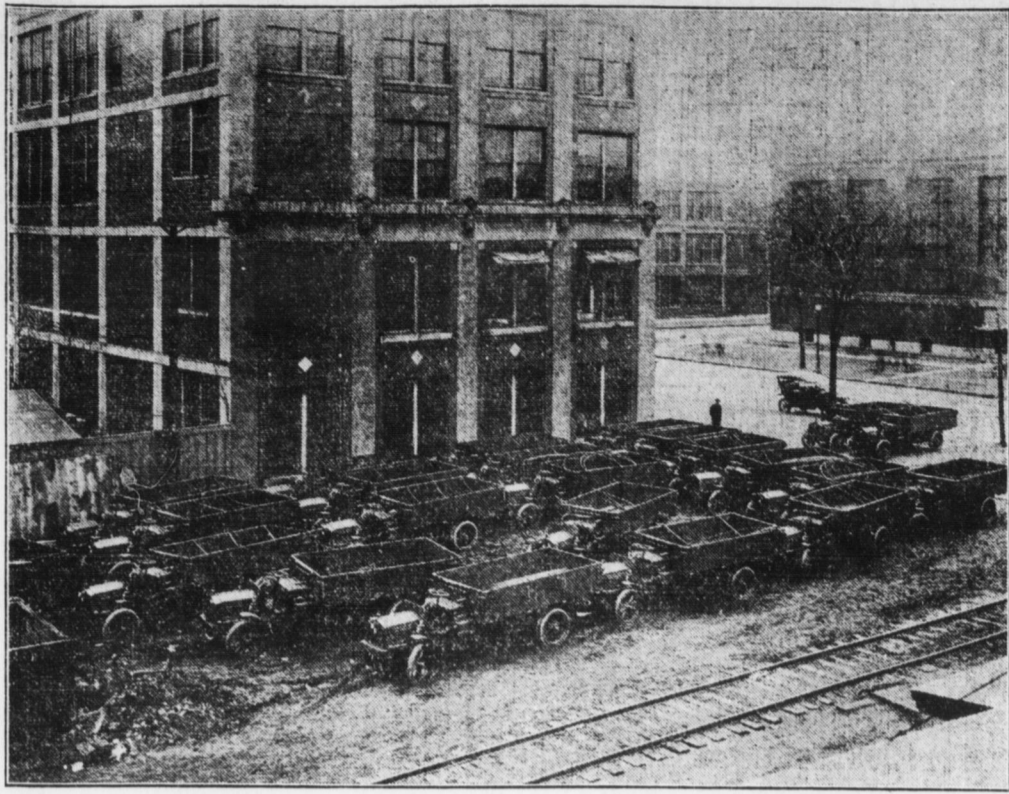


FLEET OF TRUCKS FOR MEXICO



Packard motor trucks for the United States Army in Mexico, assembled for shipment within fourteen hours after receipt of the order from the government. This fleet of twenty-eight trucks is in addition to the twenty-eight transport trucks and one repair shop vehicle sent to the border by the Packard company on March 22. The first Packard transport division is now carrying supplies and army equipment along the line of communication between Columbus, New Mexico, the army's operating base, and Casas Grandes, Chihuahua, and points beyond. In the rapidity with which government orders have been filled and shipped in these two instances, the Packard Company has set new records for industrial preparedness.

