

FRANCE THANKS U. S. FOR TROOPS IN BATTLE

Tardieu Says Huns Then Will 'Feel Clenched Fist' of America

CRISIS IS NOT YET OVER

Pershing's Offer Was Preceded by Call for Men by Ally, He Discloses

New York, April 8. Andre Tardieu, French High Commissioner to the United States, expressed the gratitude of France to the American people for the part American troops are taking in the battle of the Marne, in an address before the French Institute here.

Myron T. Herrick, former Ambassador to France, presided. "Keener than ever, during the past fortnight, during these bloody and heavy days, I have felt that whenever America chooses to give herself to the whole of herself, she gives the whole of herself to me. I have been moved by the acceptance of urgent requests which, on account of this battle, it was my duty to submit to your Government.

"At the same time, between the Allies, confronted by the same peril, a complete solidarity has asserted itself. A single head, General Foch, on whose staff I was during the battles of the Marne and of Xivres, has taken command of all the allied forces. When the unity which has been secured in military action will be realized in all the other branches of action in which victory depends, then, do not be doubtful about it, the success of our common cause will come.

"Therefore, in the name of France, who feels highly honored by the regard of her great European and American allies, I have come here to state again our unshaken resolve.

"America, by her immense effort at home, is paying 'a just tribute' to the allied arms in Europe. Commissioner Tardieu said, and the participation of the American troops there was worthy of America. For the sake of three words, liberty, justice and democracy, he declared, the allies had resolved to win.

"Do not be under any delusion," he added. "This crisis is a terrible one, and we are not over as yet.

"We have broken the powerful onslaught of the enemy. This is not enough. We must drive back the foe. It will be a matter of weeks, maybe of months. It will be your concern as well as our own. Speed up, but be sure that anyhow you come not too late.

"Today you are standing for action. Before next summer 1,000,000 trained men will be thrown by the allies against Germany. You will experience the weight of your 'clenched fist.' We are proud to share with you in the same struggle and in the same hopes.

Alluding to Mr. Herrick, he said the name of the former ambassador was cherished in the hearts of all Frenchmen as a symbol of courage, of uprightness and faithfulness.

U-BOAT CAN'T STOP U. S. ARMIES, HUN ADMITS

Military Expert Concedes America's 'Talent' Can Send Large Forces to France

The Hague, April 8.—The submarine cannot prevent America sending a large army to France in the opinion of Captain Peralus, German military expert, according to a dispatch from Berlin, which says that submarine works in Cologne, Muelheim and other Rhineish towns are being closed and the employees weeded out. The talk in Germany puts the second German losses at a quarter of a million. The dispatch proceeds:

"That everything depends on this offensive is admitted by Captain Peralus in the Berlin Telegram on Thursday, and he once more denounces the optimistic view held about the submarine campaign and points out now that this summer is given as the date when the widest horde of submarine subsalters will be fulfilled.

"He refuses to subscribe to the hopes that submarines will or can prevent America from getting troops across the Atlantic in large numbers, saying, 'No expert will place absolute confidence in the power of the submarine to prevent it if his view is not clouded by the too ray optimism he will declare that North America's talent for organization, energy and delight in creating most workable methods and means to provide transport for its troops.'"

"Peralus points out that America has made up its mind for a long war and he does not believe the submarine can be relied on alone. He declares that, nevertheless, he will hope the offensive in the west will lead to a result which will exclude America's further co-operation in the war and thus prevent a second year of war with America."

'BUSY BERTHA' BUILDER DESIGNED 76-MILE GUN

Prof. Rausenberger, Krupp Manager, Forecast German Long-Range Bombardment of England

Amsterdam, April 8. The giant long-range German rifle is the creation of Professor Rausenberger, an artillery manager of the Krupp works and builder of the famous forty-two-inch gun (the seventeen-inch 'Busy Bertha'). The designer witnessed the first bombardment of Paris with the gun.

(Prof. Fritz Rausenberger, in an interview printed in the Berliner Telegram on February 1918, asserted that it would be possible to bombard the certain product of the near future. The codirector of the Krupp works declared the day of flat trajectories and vertical shooting artillery would be in increasing demand. This, he said, was because the nature of the modern warfare had almost done away with the necessity of shooting horizontally, it being possible to reach distant trench lines only by shots from cannon shooting vertically.

"Modern artillery, notwithstanding its tremendous strides, the professor said, had in nowise reached the limits of possibilities either in effectiveness or in carrying power. The cannon of the future, he believed, would be able to penetrate the strongest fortified positions and nullify the enemy's shimmering ocean of armaments by shooting from the continent."

Paris, April 8.—German long-range guns resumed the bombardment of Paris yesterday afternoon at 2:30 o'clock. The report that one of these guns exploded is confirmed by absolutely reliable sources. This occurred March 25, a lieutenant and nine men being killed.

