# IN BIG G. A. R. CAMP

#### Four Allied Organizations Will Take Care of Veterans When They Gather at Washington

Washington, D. C., July —,—Wo-men will take a prominent part in the forty-ninth annual encampment of the Grand Army of the Republic, which will be held in Washington September 27 to October 2, and at which Harrisburg will be well repre-sented.

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Four organizations of women allied with the Grand Army of the Republic will participate in the encampment. These are the Woman's Relief Corps, the Auxiliary to the Sons of Veterans, the Ladies of the G. A. R., and the Daughters of Veterans. Many thousands of members of the four organizations will be in Washington during the encampment and the Grand Review, which is to reproduce, as far as possible, the review of union troops in Washington by President Johnson and General Grant fifty years ago at the close of the Civil War.

Women Number 167,000

Of the organizations of women connected with the Grand Army, the largest and most important is the Woman's Relief Corps.

The Woman's Relief Corps is auxiliary to the Grand Army of the Republic, and its only auxiliary. The Ladies of the G. A. R. and the Daughters of Veterans are independent bodies, auxiliary to no organization.

The Women's Relief Corps is the largest organization of women in the world under one eligibility clause, and one motto. It now numbers 167,000 with department organizations in 41 States divided among 2,601 corps, as the local organizations are known. Besides these there are 37 detached corps, which thrive in 10 Southern and two Western States where there are no department organizations.

It is the greatest philanthropic, charitable and patriotic organization of women in the world.

Toos Great Work

It was organized at Denver, Col., in 1883, in response to the call of the veterans for the organization of women that would be auxiliary to them and which would meet with them at national encampments, and assist them in the tremendous work which was becoming burdensome to the Grand Army, that of helping to care for the aged veterans and their dependent widows and children. Pensions were very small at that time, and the hardships of war were beginning to tell on the veteran body. "Fraternity, Charity and Loyalty," with the right to wear a badge with the medallion center of th

Relief Corps has just honored Clara Barton by erecting there a handsome monument to the founder of the American National Red Cross, who marked all graves in Andersonville, under Government supervision.

The Woman's Relief Corps gave Andersonville to the United States, and it is now a Government Park.

These are but a few of the achievements of the Woman's Relief Cops, which will, next to the G. A. R., be the important factor at the coming National Encampment.

The Ladies of the G. A. R. work along the same lines as the W. R. C. to some extent. Their membership is about 55,000, the eligibility clause depending upon lineal descent from veterans of the Civil War. It is estimated at all National Encampments that the attendance of the members of these organizations of women bring to the Encampment as many women as men.

### Helped Tubercular Toward United States Citizenship

In order to help Steve Stanovitch to gain admission to the State tuberculosis sanatorium at Hamburg the Dauphin County Poor Board advanced Steve \$2 with which to take out his preliminary naturalization papers. The State won't admit an unnaturalized foreigner unless he has already taken preliminary steps to become a citizen of Uncle Sam. The man had been in the tubercular ward at the county almshouse and it was believed he had a chance of recovery if he could be treated at one of the State institutions.

institutions.

Another foreigner, Ivan Mictic, was taken to Chleago to-day by his brother after having undergone treatment at the county almshouse tubercular ward for the last two years. Ivan is well on the way toward recovery.

#### Polish Peasants Greet Peasants Greet Germans With Tears JEFFERY FOUR NOW

By Associated Press

Berlin, Aug. 7, via London, 3 p. m.

—The German troops were welcomed to undamaged Warsaw as liberators, according to the report forwarded to Berlin by Kurt Aram, a special correspondent of the Lokal Anzeiger. Telegraphing under date of August 5. Aram places emphasis on the state-ment that the city was not evacuated without a conflict. The forts were protected by barbed wire, trenches, pitfalls and mines against infantry attacks. The city is not mentioned as having been damaged.

The inhabitants of the Pollsh capital, the correspondent says, filled the streets and welcomed the in-marching troops with every sign of real enthusiasm and rejoicing. The streets were richly befiagged. The Pollsh peasants who long had been restrained in the city, began leaving in the early morning for their farms, driving their live stock and conveying their household effects. They greeted the Germans with tears.

#### Orphans' Day at Hershey Will Be Popular Event

The motor car owners are showing their usual liberal spirit of co-operation in tendering the use of their cars for Orphans' Day outing at Hershey Park. So far about fifty-five cars have been registered with J. Clyde Myton and about fifteen more are needed to accommodate the happy little youngsters who are looking forward to a day of fun and feasting. A real automobile joy ride, a good dinner, a free show and the privilege of the amusement facilities of this splendid park. And no doubt some local merchants will contribute suitable souvenirs in the way of flags, balloons or horns to add to the gaiety of the day's outing. Many motor car owners are looking forward to the day with as much pleasure as the children. Some say they wouldn't miss the treat of seeing how happy a crowd of children can be, and even though the drivers of the cars may return home until it is time to call for the children again toward evening, many prefer to stay and watch the children from the charitable institutions of the city have their exceptional day of joy and froile.

#### Family Gardeners Awarded Prizes For Summer's Work

Following a baseball game this afternoon between the Giants and the Monarchs, two colored nines of note, the prizes for the best appearing family gardens provided by the Harrisburg Benevolent Association at the Tweifth and Calder street plots were awarded. The game was called at 3 o'clock and it was expected that the prizes would be distributed between 4 and 5 o'clock. Spencer F. Barber, steward at the county almshouse and a practical farmer, judged and awarded the prizes. These amount to about \$26 in cash.