KING WITHOUT COUNTRY LEADS GHOSTLY LEGIONS

Peter of Serbia in Exile, Going Blind and Deaf, Plans New Campaigns

Aedypus, Euboea, Greece, April 14. (Correspondence of The Associated Press.)—The spot where King Peter of Serbia is "gathering strength to march at the head of his men," as he puts it, might be one of the Greek church monasteries on Mt. Athos, for all the touch it has with the rest of the world. Never easy of access, Aedypus in winter is completely cut off save by the intermittent services of a Greek government tug which runs from Styra, on the mainland opposite, to Aedypus on the island of Euboea. Occasionally smaller coasting steamers visiting the tiny ports of the Gulf of Euboea and bound from Piraeus or Chalcis to Volo, stop at the wharf in front of King Peter's hotel. Now and then a French or British destroyer poses the shore, long enough to disembark a messenger, or a British mine-seeker anchors for an hour or two while its commander gets a whisky and soda in the deserted summer hotel. Nothing could be lonelier than the life of the King without a country. His suite consists of three of his countrymen, a big, genial Colonel Todorovitch, his aid de camp; black-bearded, silent Captain Jukanovitch, his secretary, and Jolly old Dr. Simonovitch, the royal physician. In addition, there are, on behalf of the Greek government, Lieutenant Kolokotronis and Sergeant Korassi and twenty Greek policemen. And that is all. The little collection of summer villas and summer hotels grouped around the hot springs of Aedypus are empty. Their windows are boarded up. They have that forlorn air of homes rarely lived in—like Coney Island in midwinter. The routine of each of the King's days is in deadly monotony. Regularly, as punctual as any clock, he rises at half past three every morning, takes his alkaline bath, and returns to bed until half past four. At five his day begins—"the habits of a campaigner," he says apocryphally, "I suppose I am too old to change." He goes over the newspapers and reports that are sent to him, answers letters when there are any to answer, and reads such communications of the progress of the war as reach him by telegraph. "I wish people wouldn't write so legibly," he says wainly. "Their letters are so quickly read."

When the morning post is over (and as the post arrives only at rare intervals it is often over before it is begun), out come the various maps of the theaters of the world war, and the King without a country who is also a general without an army, and Colonel Todorovitch and Captain Jukanovitch pore over the hills and rivers and plains of France and Belgium and Poland and Armenia and the Trentino, following the armies step by step. But the maps of Serbia are in a heap at one side. No one unfolds them. There are no military movements to follow in Serbia. Serbia's battles are all fought. Finally every advance and retreat and engagement, great and small, recounted in the communiques has been marked out and discussed. A silence falls on the three men who sit about the chart-covered table, as if it were the staff table at army headquarters, the night before a battle. The old King clears his throat and slowly rises. Leaning on his cane, he hobbles to the trunk on which the maps of his country lie piled. His trembling, eager fingers unfold them, and spread them out on the table, above the others, covering over, blotting out the maps of all the rest of the world. Serbia! "Ah!—I was just thinking last night about that little skirmish at Cuprija—you remember, Berislav?" he says to Colonel Todorovitch. "There was a hill over there, and the road went up this way." But he does not look at the map. And his blind old eyes could not make it out if he did. He needs no map—it is all there in his head, every battle, every regiment, every shape of ground or turn of waterway—the very names of the men who fought and the villages they came from. Adroitly he leads the others into a discussion that regenerates the long row of days of triumph and despair that have made his life. Slowly he leads the talk around from the past to the future. "Now, you see," he says, "we could send twenty thousand men up there and two divisions over here, from this direction. The French could send six divisions and eight batteries of trench guns from here to here. And the British, by making a wide detour—" And he fumbles over the

map he cannot see, asking Captain Jukanovitch to point out this place and that, concentrating his men, himself again leading his worn and ghostly legions to the reconquest of the liberty of Serbia. The color comes in his high-boned cheeks; his strident voice—the voice of a deaf man, who shouts always—echoes through the empty rooms and corridors of the hotel. Outside, the Greek policemen, pacing up and down in the warm winter sun, stops under the open windows and listens. "Unconquered!" he says to himself, shortly. And he presents arms.

HOW CAN CARNIVAL FUND BE COLLECTED?