Ex-Czar Goes to Urals

Leningrad, April 8.—The Bolshevik Government has decided to move the imperial family from Tobolsk to the Urals mountains. This decision is to be taken because of the possibility of international complications in the matter.



KILLED IN FRANCE Lieutenant Clark B. Nichol, of the 1915 class of architects of the Towne Scientific School, of the University of Pennsylvania, who, according to dispatches, fell with his airplane to his death along the French war front.

VERDUN VICTORY ENGRAVEN IN HISTORY OF FRANCE

Ruin and Desolation All Remaining of Beautiful City After Continuous Bombardment of 240 Days by Forces of Germany

By HENRI BAZIN Staff Correspondent, Evening Public Ledger with the French Armies in France, March 10.

U ago, while riding through the Meuse country, Goethe stopped his horse upon a height overlooking Verdun and there noted the ensemble of the city and the river flowing through it rather as a warrior than a poet, for he has written:

"Verdun is agreeably situated in the midst of a lowered plain, watered by the Meuse and encircled by hills both far and near. The city lies as in a vast cup and from every angle would be exposed to bombardment."

The quotation came to my mind today, the 21st of February, the anniversary of another February 21, that, but two years old, will ever remain engraven in the history of France, the day of the original impetuous German assault launched at a preconceived hour.

I went to Verdun today with intent of a long walk among its ruins and its desolation, for I desired securing at first hand a acquaintance upon this anniversary day with that which I knew.

Two years ago today, "the weather clear and cool," German artillery, from Epargnes to Avocourt, began a stupendous bombardment. At 4:15 p. m. German infantry came out of cover and began a fight that lasted twenty weeks, extending to twenty months in less intensity, but nevertheless unceasing, a battle merciless, frightful, murderous, while all this occurred, during the time the thunder of artillery continued.

Today, the 21st of February, the weather is "clear and cool," the Meuse murmuring in the afternoon air, "Sons of the Empire, take Verdun and in a month the war is won. Your Emperor will crown you with glory and peace will come."

They believed, and they launched themselves upon Verdun, drunk with the thought of peace and carnage, offering themselves upon a merciless altar of annihilation. For all more than 400,000 of them have died there.

"Souvenirs? On the 21st the French lost Hartmann, on the 22d, Cource Wood and Herbebois; on the 23d, Waverille Wood; on the 24th, Samozieux, Hill 304, Fosse Forest, Chaumes and Ornes, with Douaumont then left in danger of almost certain fall. And meanwhile, Paris, France, silent, eagerly waiting, hoping, then the abandonment under fire of Woivre, the gray days immediately following; the 26th, the Germans at Talou and Polvre Hill, where in an excess of savage joy they could vision the towers of Notre Dame. And the next day, the fall of Douaumont, Verdun seemingly destined to follow.

But during the night of 25th-27th Peain arrived, immediately taking the supreme command. Under his genius and soldierly sangfroid, under his direction, came le voie sacree, the endless chain of shell toward the enemy invader, one every twenty seconds during a continuous term of 240 days, a countless convoy of cannons feeding the cannons, a feverish, intelligent, grim construction among the living and the dead, the newly dead and the long-since dead, the ceding in terrific battle of the Hill of Oie, Mort Homme, Cumiers and Corbeaux.

And then anew the publication of names in German orders, the appeal of the Crown Prince, "Take Verdun, soldiers of Germany; Verdun the heart of France," and the later news flashed around the world, "The Kaiser in grave."

WAR INCREASES GIRLS' DELINQUENCY IN N. Y.

