

PLANS TO EXPLORE ARCTIC IN AIRPLANE

E. F. Naulty Announces Plans for Hop-Off From Point Barrow Next Month

MAY ASSIST COMMERCE

Washington, Aug. 2.—Plans for a trans-polar flight in September from Point Barrow, Alaska, to Spitzbergen and the North Cape, Norway, were announced yesterday by Edwin Fairfax Naulty, of New York.

As announced, the start will be made from Seattle with a convoy of several planes, which will proceed by easy stages up the Alaskan coast to Point Barrow, stopping at Ketchikan, Anchorage and Nome.

Originally, it was explained, it was the intention to make the flight next year, but reports of warm weather near the Arctic Circle had led to the advancing of the date.

"We plan to make the flight as early as possible," Mr. Naulty said, "and, strange as it may seem, to do it in late September. There are good reasons for the choice of this time. Our flight speed we estimate will be about 100 miles an hour, to which might be added the speed of a following air current."

Fuel was conceded to be the chief problem of the proposed expedition. A supply ample for fifty hours of con-

tinuous flight will be carried, it was said, and those planning the attempt expressed the belief that would furnish an excess which would permit short by-flights at the first landing place on the Polar ice and the Pole itself. If no landing places are found it is the intention to make the 1150-mile hop without a stop.

LIQUOR IMPORTS SOAR

Value of Intoxicants Landed Last Year Was \$5,000,000

Washington, Aug. 2.—(By A. P.)—Intoxicating beverages imported into the United States during the fiscal year were valued at more than \$5,000,000, as compared with about \$3,000,000 in the previous year, according to reports issued last night by the Commerce Department.

Whisky was the largest item in the list of intoxicants entering during the year, amounting to more than 2,000,000 gallons, as compared with 23,000 in 1920.

Whisky came in larger quantities in the last year, with a total of 195,000 gallons, as compared with 32,000 gallons in 1920.

Appointed National Guard Officers

Harrisburg, Aug. 2.—The adjutant general's office has announced the following National Guard appointments:

To be captain, George C. Frey, Philadelphia, Service Company, 11th Infantry. To be first lieutenant, Herbert S. Miller, Bellefonte, adjutant Fifty-second Machine Gun Squadron; Gibson C. Payne, Bellefonte, intelligence officer, same squadron. To be second lieutenant, John F. Joline, Jr., Philadelphia, 108th Artillery.

LABOR STATUS IN CHICAGO IMPROVED

Reserve Bank Shows Employment Increase in June

Chicago, Aug. 2.—Labor questionnaires sent to 263 concerns in the Seventh Federal Reserve District were analyzed in a statement made public by the Chicago Federal Reserve Bank yesterday. Sixty-six of the establishments were in Chicago, the remainder being scattered through the district.

For the entire district the number of men employed decreased eight-tenths of

1 per cent in June as compared with the preceding month, but in Chicago there was an increase of 2.7 per cent in the number employed.

The amount of the payrolls decreased 3.8 per cent in the district, but increased two-thirds of 1 per cent in Chicago. As compared with a year ago the payrolls showed decreases of 45.5 per cent in the district and 31.5 in Chicago alone.

In steel and iron industries, primary production and agricultural machinery showed decreases in men employed and in payrolls, but railway equipment showed an increase in the number of men employed of 8.7 per cent, with a decrease of 4.3 in the payroll.

SEA MYSTERY SOLVED

Woman Picked Up in Water Was Maria Oakes, of Huntington, N. Y.

New York, Aug. 2.—The solution of a mystery the police of Providence have had under investigation since Saturday was solved yesterday, when the body of a woman found there was identified as that of Miss Maria Oates, of Huntington, L. I.

The fact that the woman went overboard from the steamboat Georgia Fri-

day night on the trip from this city to Providence brought the New York police into the investigation. It was thought to be a murder committed for the purpose of robbery, when the body was found in the water off Warwick, a suburb of Providence. A letter found on the body led the investigation to Huntington.

