EVENING PUBLIC LEDGER-PHILADELPHIA, THURSDAY, NOVEMBER 17, 1921



The





N O ONE can look at it with-out feeling the elegance of its symmetrical proportions. so suggestive of power and grace.

No one can drive, or even ride in it and remain indifferent to the sense of unfailing power it gives. Its changes of speed, on high, are silent and effortless. It is controlled by a light touch. The relation of driver to car is perfect.

A fine and dependable machine

BUT ONE who had never rid-den in or even seen a Pierce-Arrow could not walk realizing that Pierce-Arrow

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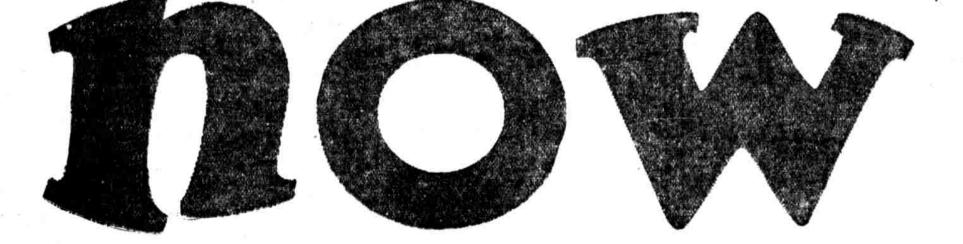
measured, and tested with an almost unbelievable accuracy, and handled as if it were something precious and valuable, as indeed it is, he would know why Pierce-Arrow is so fine and dependable a piece of machinery.

It bears rigid inspection

THE PIERCE-ARROW stands L the most searching inspection. There is no thing about it, nothing that goes into it, no operation performed on it that can be viewed without giving the spectator greater respect for the car, and better comprehension of the earnest thoroughness of those who build it.

Foss-Hughes Company 11st and Market Sta Philadelphia Reading Lancaster Wilmington Bethlebern

FOSS-HUGHES



you can buy them this way too- "the new carton California's Nature-Flavored Drunes

J claims Mrs. Housewife. "Just what I've wanted!" echoes Mr. Grocer, Sunsweet Prunes-thepick of California's pack-in a new, handy 2-lb. carton!

No matter how small the kitchen -how crowded the pantry-there will always be room for this handysized package of Sunsweet Prunes.

"TUST what I've wanted!" ex- For the small family-especially the family of two-it is the ideal size. While, for the housewife who prefersto buy her staples in small quantities, it is just the proper caper.

Ask your grocer for the new 2-lb. package of Sunsweet Prunes--it will be the handiest as well as the healthilst thing in the house. And send for our new Recipe Packet-

"Sunsweet Surprises for 1922." It will show you-as it is showing housewives the nation over-how to convert these fine, flavor-full sweetmeats into dishes with a new taste, a new relish and a new healthmeaning! Address California Prune and Apricot Growers Inc., 100 Market St., San Jose, California. 11,000 grower-members



BUY IT FROM THE NAVY

Navy Ships for Conversion to Commercial Uses

By Sealed Proposals Opening December 15, 1921 At Board of Survey, Appraisal and Sale, Navy Yard, Washington, D. C.

Some of the Vessels Offered for Conversion

U. S. COLUMBIA (Cruiser). Built in 1892, U. S. S. BROOKLYN (Cruiser). Built in 1895. Length, 413 feet; draft, 23 feet; beam, 58 feet. Length, 402 feet; breadth, 65 feet; draft, 24 Speed, 22.8 knots: 3 vertical triple expansion en fret Speed, 21.91 knots: 2 vertical triple expansion 8 D. E. and 2 S. E. boiters. 5 D. E. and 2 S. E. boilers. Displacement, 10,068 tons. Now at Mare Island, Displacement, 7,387 tons. Now at Philadelphia. Calif. U. S. S. SMITH (Destroyer). Built in 1909. GALATEA, S. P. 714; Steel Yacht. Built in Length, 294 feet; draft 8 feet; beam, 26 feet; displacement, 902 tons; speed, 28 knots. Now in 4th Naval District (Philadelphia, Pa.). 1914.gross tonnage, 367; speed, 14 knots. One ver-, toal triple expansion engine: 2 Seabury FREIGHT LIGHTER No. 160 (Ex-SURPRISE) bollet's. S. P. 3740. Built in 1902. Now at Portsmouth, N. H. Length, 88 feet; beam, 50 feet; draft, 6 feet; VEGA, S. P. 734; Steam Yacht (Steel). Built in 1907.

Gasoline Engines. Now at Mare Island, Calif. U. S. S. INTREPID, Naval Training Ship (Steel). Built in 1904. Length, 211 feet; beam, 46 (ce); draft, 16 feet; displacement, 1,800 tons. Now at Mare Island. Calif.

U. S. S. ALBERT BROWN (Fish Boat); Wood, Built in 1897.

Length, 103 feet: draft, 10 feet; heam, 18 feet; gross tonnage, 108 tons; speed, 8.5 knots, Now in 4th Naval District (Philadelphia, Pa.).

S. S. ASTORIA, Transportation Ship (Steel). Built in 1902.

Longth, 320 feet; breadth, 46 feet; draft, 21 feet; shight, 320 feet; breadth, 40 feet; draft, 21 feet; dead-weight, 4,650 tons; gross tonnage, 2,789; speed, 9.5 knots; 1 vertical triple expansion en-gue and 2 S. E. boilers. Now at Boston, Mass.

The offer of these vessels by the Navy Department should be considered from the standpoint of the "future possibilities" of these vessels as cargo carriers.

Some of the vessels may be converted into tankers, others as cargo carriers for coastal and trans-oceanic trade.

A careful investigation of the possibilities of converting these vessels for cargo carriers will convince operators of Coastwise Fleets and Tankers of the advisability of promptly communicating with the Navy Department.

Write or wire for Catalog No. 1744B giving the terms of sale and describing the vessels offered.

NAVY DEPARTMENT

Central Sales Office WASHINGTON, D. C.

Length, 192 feet; beam, 24 feet; draft, 9 feet;

Length, 161 feet; beam, 20 feet; draft, 8 feet; 276 gross tons; speed, 15 knots. Two vertical ruple expansion engines; two Seabury boilers. Now at 1 huladelphia, Pa.

U. S. S. EAGLE No. 25. Built in 1918. Length, 200 feet; beam, 25 feet; draft, 7 feet; speed, 18 knots; displacement, 500 tons, Now at Philadelphia, Pa.