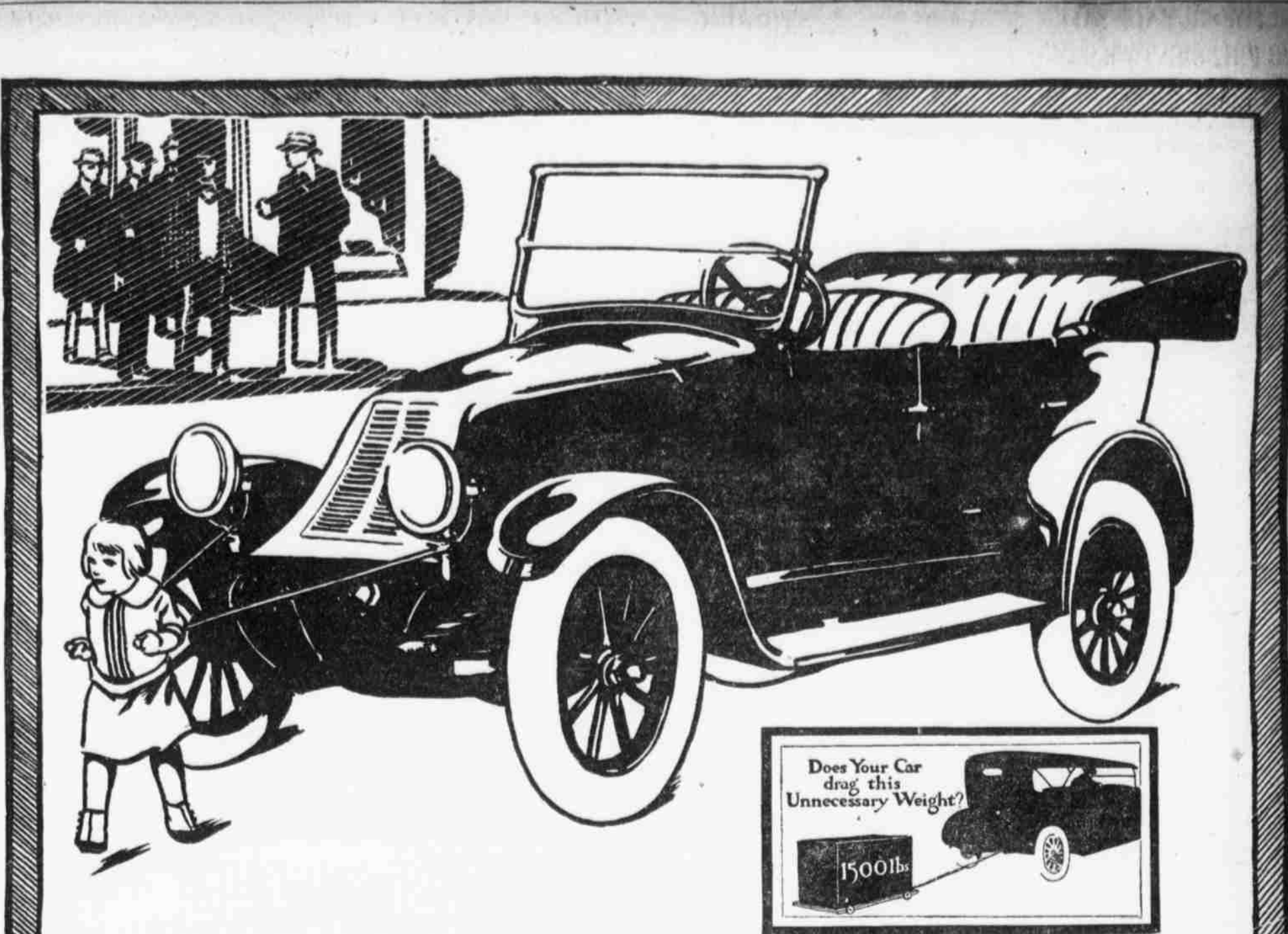
Camp and Uniform Temptations Thought Cause of Girl Probationers' List Growth

Albany, N. Y., April 8.—Increased delinquency in the State, especially among young girls, is attributed to the war, but this increase has been offset to a large degree by greater vigilance on the part of probation officers, the Probation Commission states in its report to the Legislature.

The commission found that the number of young girls placed on probation from the courts began to increase at about the time the United States entered the war, and the number has remained large ever since. This increase was said to be due to temptations to young girls about soldiers' camps and to the attractiveness of the uniforms. The report pointed out the need for increased supervision of amusements and the immediate need for more probation officers, especially women, to deal with these cases.

During the statistical year ended June 1, 1917, a total of 21,847 persons were placed on probation by courts of the State, an increase of 15 per cent over the number placed the year previous.

The commission believes there is a direct connection between the recent marked decrease in the population of the correctional institutions of the State and the steady increase in the use of probation. The population of the State prisons was nearly 1000 less in 1917 than in 1916.



Does Your Car drag this Unnecessary Weight? 1500lb.

Why the Easy Rolling Franklin is Outselling all Other Fine Cars

It has been said that "A striking picture is better than a thousand words."

Here is a picture that is better than a whole dictionary in enabling you to get at a glance the fact that the Franklin Car is easy to move—and hence, requires less fuel to move it.

This is an actual picture of the little daughter of W. J. Doughty of Detroit, pulling a Franklin Touring Car several blocks on a level stretch with her skipping rope, to show why the Franklin goes farthest on a gallon of gasoline.

The whole secret is in Franklin Easy-Rolling—one, big, fundamental reason behind the fact that sales of Franklin Scientific Light Weight Cars increased last year 135%, against the 12% increase of all other fine cars.

Easy-Rolling means minimized friction—and where there is little friction, less power is required to move a car. The Franklin is scientifically free from excess friction, drag and weight; it converts into sheer driving energy every ounce of power that the heavy car wastes in dragging 1500 pounds unnecessary weight.

It is a fact that the Franklin, on the same amount of initial power will coast farther than any car in the country—a direct result of its Scientific Light Weight, its Flexible Construction, its Balance and Resiliency.

