

STATE FARM SHOW TO HAVE SOCIAL SIDE.

Twenty-five annual conventions, fifteen banquets and 150 speakers are scheduled for State Farm Products Show week, January 22-25, in Harrisburg, according to the general program which has been printed and made available to all interested parties by the show management.

This printed program reveals a schedule of fifty two half-day sessions and fifteen banquets and luncheons on Wednesday, January 23—the busiest day of the week—ten conventions will be in progress at one time. Meeting places for all sessions have been arranged in the downtown district of the city for the convenience of members of the various organizations and other show visitors.

Many surprises are in store for those attending the opening meeting of the show, which will be staged on Tuesday evening in the Chestnut street Auditorium Music and stunts of a unique character are promised by C. G. Jordan, chairman of the meeting. The Potato King, the Egg King and the Dairy King of 1928, in addition to county agents and other doers and dignitaries will be seated on the platform. Short addresses will be made by Dr. R. D. Hetzel, president of the Pennsylvania State College; E. S. Bayard, editor-in-chief, Pennsylvania Farmer; L. H. Dennis, director of vocational education in Pennsylvania, and E. B. Dorsett, master of the Pennsylvania State Grange.

The livestock activities of the week include judging and sale of swine, baby heaves and lambs, business meetings of four swine breeders' associations, joint banquet of all swine growers and a luncheon of sheep breeders.

The dairyman has scheduled an all-day program on Wednesday, with a banquet in the evening. The Ayrshire breeders will have a sale at 11 a. m. Thursday, and a luncheon and business meeting at noon the same day. The Guernsey breeders and the Jersey Cattle Club have scheduled Thursday luncheons also. While the Holstein breeders will have a business meeting at 10 a. m. Thursday. The Association of Dairy and Milk Inspectors will convene for a two-day convention Wednesday morning and will banquet Wednesday evening.

The Pennsylvania Beekeepers' Association will have a two-day program, with twelve prominent speakers in addition to a question box, a business session and a Wednesday evening banquet.

The Pennsylvania Farm Bureau Federation, the Pennsylvania Service Committee, the Pennsylvania Farmers' Co-operative Fertilizer Federation will have a joint meeting this year on Tuesday, at which various business reports will be submitted.

The annual reunion of members of the former State Board of Agriculture and institute lecturers is scheduled again this year, in the form of a business meeting Tuesday afternoon and a banquet early in the evening. More than thirty speakers will ap-

pear on the program of the State Horticultural Association, which opens Tuesday afternoon and continues through Thursday, with a banquet Wednesday evening.

The Vegetable Growers' Association will convene Tuesday afternoon, banquet in the evening and reconvene Wednesday for an all day program.

The members of the Pennsylvania Potato Growers' Association will visit the potato exhibits Wednesday morning, and then convene in the afternoon for an interesting program, which emphasizes the marketing end of the potato industry. The potato growers' banquet will be held Wednesday evening, and the convention will close with a Thursday morning session.

One of the new features on the program this year is the demonstration of electrifying the farm home. This demonstration will be conducted in Fahnestock Hall by nationally known home economists, and is scheduled for 9:30 a. m. and 7:30 p. m. Wednesday; 9:30 a. m., 1:30 p. m. and 7:30 p. m. Thursday. An electrical exhibit showing the application of electricity on the farm and in the home will be another instructive feature of the State Show this year.

New Governor's Home Unlikely.

Despite the importance which many people attach to the subject, the proposal for a new executive mansion has made but little progress.

A commission consisting of State Treasurer Samuel S. Lewis, Auditor General Edward Martin, and Benson E. Taylor, secretary of property and supplies, was appointed to study the subject under authorization of a bill passed by the last session of the Legislature. The report of the commission is expected to be one of a number which will show but little progress.

Although a number of recent Governors have left the executive mansion at the end of their terms deploring the lack of a modern structure, Governor Fisher considered a number of other projects much more necessary. Early in his term he asserted there is no scarcity of those willing to live in the executive mansion regardless of its condition and he has not indicated any change in his attitude since that time.

The commission appointed to study the subject held several informal meetings, but did little that was definite. They decided that one thing necessary was an adequate office where it would be possible for the Governor to do much of his work undisturbed.

In the present executive mansion there is no adequate office facilities. Although Governor Fisher is not above what he calls "pecking out a few letters" late at night on his own typewriter at the mansion, the majority of his work must be done at the Capitol where all the records are kept.

A new executive mansion is one of the subjects which it is expected the Legislature will consider seriously.

