COMPENSATION HELPS THE MINERS

Results of First Eight Months Shows What It Meant in Hard Coal Field

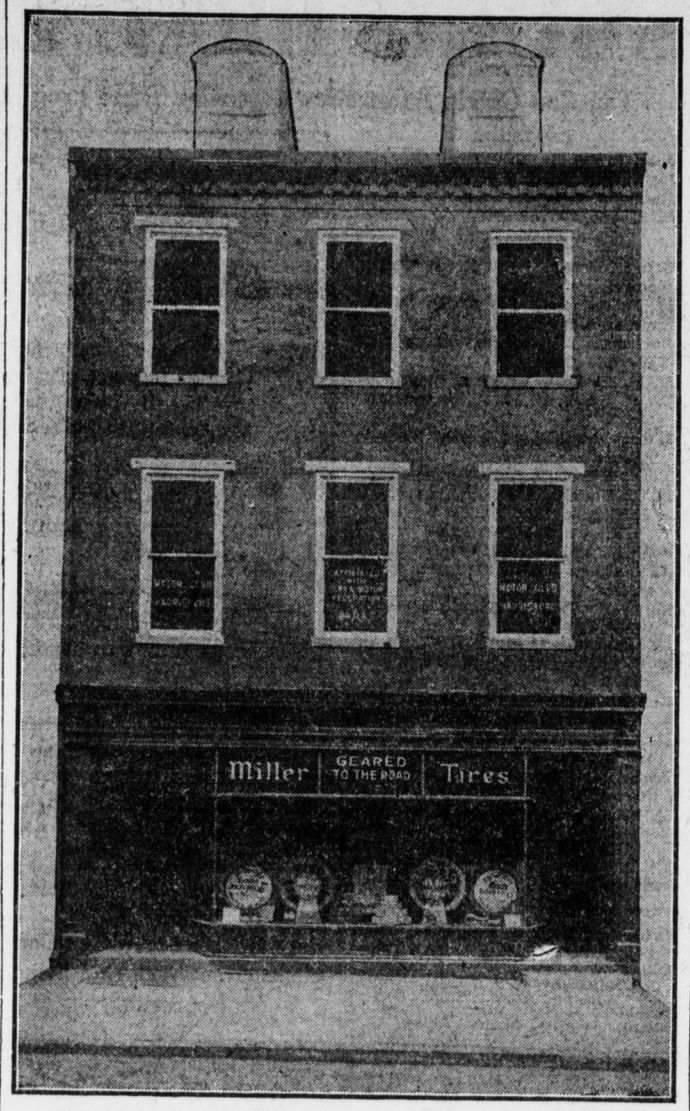
State official figures show that during the first eight months of the operation of Pennsylvania's workmen's compensation law that 7,291 compensation cases occurred in the anthracite coal field of Pennsylvania. Of this number of claims 333 were fatalities, while 6,958 persons were more or less seriously injured, being incapacitated for fourteen days or more.

The average weekly wage of the 333 men killed was $13.80, a total of $238,960.80. As 233 of those killed were married and 100 single it is figured out that in 181 cases already adjusted it will take $453,499.08 to pay the compensation claims or an average of $2,505.51 for each man killed. The men killed left 481 children.

The figures were completed for Commissioner of Labor and Industry John Price Jackson from reports filed for the period between January 1 and September 1 and form the first complete statistics of the kind for the State.

Eighty-seven Americans were included in the death list, more than of any other nationality. Seventy-four Poles, included in the fatality list, left 144 children while the 87 Americans killed left 96 children. The nationalities of the other men killed are: Lithuanians, 43; Russians, 33; Slavish, 21; Italians, 32; Austrians, 18; Germans, 6; Welsh, 7; Irish, 4; Hungarians, 3; Greeks, 2; Scotch, 2; English, 1.

NEW HOME OF MILLER TIRE IN HARRISBURG



The Sterling Auto Tire Company, Harrisburg distributors for Miller Tires, have been compelled to seek more convenient and larger quarters. The new location shown above at 109 South Second street was bought and specially remodeled for the uses of the company. Basement and storeroom are given over to storage and exhibit of tires, tubes and sundries; while rear cellar, rear of first floor and rear of second floor are used for repair shop purposes, where, with every desirable piece of equipment, modern vulcanizing will be done in the expert 'Sterling" way by thoroughly competent workmen.

OVERLAND BOYS HAVE RETURNED

Three-Day Trip to Toledo Factory Proved Entertaining and Instructive

Back from Toledo, Ohio, tired but enthusiastic in their praise of what they saw and how royally they were entertained, the Overland distributors, dealers and guests arrived in Harrisburg yesterday at 4 o'clock on the Overland special. The three days enroute and at the factory was crowded to the limit with a good time, instructive information by lectures and inspection of the mammoth factory, as well as getting posted in the new features on the 1917 models, and the pleasure of travel.

