

MAY LIMIT TRUCKS ON STATE HIGHWAYS

Commissioners on Tour Say Careless Driving of Heavy Vehicles Ruins Old Roads

INSPECTION ENDS TODAY

Chambersburg, Pa., Sept. 24.—If truck owners and managers of large concerns employing trucks do not give immediate consideration to the problem of helping conserve state highways, some action will be taken to limit the use of trucks on all such highways. Such statement was made last night by State Highway Commissioner Lewis Sadler in a conference with officials of the Highway Department, who completed the second day of their three-day inspection tour of the state, at his home in Carlisle.

The engineers and officials who compose the party were entertained by Mr. Sadler after a day's ride of nearly 200 miles across the state from Scranton to Chambersburg.

Mr. Sadler declared that the truck problem is one of the most perplexing which faces the state in its road construction.

"According to the law of 1919," he said, "we have built all state highways capable of carrying a load of 20,000 pounds, but there are still hundreds of miles of highway built prior to the passage of this law which are being continually ripped to pieces by heavy trucks, driven by men who ignore all the rules of the road."

"I would favor schools conducted by large concerns employing trucks in which their employees could be taught the right way to use the roads. Big business men should realize that it is a vital necessity for them to have the use of the roads and that they will be the sufferers if the roads are ruined."

"It takes only one very heavy truck, driven at a fast rate, and especially in the spring time, when the frost is coming out of the ground, to rip up a stretch of the very best roads. Even the roads which we have constructed since the law of 1919, while they are capable of bearing the prescribed weight, cannot withstand excessive speed, flat tires and other factors of road travel."

"Railroads are compelled to pay for their right of ways, and are heavily taxed besides. The truck owner has free use of the very best roads of the country, but he will not continue to do so unless he compels his drivers to observe sanity and care in their driving."

"We could save as much as \$30,000 a mile in the cost of constructing our state highways if we had only to take into account pleasure cars and not the mammoth trucks which swarm the state

roads. Under such circumstances it seems to me only fair that they show half-way consideration in the matter of conserving our wonderful roads."

"The inspection party yesterday passed over a stretch of almost perfect roads through the mountains around Wilkes-Barre and Scranton and down to Sunbury and Carlisle. One long detour near Berwick was the only deviation from the state highway system. Roads which were in course of construction last year proved on this occasion to be in the best of condition. As on the first day, the material used ranged from concrete to asphalt or stone."

The party of Highway Department officials will complete their tour today with an itinerary which takes them through Gettysburg, York and Lancaster.

SUES FOR ALIENATION

Germanstown Man Sues Furnace Repairer Stole Wife's Love

A furnace was the innocent cause of the separation of Thomas S. Savin, Jr., and his wife, Emma, according to a statement filed in Common Pleas Court yesterday by the husband.

The Savins moved into a house at 102 East Ashmead street, Germanstown, last year, the statement says, and in January something went amiss with the furnace. Enos Reed, Germanstown avenue above Wayne Junction, was called in to fix it. He not only fixed the furnace, according to Savin, but he paid marked attention to Mrs. Savin.

The "unjust and wicked relations" entered into by Mrs. Savin and Reed forced the husband to leave his wife and their three-year-old boy, he declares in the statement. Previous to the appearance of Reed, the wife had been a model of faithfulness, according to her husband. They were married in June, 1917.

Now Savin is suing to recover \$10,000 damages to soothe him for the loss of his wife's affections. Since the separation the plaintiff has resided at 5217 Marion street, Germanstown.

LARGE BARN BURNED

Fire of Mysterious Origin Causes \$10,000 Loss in Chester County

West Chester, Pa., Sept. 24.—A large barn on the farm of Patrick Rogers, East Goshen township, was destroyed by fire of a mysterious origin early this morning. Firemen from this place, after a run of six miles, saved the house nearby. The loss exceeds \$10,000, with partial insurance. Several outbuildings were also destroyed. One horse and a bull perished, but several horses were saved by residents of the neighborhood. The house was fired a number of times, but was saved.

All the crops, including a large quantity of hay, feed, stock, oats, wheat and other products from a large farm, were lost. Much harness and all the farm implements are a total loss.

The fire was discovered by Miss Rogers, who was awakened by the smoke and light from the burning structure.