The police there had a report of the disappearance of Miss Oates and her description was wired to Providence. It tallied with the description of the body, and the identification was completed. Relatives of Miss Oates went to Providence yesterday and took charge of the body.

She was the daughter of the late James Oates. The family formerly lived in Cold Spring Harbor. For several years Miss Oates, who was forty-nine, had been in poor health and had

a nervous breakdown. She left home Thursday unknown to members of her family. Apparently she came to New York and took passage on the Providence boat. She was seen pacing the deck nervously, but nobody saw her throw herself overboard.

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We are offering these suites at cost. One only of each kind, no duplicates. Closing them out to make room for our Living-Room Suites, which we manufacture. If you need a Dining-Room Suite, look over the best you can find, then come here; you may find just the suite to please you, at a real bargain price. \$195, \$205, \$235, \$255, \$285, \$315, \$325, \$350, \$364, \$725, \$805. 8, 10 and 12 piece Suites in Walnut and Mahogany.

LIVING-ROOM TABLES, Mahogany only. New shapes, all sizes and styles, \$19, \$24, \$29, \$36, \$44, \$49, \$57 to \$120.

Careful, Prompt Motor Car Delivery Within Reasonable Distance

On Your Vacation

Unaccustomed exercise makes sore muscles and stiff joints; unusual exertion causes strains and sprains; Sloan's Liniment will relieve all the pain and discomfort.

Keep Mosquitoes Away
A sponge, a wad of cotton or a cloth soaked in Sloan's Liniment and hung in your tent or room will keep mosquitoes away. Sloan's also relieves the sting of mosquito and insect bites.

Be sure and take with you a bottle of

Sloan's Liniment

Pain's enemy

You'll taste the difference!

ASCO Coffee

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This Week!

800 New Suits, Worsteds and Tweeds. Regularly \$35 and \$38—Marked for Quick Clearance—

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ALL taken direct from our own stocks and not one could be bought in the wholesale markets today at their selling price.

Choose Yours Early
All Sizes for Everybody

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Market at Sixth for 60 Years

ESSEX

Its Owners Say:

"My next car another Essex"

In a recent investigation conducted by a great national magazine, to determine what percentage of owners would get the same make of car, when they bought again, the Essex showed next to the highest percentage. Only one car, higher in price, and far longer on the market, excelled it in owner preference, by a margin so narrow as to be almost negligible. So these letters accurately reflect the feeling of nearly every Essex owner.

"Considers No Other Car"
The feet of Essex cars purchased for the use of our salesmen is proving more than satisfactory. We are pleased to advise these cars, on which we keep detailed records, have averaged 18.4 miles per gallon of gasoline, are very economical on lubricating oil, and extremely easy on tires. We are so well pleased with Essex cars and their low operating cost that we would not consider using any other equipment, regardless of first cost.
R. E. THEINHARDT, Manager, State Implement Co., Helena, Mont.

"Two and One-Half Years in Service—Only Needs Coat of Paint"
My car is the first Essex sold in Reading, dated February 28th, 1919.
Living in the suburbs, I use it every day, and to date it has run 14,700 miles. Seventeen miles on a gallon of gas, 200 miles on a quart of oil and 6500 miles on a set of fabric tires is its average performance. It is the greatest little hill climber that ever ran on four wheels, and its speed range on high is, as tested by me, from 5 miles to 60 miles an hour. Its greatest asset, however, is absolute freedom from all engine or other mechanical troubles, also freedom from tire trouble.
After nearly two and one-half years of service, the only thing the car needs is a coat of paint—and she'll get that.
JAY G. SHUMWAY, Adv. Mgr. K. E. Col., Reading, Penna.

"Too Good to Trade"
My Essex is now two and one-half years old, being delivered to me in January, 1919, and the first Essex in Philadelphia is still going fine. Its performance has been very satisfactory and it still looks and runs like a new car.
My car has been driven 20,000 miles and the tire and gasoline mileage has been unusually high, averaging 10 miles per gallon of gas and 14,000 miles per tire.
I am well pleased and have recommended it to a number of my friends, who are now Essex owners.
HARRY MOSE, Starr & Mose Co., Phila., Pa. 3635 Germantown Ave.

