

### BONUSES FOR U. P. MINNESOTA MEN

Home State Revises Bill to Give \$200 Tuition Fee to ex-Service Men

### FORTY STUDENTS BENEFITED

Nearly a score of Minnesota men attending the University of Pennsylvania will receive \$200 tuition money from their state because of military service during the World War.

A bill allowing this sum to every man who was a resident of Minnesota at the time of his entrance into the World War and who served in the army, navy, marines or U. S. A. T. C. units, for tuition fees in the University of Minnesota at other colleges and normal schools of that state has been amended to include Minnesota men at schools outside the state.

Announcement of the amendment to the bill was made at a meeting of the Minnesota Club at Houston Hall.

In addition to paying tuition for its college men who were in service, the state of Minnesota pays every service man a bonus of \$15 a month. Applications are now being sent to the attorney general's office, St. Paul, Minn., by Minnesota men at the University.

The members of the Minnesota Club which has been organized at Pennsylvania include C. H. Giersch, Springfield, Wis.; Frank Bailey, Winona; Robert Gillette, Winona; Willis Hazleton, Minneapolis; S. Welsh, Minneapolis; H. C. Wehman, Minneapolis; F. B. Burns, Minneapolis; G. C. Emery, Minneapolis; E. O. Johns, St. Paul; M. J. Shaeffling, Virginia; D. Sternberg, Minneapolis; E. A. Northam, Minneapolis; Philip Reilly, Winona; Douglas James, Winona; A. F. Gerrecke, Winona; O. U. Habberstad, Janesboro; R. D. Edwards, Albert Lea and D. Y. Bakke, Detroit; Paul Baumgartner, Winona; Edward Bates, Minneapolis; Lester Daniels, Minneapolis; Edward Yerxa, Minneapolis; C. H. Swanson, Minneapolis; C. S. Sparrow, Chisholm, and John Brooks, Minneapolis.

### CITY'S WOMEN DON'T HAVE SMALLEST FEET, BUT—OH, MY!

They Can Look to St. Paul for Comfort, Where an Average Size of 6 Is Worn in Comparison to Philadelphia's 5 1/2

Philadelphia women are no Cinderellas. A canvass of American cities to see where the women have the smallest feet proves that.

The size of the average Philadelphia woman's foot is 5 1/2, a full size bigger than the average in Chicago, San Francisco and Atlanta.

But let the Chestnut street Juliet take heart. The St. Paul women's average size is 6, and the shoe dealers there announce that the women's feet are growing.

Although the average Philadelphia woman would never win a prize and a kingdom by slipping easily into a No. 1 glass slipper, local beauties can again turn their eyes westward for comfort—this time to Milwaukee—where some Amazons demand shoes and slippers of No. 11 size, "frequently," the report shows.

And anyhow, with all skirts, low necks and other such stuff, who looks at the size of a girl's shoes? Not the men, certainly, and who else do the girls try to please?

They apparently grow big women in St. Paul, where the average size shoe called for by women is No. 6.

Modest Indianapolis shoe dealers rush their women to the front ranks with the statement that they often have calls for shoes size 10 1/2 A.A. from the fair residents of that city.

Brains and big feet are coupled in Boston, where the average size for women is number 8.

Reports gathered from all sections of the country by shoe merchants show the sizes and tastes of women in different cities. A partial list follows:

Chicago—Average size, 4 1/2. Heavy tan oxfords, with short vamp and wide toe, worn with wool socks, most popular.

Atlanta—Average size, 3 1/2 to 5 1/2, with equal amount of sales on intermediate sizes; brown most popular color.

San Francisco—Average size, 4 1/2; brown laced boots with French heels the favorite.

St. Paul—Average size, 6; brown walking shoes most popular.

### HOT WEATHER ENDS OIL DREAM OF 2 BOYS

Runaway Youngsters Picked Up in Broad Street Station Were Going West to "Clean Up"

Two budding oil magnates came to grief today because of the warm weather just ended.