### WANTS 200 AIRSHIPS



CAPTAIN MARK L. BRISTOL.

after having undergone treatment at the county almshouse tubercular ward for the last two years. Ivan is well on the way toward recovery.

MILLS FORCED TO REFUSE
ORDERS FOR TONS OF BARS
The steel market continued active and firm yesterday. There was a continued heavy demand for steel billes and bars, but the sold up condition of mills is such that they have been forced to refuse contracts calling for delivery in the current year. The shortage is becoming acute. Foreign manufacturers have been finding great difficulty in securing steel rounds. There are estimated to be before the market at present inquiries for about 100,000 tons of bars. Mill operations is increasing steadily and production 'ose to 95 per cent of capacity.

without the auxiliary seats, \$1,000. This car is represented here by the Bentz-Landis Auto Company at 1808 Logan street.

The Jeffery company also announces the Jeffery Six at \$1,350 with the same specifications as the Jeffery Chesterfield Six which sold in large volume during the past year at \$1,650. The silent worm drive, Lanchester cantilever springs and other notable features which have made the Chesterfield a leader among light sixes will be continued in the new Six in addition to certain refinements, making for even smoother, quieter operation.

The chief emphasis, however, of the Jeffery company will be placed on the new Four. In discussing the Jeffery plans for the coming year, E. S. Jordan, general sales manager and secretary of the company, said: "In offering the Jeffery Four to the American public at a \$1,000 price it is not the purpose of the Jeffery company to meet temporary price conditions nor to compromise with an imagined desire on the part of dealers and the public for cheapness. On the contrary, it is the aim and determination of the Jeffery company to establish the Jeffery Four as a standard car at a standard price.

"The new price is the direct result of the continued popularity and constantly increasing demand for the Jeffery Four, This has brought about

"The new price is the direct result of the continued popularity and constantly increasing demand for the Jeffery Four. This has brought about large scale production with its consequent economies. We have reduced selling expense and overhead. We have cut the margin of profit. We have introduced certain advanced methods of construction which save money and we are now able to give the public more car at \$1,035 than has heretofore been possible to give at the original price of \$1,550.

"We have refused to go below the \$1,000 price because we have found it impossible to produce a quality car at less than \$1,000. We are not charging more than \$1,085 because we have perfected a car which in quality, ease,

ars.
It is said that the new Jeffery Four

elsewhere except in the highest priced cars.

It is said that the new Jeffery Four is even smoother, quieter and more powerful than the original car. Those who have ridden in it are enthusiastic over its freedom from vibration at high speeds and its ability to hold the road and maintain high average mileage on cross country trips.

In building the new Jeffery Four it has eebn the alm of Jeffery engineers to produce a car which would even excel the original Jeffery Four in tire and gasoline economy—at the same time offering the public an automobile of standard seven-passenger capacity, so that the average owner who insists on quality and who frequently wants to take out more than five passengers could satisfy these needs without paying a high price to start with and without footing big gasoline and tire bills each season.

Figures gathered from Jeffery Four owners on the mileage, gasoline consumption, repairs and replacements covering a period of years come as a revelation to the average automobile owner whether he has been driving a low-priced care or a high-priced car. For example, on the Jeffery Four the average owner's cost for parts in the past 2½ years has been but \$5.09.

One of the chief reasons why such excellent results have been attained is said by Jeffery officials to be the fact that the Jeffery is 93 per cent. built in the Jeffery plant. Practically every operation is under the direct control of Jeffery inspection. Jeffery standards are insisted on throughout. The Jeffery company is not dependent upon parts makers and is directly responsible to the public for the quality of its automobiles.

The body of the new Four is of the distinctive Chesterfield type—combining grace of line with comfort and roominess. It has an individuality which appeals to people looking for a car that will stand out from the ordinary.

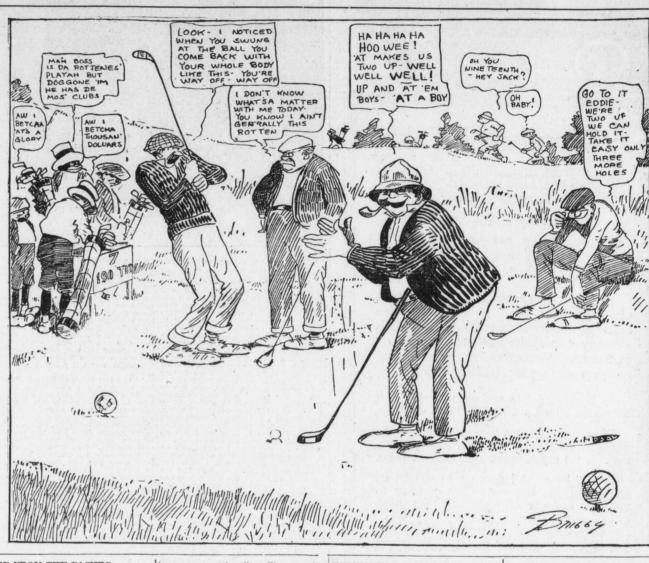
With these two automobiles with the

car that will stand out from the ordinary.
With these two automobiles, the Four and the Six, combined with the famous Jeffery Quad, the truck that drives, brakes and steers on all four wheels, the Jeffery company is looking forward to a year of unexampled prosperity.

### JOHN C. DEMMY DIES

Following a short illness, John C. Demmy, 1226 Bailey street, aged 71, died this mornins. He is survived by his wife, three daughters and two sons. No arrangements have been made for the funeral.

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