping roads into the country, arteries that run to the very heart of production. In addition the Goodrich test tire fleets have received instructions to collect all road data that will be of service to the economical autoist and the government.

Tact approval of the "farmer to consumer plan" is given by the government which is now seeking to formulate a scheme whereby food-stuffs can be brought direct from the farms to the consumer without entailing delays that might be disastrous to the shipment. The plan States Department of Labor; Mrs. Florence Kelley, New York; Dr. Samuel McC. Hamill, Committee of Public Safety; General Lewis T. Bryant, Commissioner of Labor of New Jersey; John C. Rose, claim agent, Pennsylvania Railroad; George B. Rowand, Brotherhood of Trainmen; Harry A. Mackey, Chairman Compensation Board; Daniel Post, President State Council of Carpenters; Dr. Peter Roberts, International Y. M. C. A., industrial department, who will discuss Americanization and demonstrate with foreigners and others representing employers, employees, corporations, safety organizations and state activities.

Americanization in Welfare Meeting

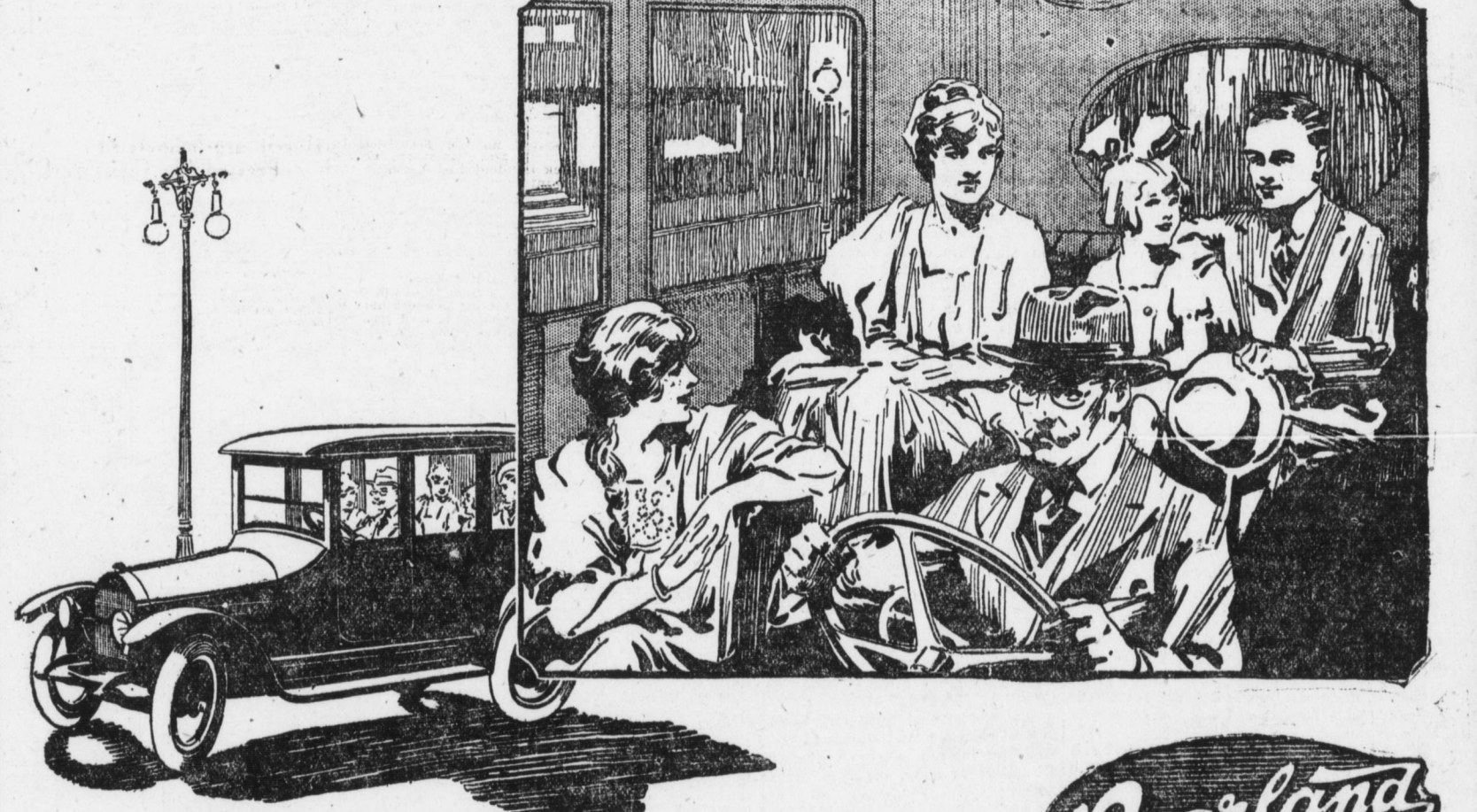
Americanization, women in industry, industrial education, accident prevention and other war-time subjects will furnish the chief themes for discussion by the fifth welfare and efficiency conference at the State Capitol, November 21 and 22. Governor Brumbaugh will open the conference.

The chief speakers will be Edgan C. Felton, of the State Committee of Public Safety; John A. Phillips, vice-president State Federation of Labor; Roger J. Dever, Wilkes-Barre, and George T. Fonda, safety director of the Bethlehem Steel Company; Mrs. Thomas Robins, Philadelphia, Women's Committee Council of National Defense; Dr. Alice Hamilton, United States Department of Labor; Mrs. Florence Kelley, New York; Dr. Samuel McC. Hamill, Committee of Public Safety; General Lewis T. Bryant, Commissioner of Labor of New Jersey; John C. Rose, claim agent, Pennsylvania Railroad; George B. Rowand, Brotherhood of Trainmen; Harry A. Mackey, Chairman Compensation Board; Daniel Post, President State Council of Carpenters; Dr. Peter Roberts, International Y. M. C. A., industrial department, who will discuss Americanization and demonstrate with foreigners and others representing employers, employees, corporations, safety organizations and state activities.

Advertisement for Mark Well radiators, lamps, fenders, hoods, bodies and windshields. Includes address: Nuss Mfg. Co., 11th and Mulberry Sts., Harrisburg, Pa.

Advertisement for PILOT "The Car Ahead." Features a car illustration and text: "1295—'Double Cow,' 5-pass. Touring and 'Get-Chummy' Roadster. Unhesitatingly the choice of exclusive buyers, who demand individuality and personality in their possessions. Ensminger Motor Co. Green & Cumberland Sts."

Advertisement for Nuss Mfg. Co. 11th & Mulberry Sts.



Large advertisement for Overland Light Four Model 90 Small Sedan. Text: "This Christmas Present Gives Your Country a More Useful Family! Our households are the nation's strongholds! Right now is not too early for you to decide to make this Christmas a day that will benefit your Country. You can perpetuate the true spirit of the day by giving your family this Model 90 Sedan. It will enlarge the radius of your usefulness and add to your efficiency as a household and as individuals. With it you protect your family's health and multiply your family value to your community. The good from this Christmas expenditure is lasting. Bad weather is no barrier to achievement for those who are equipped with this utility car." Includes address: THE OVERLAND-HARRISBURG COMPANY, 212-214 North Second Street, Harrisburg, Pa.