They are Charles Silbert, thirteen years old, Summit avenue, Jersey City, and John Kovacks, fourteen years old, Hend street, Chrome, N. J.

Charles and John, fast asleep in the waiting room at Broad Street Station, were roused and taken to the House of Detention early this morning by Lusk, special officer of the Pennsylvania Railroad.

"We was gone west to be oil magnates," John explained to the matron. "But it was so hot yesterday it kind of took all the pep out of us and we (sighed) round all day in Fairmount Park, 'stead of beatin' it on our way. And then this guy comes an' wakes us up."

The youngsters left home, they said, Sunday night, walking and begging rides in automobiles on their way to Philadelphia. Charles was armed with "black" made of wood, pipe and tire tape. He carried it, he said, because an Italian had given him a beating in Jersey City and he thought he had better be ready if he met the same man again.

### HONOR RETURNED SOLDIERS FRIENDS HONOR AUTO MAN

700 Attend Banquet to Lee J. Eastman, Who Will Go to New York

More than 700 persons attended the farewell banquet to Lee J. E. Eastman, for the last four years president of the Philadelphia branch of the Packard Motor Co., in the Bellevue-Stratford.

Mr. Eastman goes to New York to head the Packard Co.'s branch there.

Mr. Eastman, who was a former newspaper man, was showered with gifts from officials and employees of the company. He is succeeded here by Walter Anthony.

### Save Leather ADWEAR for Leather Soles and Beltings

Additional ADWEAR for Leather Soles and Beltings

### When Indians brought Presents to the Chandler Children

In the earliest days of the settlement Mrs. Chandler arrived in Philadelphia with eight or nine children. Her husband had died on shipboard, and so indigent was she and her little family that even the Indians took pity on them, bringing them food and other presents.

Certainly this incident affords a compelling illustration of the need every man has of laying by money for that possible "day of disaster."

Get in the habit of putting by a little of your income each week in our Savings Department—and so guarantee yourself and your loved ones against future want.



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When Indians brought Presents to the Chandler Children

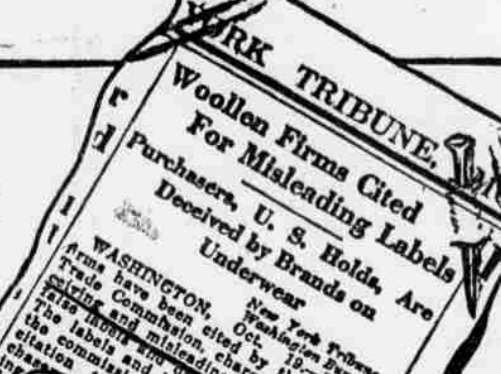
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**GUARANTEE TRUST AND SAFE DEPOSIT CO.**  
1422 SOUTH PENN SQ. 9 SOUTH 52D STREET

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22 Maiden Lane

WHOLESALE: 395 Fourth Ave., New York



**Under-weight handicaps the child in winter**

Winter puts a double tax upon the child's body—taxes it for the energy demanded by activity and for heat. If the body is underweight—under-nourished—how can the child meet the rigors of winter and still battle off disease?

The answer is—Bring him up to normal weight, for under-weight is too big a handicap for any child. And, think—5 pounds below normal means a whole year behind his playmates in physical development.

Better weigh the child today. If below normal, see your doctor at once. He will help you correct the trouble. He will probably suggest the use of more milk because this is Nature's best builder of bone and muscle. Milk also acts as a safeguard against disease.