That is why Franklin Cars deliver 20 miles to the gallon of Gasoline, instead of 10, 10,000 miles to the set of tires instead of 5,000.

This easy-rolling, light weight construction explains the Franklin qualities of easy handling—of instant responsiveness. It answers to the throttle quickly, speeds up easily and takes brake-application just as quickly.

Easy Rolling Means Easy Control

Light weight naturally means easy steering. Moreover, the caster-action front wheels and reversible steering gear allow the Franklin to keep in the course without tugging and to right itself without effort in taking corners.

This quick-response, easy handling quality indicates why the Franklin can travel long distances, frequently necessary in these times, without strain on its passengers and with minimum wear on itself and its tires.

Cold Weather Starting Easy!

Electric Primer makes low grade gasoline act like old time high-test grade. Spark plugs stay clean. Raw gasoline in cylinders prevented.

Positive Ignition.

'Feeble' Battery trouble obviated. In starting, the Franklin owner cuts in the buzzer on his Master Vibrator and gets a fat, hot spark that fires the mixture.

Quick Response to Starter.

Starting device has vigorous action; battery has big reserve. No hesitation in the Franklin when you switch on the starter.

Tire Mileage!

Franklin Light Weight and Flexibility always produced remarkable tire-mileage. 33 x 4 1/2 inch cord tires now on all types assures even greater tire-reliability.

Proof Within Your Reach

There is one thing that sticks out all over the motor car situation today. That is, a car must either be economically in tune with the times, or else pretend to be, by talking about it.

The difference is only discernible when you know the facts.

Franklin Facts are actual, tangible things, open to your inspection—short, straight and to the point. Drop in the Franklin Sales Room and get those facts. Examine carefully the

FRANKLIN CAR of TODAY

and the latest Features which indicate the "Ahead-of-the-Times" Franklin policy. Features that appeal to the thinking motorist—for every one of them is a positive step toward the goal of motoring perfection.

Takes up Cylinder-Wear.

Latest construction automatically takes up cylinder wear, which in average engine, usually means leaks in compression. Franklin retains responsiveness of a well-worked in car, even after considerable running.

Intake Yoke Heater.

Quick warming up of mixture assured by using exhaust gases. Original with the Franklin; perfected in today's car.

Lessens Repair Bills!

Air Intake Strainer keeps road dust, grit, etc. out of engine internals. A new device that cuts down wear in cylinders, valves, pistons, etc. and lessens your repair bills.

No More Grease Troubles!

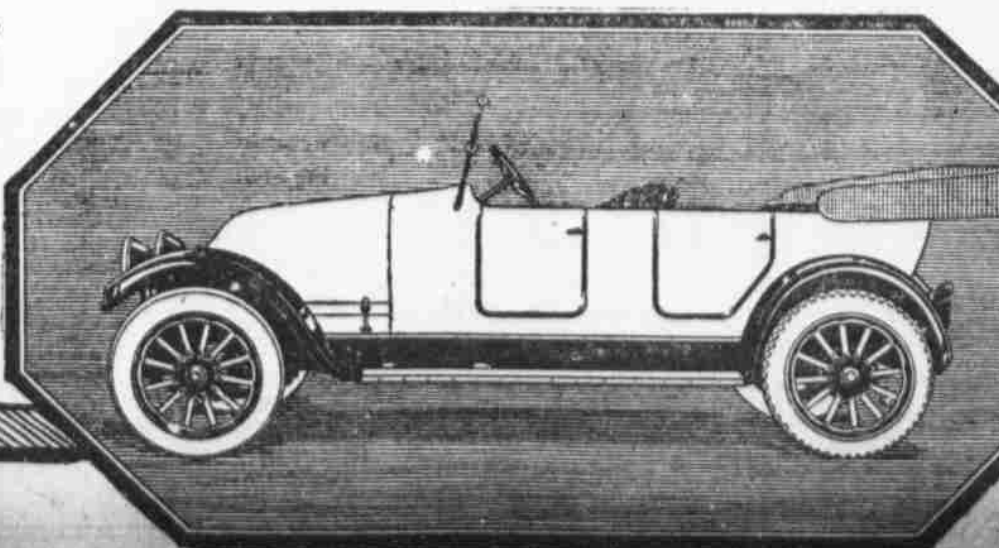
No more bothering with messy Grease Cups! New Oil Reservoir and Wick System on today's Franklin prevents this trouble.

All These Latest Features Now on Exhibition in our Salesrooms. The Franklin Car is designed to meet the big preponderance of motoring requirements—eight types

Sweeten Automobile Company, 3430 Chestnut St.

Phone, Baring 1200

JAMES SWEETEN, JR., President



Advertisement for Hotel Astor featuring an illustration of the hotel and text: 'The Meeting place of Representative American Men and Women from every state in the Union'.