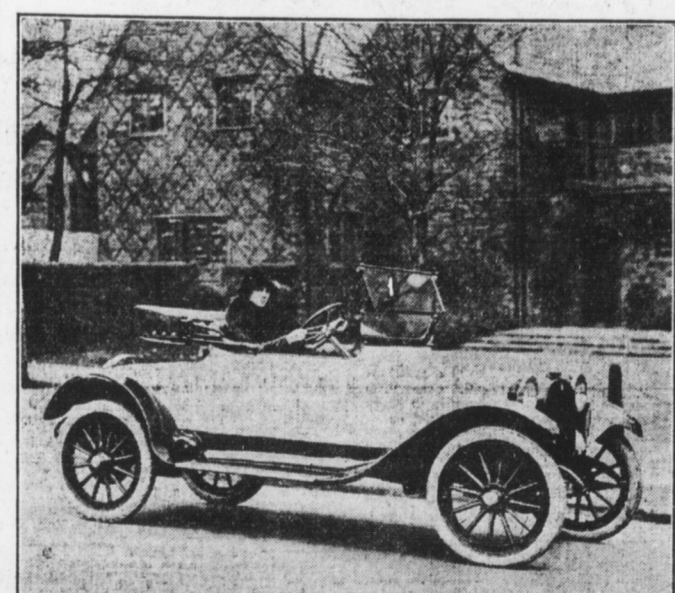
[Continued From First Page.] Department offices as the time and the place. While the committee will tentatively outline its whole program at Friday's meeting, the water carnival problem will be one of the chief topics under consideration. Just how necessary money can be raised for the purpose is a serious question and it is expected that the feasibility of asking council's assistance in the matter will be discussed. They rate the Chamber of Commerce and kindred organizations will be urged to co-operate in solving the problem, and if it be found that the municipality cannot legally appropriate any money for the purpose, it is quite likely that the Chamber of Commerce and other organizations will be asked to help financially. The Chamber was a big factor in making last year's municipal improvement celebration a success and it is the hope of the water sport enthusiasts to plan a carnival this summer that will surpass anything of the kind ever attempted in Harrisburg.

While the committee now numbers fifteen it is probable that the number will be augmented by the addition of other names. Subcommittees on the various branches of river sports in time, must be named, and in order that every phase of the river problem can be boosted to the best advantage, the general committee must necessarily be enlarged.

GERMANY TO BE GIVEN LOOPHOLE

[Continued From First Page.] a careful examination of all the evidence at hand regarding recent submarine cases including affidavits in the case of the English channel steamer Sussex which arrived yesterday. Indications are, however, that the U. S. case against Germany is complete without the latest affidavits and that Germany will be informed that the Washington government considers of she has not fulfilled promise made to