Most Cars Sold On Installment Plan.

More than 60 per cent of automobiles sold in 1927 were on the installment basis, and \$574 was the amount of the average note given, according to the Chicago Motor Club.

PROPER USE OF CHAINS ON TIRES.

Chains take a great deal of punishment during a winter's usage but they give a proportionate amount to the automobile.

On a 39 by 4.40 tire, it has been pointed out, a cross link hits the pavement 660 times in a mile. When the car has gone 100 miles, each cross link has come into contact with hard pavements or ice 66,000 times.

Add to this pounding the strain of braking, starting and pulling and little more may be expected of the chains.

In return for this hard usage the chains take their revenge out of the tires, force the engine to work harder and may even rip holes into the fenders.

This is of course if the driver is careless about it.

Proper attachment of chains and careful driving will afford the most possible benefit out of them and the least possible harm to tires, engine or other parts of the car.

In the first place, the chains must be put on loosely to allow them to work their way around the tires. If they are tight they will stay in one position, cutting into the casings and causing tire trouble. A little play will cause even wear on the tires all around.

The chains, however, must not be too loose or they will rattle against the fenders when the car is going and will break easily. Furthermore, constant tapping of a chain on the same spot will eventually wear a neat hole there.

Rubber chains, on the contrary, must be applied as tight as possible. A good way to do this is to let out about five or ten pounds of air from the tires, put on the chains as closely as possible and then tighten them up by boosting the reduced air pressure in the tires again to what is required for driving.

Applied tightly, rubber chains will help lengthen the life of the tires. They may be kept on all winter, no matter what the weather or condition of the pavement, for they are no bother either in driving or in the way of comfort.

With chains applied motorists might feel free to swim along the icy roads with perfect safety. But chained tires skid as well as unchained. Chains are helpful for good traction, but they are useless when the car begins to skid.

Tire chain manufacturers says that drivers should not go more than 25 miles an hour when chains are on the tires. Weather conditions alone should compel us to keep within this limit.

Because of the modern hard pavements, it is advisable to keep chains on the tires only when necessary. Chains on dry pavements are harmful to the tires, making riding uncomfortable, and a strain on the engine and wear out faster.

Costly Clinic Being Planned.

Plans for a million dollar clinic, where the person of average means may be examined periodically for a nominal sum, are in the making here following the proposal by Edward N. Hurley, Chicago millionaire and former head of the United States Shipping Board.

Hurley, in a letter to President Walter Hill Scott of Northwestern University, offered to co-operate in collecting funds for the clinic if the university will donate the land. President Scott replied that he would put the plan before the trustees.

"Many persons of wealth have come to see the advantage of regular physical examinations but persons of average means or those in the lesser earnings classification, unfortunately, cannot afford this protective service," Hurley said in making the proposal. "Chicago should bring this service to the masses of people who are the source of our common prosperity and progress by establishing clinics with well known specialists in charge."

"These public health centers should be devoted entirely to examinations and no medical treatment should be given." Hurley pointed out that first of all this pioneer move in clinics should spring from humanitarian motives but at the same time there is an economic reason for the service.

"Employers of large bodies of men could have no better aid than the clinic which would examine their men periodically for signs of disease," Hurley said.

The clinic, as proposed by Hurley, would provide facilities for 100,000 persons yearly and be self-sustaining after the initial cost of building.

"Stop Signs Upheld by County Jurist.

The law on "Through Stop" highways has been interpreted in an opinion handed down by Judge Watson R. Davidson, of the Franklin county courts, the Department of Highways has been advised, making clear the purpose of the signs erected at intersections. According to Judge Davidson's opinion, it is the duty of the driver "to come to a full stop, so that he may observe traffic on the highway upon which he is about to enter upon that highway." The decision was rendered after an appeal was taken by a defendant who testified that he had come to a full stop 40 yards in advance of the intersection, pleading that this complied with the law. Ten dollars and costs or five days in jail was the penalty.

First Negro Paper Has Appeared in Harlem.

The first Negro daily newspaper to be published in America has made its appearance on the stands of Harlem. It is known as the Daily Informer and will be edited by Launcelot Harty and I. D. W. Talmadge.

In an announcement sent out from the offices of the paper at 167 West 129th street, the appearance of the paper is declared to mark "the end of the pessimistic 'weary blues' epoch of Negro life."

MOTORISTS MUST REPORT MISHAPS.

Although the vehicle code of Pennsylvania, in effect since January 1, provides for the reporting of all accidents involving personal injury, or property damage to an apparent extent of \$50, there appears to be general misunderstanding of this clause by a statement by the Keystone Automobile club.