The two days' program included a rollicking beefsteak dinner, a more formal banquet, a minstrel show, a concert by the famous Overland Band and a concert by the glee club, and a speech by John Willys, the moving genius of the great Willys-Overland organization. The best talent selected from among the 18,000 employes was there to help entertain the guests and their effort was equal to many of the leading professional events one sees at local theaters.

Mr. Willys is an entertaining talker of pleasing personality who told of how the big motorcar works was developed from a little plant purchased in 1908 wherein forty-seven cars were built that year by a working force of 250 employes. The next year 468 were built and 350 dealers to sell them, and to-day the plant has a capacity of one thousand per day, or 312,000 per year which requires a floor space of 103 acres and 18,000 employes. Regardless of these stupendous figures, Mr. Willys said the plant is but in its infancy, but a healthy baby with good parentage.

The tour through the factory was an impressive one. There are amazing machines. The toggle press, for example, held us all. This monster, with its pressure of 1,000 tons, shapes cold steel like cardboard. A piece of metal fed to it comes out as a side frame. It can make 2,000 of these in an eight-hour day. Other mighty machines stamp out radiator shells, fenders, cowl dashes and doors. You take off your hat to the drop forging machines. Down comes the hommer and the fiery piece of iron is beaten into shape. The complete drop forging of the front axle can be accomplished with one heat.

Every kind of part requiring strength was drop forged while the Harrisburg delegation looked on, axles, crank shafts, brake assembly rods, brake and control rods, spring shackles, gear blanks and brake rod sectors.

The company's accurate system of die making calls for a special workman on each detail. One works on the shaper, another on the planer and a third on die sinking.

The multiple spindle drill in one operation drills all the holes in the front axle. This is a guarantee that each will be in right relation to the other.

It was hard to drag the boys away from the automatic turret lathe that surfaces and finishes fly wheels. It works as though somewhere within its metal vitals a brain was concealed. The workman has only to put on the rough fly wheel, adjust the first set of tools, push the lever, and let the machine do the rest.

The cast iron is peeled off as readily as wax. Sometimes four or five operations are performed at once. When one set of cuttings is done, the machine stops automatically, and the next set of tools comes automatically into place. Twenty operations are performed in fourteen minutes. Twenty-six pounds of metal are removed from the wheel. One man can watch three of these machines.

The vertical cutter of gears on fly wheels almost matches the turret lathe in interest.

Moving up and down, the cutter at the same time slowly revolves, the fly wheel turning in the opposite direction. By the time a complete revolution of the fly wheel has been accomplished, all the gears are cut.

Of special interest was the aluminum foundry and for the machines that finish the aluminus parts.

The multiple spindle drill bores 81 holes in the crank case in one operation This is a proof of the superiority of machine processes, for the holes must be in the right relation to each other.

Another machine smooths the surfaces of the crank cases, finishing seven in nine minutes.

Diamonds, real diamonds, are consumed with apparently reckless indifference in the wet grind room. Placed in small tools they are used to true the emery wheels on which are ground the bearing surfaces of the crank shafts.

They are bought in $15,000 lots.

Whole forests of lumber were being turned into bodies in the wood work department. This lumber comes in by carloads. As 214 feet of wood is required on a small touring car, it is readily seen why so much was required.

You make this round and you can understand this company's immense consumption of materials — 16,000,000 pounds of solder annually, 2,500,000 pounds of tin and lead for smoldering, 10,000,000 pounds of brass and copper, 12,000,000 feet of steel tubing and 125,000 tons of steel.

But what impressed the dealers more than all was the department in which materials are tested. They insist upon knowing a thing is right before it goes into a Willys-Overland car.

Tests in the physical and chemical laboratories are made in two ways. Completed steel parts are subjected to terrific tests. Axles are twisted like rolls of taffy candy. Small bits of steel, six inches long, cut from completed axles, are attached at both ends, and literally pulled apart. The registering machine shows 200,000 pounds to the square inch necessary to accomplish this, whereas a resistance up to 125,000 pounds would be proof of ample tensile strength. Springs are tried for their resistance.

Steel articles are also put through both heat and chemical tests. The former determines the amount of carbon, an important factor; the other determines the chemical composition of the steel.

Naturally every operation in all the plants tends finally toward the assembly conveyor tracks. There are four of them, each 645 feet and and the inspection began at one end where the frames and rear systems are put in place. By the time the other end of the conveyor is reached the frame has grown into the finished car.

From overhead parts are lowered by chains. Along the way men are attaching the parts. The frame is not in motion all the time, but can be instantly connected with the links of an endless chain and sent on its way whenever desired.