ENGLISH MOTOR CAR SALESWOMAN

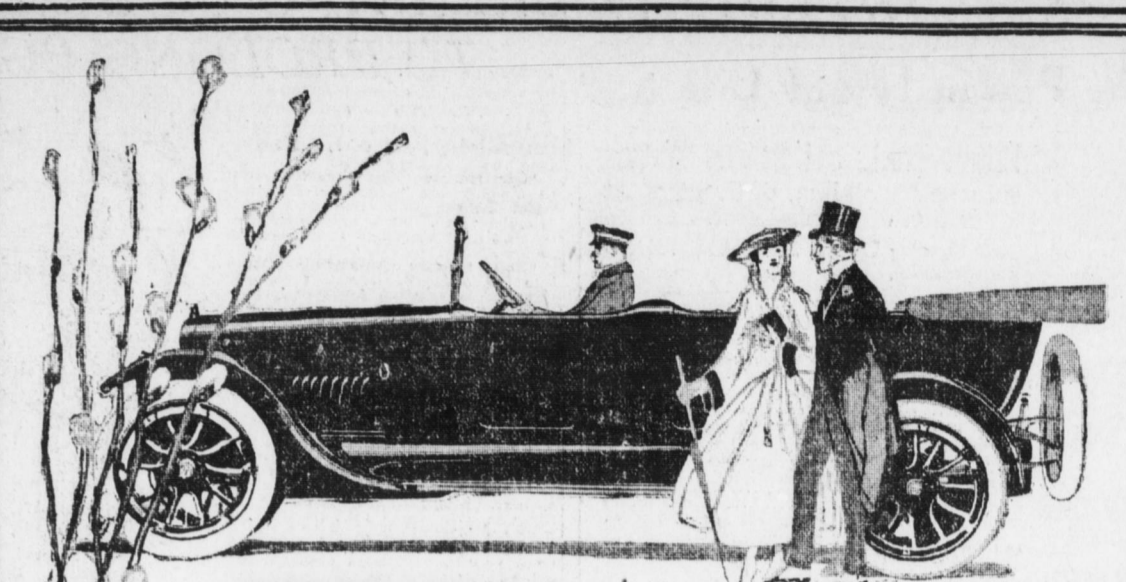


Despite the restrictions that the British Government has placed upon the automobile business, there are still many cars being sold in England and Dodge Brothers motorcars, because of their sturdiness and moderate price, rank among the leaders. The war has made so many demands on the young men, however, that there are few automobile salesmen left. This has opened a new field for young women and there are a number of them engaged in demonstrating and selling cars. The illustration shows Miss Dorothy Stone in a Dodge Brothers roadster. The picture recently appeared in London papers with the following announcement: "A Dodge Brothers motorcar driven by Miss Dorothy Stone, who has been appointed by Messrs. Charles Jarrot and Letts, Ltd., in association with Messrs. Thrupp and Maberly, Ltd., to demonstrate the car and at the same time serve a patriotic purpose by taking a man's place so that he might fight for his country."

this country. It is made clear that the forthcoming communication, although intended as the final word of the U. S. will still leave the way open for Germany to avoid a severance of diplomatic relations. Secretary Lansing continued work to-day on the statement of the American case which will be forwarded to Berlin and thus dispelled intimations that it might already have been started on its way. Mr. Lansing compared the affidavits on the attack on the Sussex which arrived here last night with information already before the department.

FIVE BIDS FOR AUDIT OF TREASURY BOOK

[Continued From First Page.] opened and it is quite likely that the contract will be awarded at that time. In addition to making a thorough examination of the books and accounts other names to be considered are: Philadelphia Audit Company, Commonwealth Audit Company, Chicago. United States Audit Company, Philadelphia. Frank A. Wilson, Clarksburg, W. Va. Perine and Nichols, accountants of New York, announce to-day that they expect to submit their proposal Monday morning. Inquiries have been received from Bowers, Smith and Leury and Main, Squires and Company, two well-known auditing and accounting companies of New York City.



CHANDLER SIX \$1295

THIS IS WHY WE HAVE TO BUILD 20,000 CHANDLERS THIS YEAR

BECAUSE, in the midst of new motors, new theories, experimental engineering efforts and a host of untried and uncertain ideas, the Chandler Six stands out in the limelight as

The Proven Mechanism

There are thousands of discriminating motor car buyers who do not want to experiment. Thousands who want a known motor, powerful, speedy and of assured dependability. Thousands who want such a motor in a big, beautiful high-grade car. Thousands who want, with such a motor, Bosch Magneto ignition, Gray & Davis separate unit starting and lighting equipment, solid cast aluminum motor base extending from frame to frame, annular ball bearings, silent spiral bevel gear rear axle. Thousands who insist on a handsomely finished and leather-upholstered tonneau cowl body mounted upon such a chassis.

So these thousands are buying the Chandler Six; the pioneer light weight six and still the leader in the entire field of cars selling for less than \$2000.