"Replaces Essex With Essex"
Ralph Cerr, wholesale grocer of Los Angeles, recently bought six new Essex roadsters, because the five used previously by his salesmen were so satisfactory. This is the record of the first five—
In service 16 months. Highest mileage 27,000 miles. Lowest mileage 13,000. Highest expense on any of the cars was \$89.20. The average of all five was \$42.55. City driven cars averaged 14 to 16 miles on gasoline. The country driven cars average 18 to 20 miles on gasoline.

"50,000 Miles of Hard Service"
I purchased my Essex August 23, 1919. I have used the car continually in the rent car service, over all kinds of mountain roads and through the oil fields, putting it through the most severe tests. I have driven the car 50,000 miles and my gasoline mileage has averaged 23.7 miles per gallon. I ran three original fabric tires 24,000 miles and the fourth tire 28,000 miles.
The upkeep of the car is very low, and I think this a wonderful record. My next car will be an Essex.
W. A. HAZEL, Bakerfield, Calif.

"Glad to Tell Others"
You will be interested to know of the great service and satisfaction my Essex Touring car has given me. Since purchasing this car I have driven it over 13,000 miles, and I must express my surprise at the low cost of maintenance.
My gasoline mileage averages around 18 miles to the gallon, and my tires run over 13,000 miles. I might mention that these were fabric tires and not cord.
I have owned several cars of other makes, but the Essex is my choice, and I also recommend it to my friends, and as you know, I have sent to you several purchasers.

"Glad to Tell Others"
Wishing you continued success and assuring you that when I want another car it will be an Essex again. HENRY CITRAN, 1419 W. Columbia Ave., Philadelphia, Pa.

"I Am Your Best Salesman"
Have driven my Essex 16,400 miles. Had driven 8 different makes of light cars and none would last me a season. I drive a car hard—bad roads, all weather. Upkeep has been practically nothing. Its remarkable performance and the satisfaction it has given has led to many more Essex sales, as I believe I have been instrumental in selling more Essex cars than any of your salesmen. The car today is free of squeaks and rattles.
A. I. BRUETT, A. I. Bruett Piano Co., Milwaukee, Wis.

"50,000 Miles—Never Failed"
My Essex was purchased in March, 1919, and has been driven more than 50,000 miles. My car will average 20 miles to the gallon of gasoline in the city and will give greater mileage in the country. My total repair expense has been less than \$100. It has never failed me, and I would not consider any trade that you could afford to offer.
I believe I could sell an Essex to any prospect who would drive my car for 30 minutes.
FIRMAN L. CARSWELL, Firman L. Carswell Mfg. Co., Kansas City, Mo.

and I tell friends to buy Essex

Why buy any car blindly when it is so simple a thing to ask owners?
Find out how the car you are thinking of buying has served others. What mileage does it give on gasoline, oil and tires? What are upkeep costs? Is the second or third 10,000 miles just as satisfactory as the first?
Would the owner you inquire of buy another car of the same make?
You can be guided by what owners tell you. Ask them for the facts. We urge buyers to do that no matter whether they are considering Essex or another car.
Of course the good looks, easy control, getaway, power and speed of Essex are quickly seen. It is simple to show and convince anyone of its superiority in these qualities over any car within hundreds of dollars of its price. But the real quality of Essex cannot be shown in the new car. Time only emphasizes its long life. The many details that prolong its efficiency are not conspicuous in a casual examination.
The Essex frame does not weave. The body, doors, radiator, every part fits and stays snug and tight, and free of noises. As you buy a car for transportation the most important question is the way it fulfills that requirement. Its constancy and reliability—its capacity to stand hard use—even abuse—are of first importance. Those things determine value.
Owners will tell you that Essex does these things. And whatever car you consider should be judged by what old time owners say of it. And we feel no car will receive such endorsement as Essex.

—Remember Essex prices have been reduced \$405 to \$465

Gomery-Schwartz Motor Car Co.

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