"We are advised," says the statement, by the department of highways that very few motorists know what is expected of them with respect to reporting accidents. Every day letters are sent by the department to persons who failed to report mishaps only to be informed they had no knowledge of the law's requirement. Thus far the department has been lenient, but it feels that sufficient time has elapsed for all motor car owners to be acquainted with the provisions of the vehicle code, and in the future motorists who neglect to make reports may face prosecution.

The penalty for violation of the reporting provision is \$10 fine or not more than five days in jail.

Section 1030 of the vehicle code provides:

"The operator of any motor vehicle involved in an accident, resulting in injuries or death to any person, or property damage to an apparent extent of fifty dollars (\$50) or more, shall, within twenty-four hours, forward a report of such accident to the department of highways, except that, when such accident occurs within an incorporated city or town, such report shall be made within twenty-four hours to the police headquarters in such city or town. Every police department shall forward a copy of every such report so filed with it to the department."

In cases where the original report is sufficient in the opinion of the department, motorists or police bureaus may be required to file supplement reports. Such report shall be for the information of the department only and shall not be open to public inspection. No part of any such report or any statement contained therein shall be admissible in evidence in any proceeding arising from accidents.

Advise Changes in Motor Code. Recommendations for a proposed change in the State motor code have been submitted at a conference of state highway department officials with city officials and heads of motor clubs.

Among the recommendations proposed are: (1) To take the speed limit off pleasure cars on open highways; (2) to increase the minimum age limit for drivers licenses from 16 to 18 years; (3) require operators of interstate buses in Pennsylvania to take out licenses and fix a schedule of maximum hours which bus drivers may work; (4) make it unlawful to drive over a fire hose during a fire; (5) require eye tests of applicants for drivers' licenses.

The recommendations will be submitted to the Legislature.

Pershing to Rate Salute of 19 Guns.

Gen. John J. Pershing will in the future receive a salute of 19 guns on formal occasions, according to a proposed new army regulation. This will put Pershing on a par with the French field marshal.

Another important resolution has been proposed to give reviewing officers more work. At the present time a reviewing officer salutes a commander of a parading force, then remains at attention. The proposed regulation will have him salute unit commanders as far down as the major.

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NEW CHECK SIGNER USED AT CAPITOL.

A mechanical check-signer which also imprints upon the check, as a background for the signature, a picture of the State Capitol, has been installed in the Treasurer's office of the Commonwealth of Pennsylvania to sign the 80,000 or more checks drawn each month to meet the State's obligations. The machine is capable of signing 7,500 checks an hour.

Up until the present time, the Commonwealth's checks have been hand-signed, with the aid of a multiple pen, by State Treasurer Samuel S. Lewis, Assistant Treasurer F. H. Lehman, Comptroller J. M. Wilson, Law Clerk W. F. Holler and Tax Clerk Philip V. Dunn. Upon occasion, as many as 17,000 checks have been mailed from Capitol Hill in a single working day, taxing to the limit the endurance of the signers.

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Purina Cow Chow, 24%	2.50 per H.
Wayne Dairy feed, 32%	3.10 per H.
Wayne Dairy feed, 24%	2.50 per H.
Wayne Egg Mash	3.20 per H.
Wayne Calf Meal	4.25 per H.
Ryde's Calf Meal	\$5.00 per H.
Wagner's Pig Meal	2.80 per H.
Wagner's Egg Mash	2.50 per H.
Wagner's Dairy Feed 22%	2.50 per H.

of bran, cotton seed meal, oil meal and gluten, 30%	2.50 per H.
Oil Meal	3.40 per H.
Flax Meal	2.40 per H.
Cotton Seed, 43%	3.10 per H.
Gluten Feed, 23%	2.50 per H.
Fine ground Alfalfa	2.25 per H.
Obico, fish and meat Meal	4.00 per H.
Orbico Mineral	2.75 per H.
Meat Meal, 50%	4.25 per H.
Tankage, 60%	4.25 per H.

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Reductions in Long Distance Rates

Effective February 1, 1929

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Station-to-Station Day Rates on calls to points 130 to 1,500 miles away will be reduced by amounts varying from five cents to a quarter, and rates for Person-to-Person calls will be lowered in equal or greater amounts.

This reduction in rates—which will mean an annual saving to the American public of more than \$5,000,000—is in keeping with the fundamental policy of the Bell System—to furnish the best possible telephone service at the lowest cost to the user.

Further announcements giving detailed information will appear shortly.

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