Come See the Chandler Now

Seven-Passenger Touring Car, \$1295 Four-Passenger Roadster, \$1295

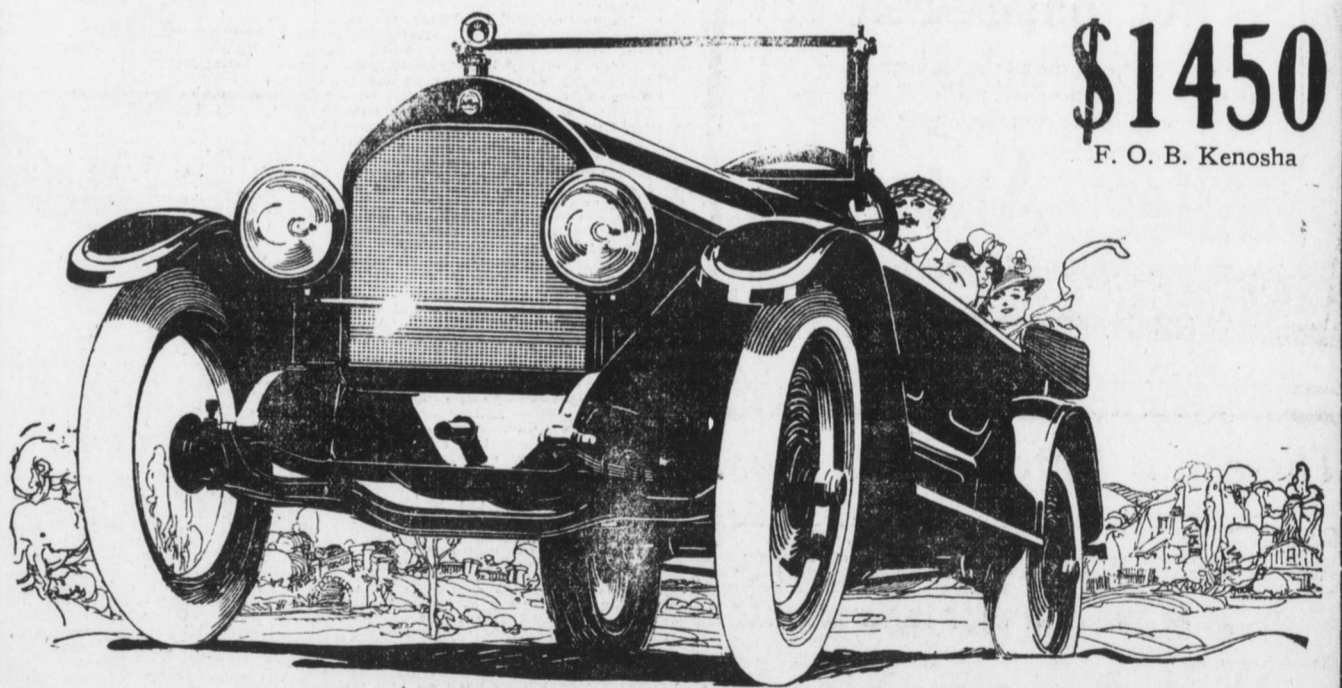
ANDREW REDMOND, Distributor For Central Pennsylvania

THIRD AND BOYD STREETS HARRISBURG, PA. Good Live Dealers Wanted For Open Territories

CHANDLER MOTOR CAR COMPANY, CLEVELAND, OHIO

The Jeffery Six

\$1450 F. O. B. Kenosha



A Spectacular Performance Six

A big, roomy, high-power light-weight automobile—built to satisfy the ultimate taste for speed, hill-climbing ability and smoothness of operation. Step on her at 40 miles an hour and she fairly jumps beneath you, because the motor develops more power than you will ever need—more speed than you will ever dare to use—velvety power and velvety speed and wonderful hill-climbing ability. In short, fix in your mind the strongest claims made for any car selling for \$2000 or less—and compare them with the actual performance of the new JEFFERY Six. Compare their performance on the hills, in mud, in sand, in city traffic and out on the open road. We will abide by your decision, confident of the outcome.

Arrange For a Ride in the Jeffery Six. We Are Always Pleased to Demonstrate the Jeffery.

BENTZ-LANDIS AUTO CO.

Phone 461 1808 LOGAN STREET