Top quality of workmanship is assured by having each man do work on which he is an expert, if it be only to tighten a bolt.

Lines of motors, already tested, wait on both sides of the conveyor. These are put into place, cantilever springs are put on, steering machanism and lighting and starting system are adjusted. Gradually the car takes form.

Instead of painting the chassis with a brush, a sprayer is used. It does the work more rapidly, more uniformly and at a lower cost.

The tracks of the assembly lead directly through ovens in which the paint is baker. Fenders and running boards come into their places.

Wheels with the tires on are brought along on a runway. First comes a front wheel, then a rear wheel. You ought to see them put on the tires. It is lightning. By a special device, invented by one of the men in the department, the tire can be put on a wheel in three seconds.

From overhead bodies are dropped down on the chassis and soon made fast.

The car is now ready for its tests. Rapidly revolving wheels in the floor engage the wheels of the car, and send them at high speed to make sure that they are operating freely. This is not a test under the power of the car.

Gasoline and water are then put into the car. It is pushed off the track into another room, till its wheels are in contact with wheels in the floor.

With the use of the self-starter, the machine gets its first chance to prove the success of its construction.

It surprised all the way the motors started. They were off with a rush. There was no hitch or delay. All the work had been done right. In a few minutes the motor was working apparently with almost as smoothly as if it had been a year on the road.

Everyone saw how the cars were shipped. The export department has the big feature in this line. The finisher car undergoes preparation by having its wheels taken off and fastened on the under side of the frame which forms the top covering for the car.

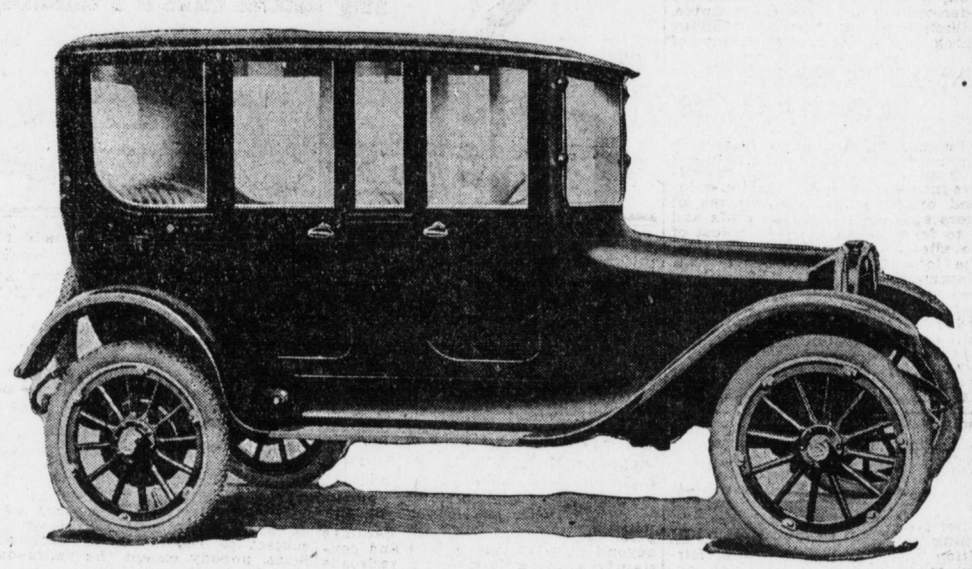
The top is covered with tar paper as a protection against the elements, and all is securely boxed.

Along comes a big crane running in an overhead grove a quarter of a mile long. The operator sits in a small cab not unlike that of a railroad engineer. Chains grab the box containing the car, and within forty-five seconds have carried it outside the building and place it on the flat freight car.

It is processes like these, all that have been described, that explain why every car in the Willys-Overland line is what it is at so low a cost. Making so many is the answer, making them to go all over the world and having profited by the experiences of users everywhere. Quantity production, immense and costly machines, skilled designing, careful inspection, accurate tests of material, efficient factory methods, rapid assembly and advanced methods of handling, all these were seen; all these tell why the Willys-Overland Company lives up to its ideals of a car for every need or taste, price, class and service right.

All told, the trip was pronounced to be the greatest joy gathering and educationally project, industrially, ever conceived and carried out by one man on so large a scale. And, as Carl Hansen and J. R. W. Hunter, of the Overland-Harrisburg Company, said: "It put pep into the most sluggish dealer." And as a local illustration of how a convention of such magnitude affects the distributor, even, the Overland-Harrisburg Company contracted for fifty per cent. more cars for 1917 than allotted this year.

DODGE BROTHERS WINTER CAR



The winter top may be removed without difficulty, thereby affording an ideal conveyance for use the year around.