**Weight Table for Parents**

If you do not know standard figures for weight of children, ask our driver for our free booklet, "Milk—Its relation to normal weight." Or phone the main office—(Bell) Poplar 8508

**Supplee-Wills-Jones**  
Philadelphia, Ocean City, Atlantic City, Chester

**Fresh Milk—Vital Food for Children**

*Economy runs, once so popular among automobile manufacturers, have almost passed out of existence due to the foregone conclusion that the Franklin would win. Here is the result of the one remaining event of importance.*

(Drawn from Photograph)



**G. F. STEPHENSON**, A. A. A. Technical Representative  
**STANLEY S. TURNER**, Winning Driver of the Franklin Car  
**FOSTER CURRY**, Donator of the Camp Curry Trophy  
**STANDISH MITCHELL**, Sec. Auto Club of So. California  
**HARRY S. MASON**, A. A. A. Board Representative

**New Record For Fuel Economy In Annual Yosemite Run**  
49.9 Ton Miles to the Gallon of Gasoline Scored by the Franklin Car

Wins Three First Prizes in Event Testing Economy from Every Angle

The last remaining automobile economy run of national importance has been the "Yosemite Run" from Los Angeles to Camp Curry, Yosemite, conducted by the Automobile Club of Southern California under official A. A. A. supervision. Cars of many different types, makes, weights and prices were entered.

The distance is 374.5 miles over the steep slopes of the Sierra Mountains. A profile of the route presents a saw-tooth effect, ranging from sea-level up to 6800 feet, including long, tiring grades as well as sharp rises. No better route could be selected to test car efficiency and reliability from every angle—economy, power, cooling and comfort.

And no better demonstration of the correctness of the Franklin principles of fair cooling, light weight and flexibility could be desired than the results recorded. Even though a rating of "ton-miles" was devised to remove all handicaps of weight, the Franklin took both prizes for which all cars were eligible, in addition to the prize in its own class.

**THE FRANKLIN WON**

**FIRST PRIZE**  
Sweepstakes cup, for best all-round showing of any car at any price—in gasoline and oil consumption and cooling efficiency. It covered the 374.5 miles on 13 gallons of gasoline, an average of 28.8 miles to the gallon.

**FIRST PRIZE**  
All classes, most ton-miles per gallon of gasoline. This rating was devised to remove all handicaps of weight. It put all scores on an equal basis of comparison. The Franklin, with 49.9 ton-miles, beat lighter and heavier cars.

**FIRST PRIZE**  
Own price class, for most ton-miles per gallon.

The Franklin established a new record, being the first car of any make to win three prizes in the history of the event.

This triple victory for the principles of light weight and flexible construction and direct air cooling (no water to boil or freeze) is important.

It indicates to motorists the freedom from trouble, the fuel economy, and the assurance of motoring satisfaction open to them with the Franklin Car.

These advantages have long been summed up in the conservative statement of Franklin performance:

20 miles to the gallon of gasoline  
12,500 miles to the set of tires  
50% slower yearly depreciation

Practically without exception, the Franklin Car has established the economy records of all the official events held in seventeen years.

**Dirt Road Record For Distance Made by Franklin Car**

In 21 hours 37 minutes Continuous Driving, J. T. Peacha Covers 729.5 Miles

On July 22, J. T. Peacha, of Duluth, Minn., undertook to prove to Minnesota motorists not only that the Franklin is the easiest, least fatiguing car to drive, but also that few roads are bad enough to hinder motoring if your car is built on the right principles. He succeeded!

His average of 33.7 miles an hour for over twenty-one and a half hours is better than the average car owner expects even under favorable conditions. It demonstrates clearly that the important thing in covering distance is a car's ability to go steadily over all kinds of roads.

Few but Franklin owners have ever driven up to four hundred miles in a day for pleasure on the best of roads. Mr. Peacha drove through a portion of Minnesota avoided as much as possible by native motorists because of its unimproved roads.

The judges were: A. W. Tracy, Auto Editor, Duluth Herald and Stewart DeMars, Duluth Agent of the Goodyear Tire Company.

Car and passengers weighed 3,385 pounds.

**SWEETEN AUTOMOBILE CO., 3430 Chestnut St.**  
**SWEETEN WILMINGTON CO.** 1011 Orange St., Wilmington, Del.