READY TO START BIGGEST CRUISERS

Keels to Be Laid Tomorrow at Navy Yard Before Distinguished Company

TO BEAR HISTORIC NAMES

Two glorious names in American naval history, the Constitution and the United States, will be bestowed on two battle-cruisers whose keels will be laid at noon tomorrow in the Philadelphia Navy Yard.

The battle-cruisers will be named from the frigates Constitution and the United States, whose commanders in the War of 1812 matched guns and daring with frigates of the English navy and came out victorious.

Rear Admiral C. E. Clarke, retired, will drive the first rivet in the hull of the Constitution. Admiral, then Captain Clarke, made the famous run around South America in the battle-ship Oregon during the Spanish-American war.

Dry Law Alters Historic Inn Sign

Norristown, Pa., Sept. 24.—The antiquity sign, designating Bird-in-Hand

Inn at Gulf Mills for more than a century, which was taken down when the Hotel was abandoned months ago when the country went dry, has been rehung and now reads "Bird-in-Hand Ice Cream Parlor." It has a new owner.

82 Phila. Girls at Mt. Holyoke

Eighty-two young women from Philadelphia and Pennsylvania are enrolled this year in Mount Holyoke, Mass., according to the college authorities.

A distinguished group of officials and civilians will witness the ceremonies. Captain Louis McCall Nulton, incoming commandant of the navy yard, will be a guest at the exercises.

Among the guests invited are Rear Admiral G. Kaemmerling, engineering superintendent of navy ships under construction at Cramps shipyard; Rear Admiral R. T. Ball, who fills a similar post at the New York shipyard; Mr. and Mrs. Alexander Van Rensselaer, Samuel H. Vauclain, president of the Baldwin Locomotive Works; Mr. and Mrs. John Cadwalader, Senator Penrose and Stevens Heckacher.

The new battle-cruisers are to be the most powerful and the swiftest afloat. They are to be 345 feet long, of 45,000 tons, a horsepower of 180,000, and capable of riding through the seas at thirty-six knots.

Each battle-cruiser is to mount twelve fifteen-inch guns in four triple turrets. It is estimated that each will cost approximately \$25,000,000.

Four other battle-cruisers of the same type, all named after famous frigates of the old navy, are to be constructed in other yards.

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How Will Labor Vote?

Labor is torn by conflicting feelings as it prepares to vote in the approaching Presidential election, if we may judge by the papers that claim to speak for it. It is told by Mr. Gompers that Cox is labor's true friend; it is told by Republican leaders that Harding's election will mean prosperity and the "full dinner-pail," and is assured by more radical advisers that Debs or Christensen is the only true apostle of freedom. Any one who can poll all or even a large part of the labor vote would, of course, win hands down, but how the worker will vote after all this contrary advice nobody seems to know. No one, at least, is predicting the election of Christensen or Debs, so the choice narrows down to the two journalists from Ohio. An interesting omission is the absence of any appeal to the workers to vote for this or that candidate to restore the workman's beer.

Telegrams sent by THE LITERARY DIGEST to the Labor press, for light on the probable complexion of labor's vote this year, bring replies that give an impression of cross currents and confusion. However, at this stage of the campaign, it is undoubtedly the only line that the public can get upon the probable attitude of organized labor in the coming election.

The leading article in THE DIGEST this week, September 25th, presents the subject in an interesting and comprehensive form. It will be read with interest by hundreds of thousands of men and women.

Other illuminating articles in this number of THE DIGEST are:

Full Text of the League of Nations Covenant

This Article is Presented at This Time so That the Public May Have in Easily Accessible Form the Text of the Document that has Been Made the Issue by the Republican and Democratic Parties.

"As Maine Goes"—Will the Country Go? League Verdicts in the Primaries America and Germany as Shipmates The Timber Famine British Labor's Stand for Soviet Russia Troublesome Mesopotamia Greece in Turmoil Woman's Hand in Maine Voice of Canadian Independence To Use Niagara without Marring It A Medical Defense of Pie Machinery Ousting "Harvest Hands" Labor Doing Better Work Europe's Ills Diagnosed by Anatole France Stephen Foster vs. Franz Schubert

"Diplomatic Victories" of the Vatican The Lambeth Plan for Church Reunion America is Eating More Candy How Oregon Cheated Death and His Enemies Germany Very Much Alive While Austria Stagnates Glimpses of Ireland Under British Repression Movie "Extras" Whose Lives Rival Screen Romance On the Trail of the White Rhinoceros Topics of the Day Best of the Current Poetry

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