

NEWS OF THE LEGISLATURE

LOCAL OPTION TO GET ATTENTION

Full Opportunity For Joint Hearing Will Be Given During the Next Month

One of the unusual precedents that will be established in this Legislature will be a joint hearing granted by the House and Senate committees on law and order on the Vickerman-Snyder local option bills. It has been the procedure in recent sessions for the House committee to stage a public hearing in the House of Representatives at which the orators on each side of the question would have an opportunity to tell what they knew or otherwise, but the Senate committee will be included in this year's hearing, which will be held on March 21. At that time the bills introduced in the House by Representative John W. Vickerman and in the Senate by Plymouth W. Snyder, of the Blair-Huntingdon district, will be considered.

The bills are identical and call for local option with counties as the units that will decide whether the option will be granted. It shows the growth of the sentiment on the subject when there is enough thought being given to the question for both houses of the Assembly to sit in consideration of the merits and demerits of the proposition. Speaker Richard J. Baldwin's expression in favor of granting a public hearing and State Insurance Commissioner J. Denny O'Neill's efforts in behalf of the hearing brought it about, and then Senator William C. Sproul, of Delaware county, told Mr. Vickerman that the Senate would join in the hearing. Mr. O'Neill and the local option league of which he is the head have now started to get their heavy work in operation for the big afternoon here when the question will be debated.

As said before, there does not seem to be much chance of the bill passing this session. Unless political circumstances should occur—the same being the turning in of the full Brumbaugh-Vare strength for the Vickerman bill—it can not come anywhere near passing in the House. The proper effort was not put forth by the Governor last year to nominate local optionists and now it is apparently too late—a case of locking the barn door after the horse had run away.

The dry element is now making hay, however. They will put their cases squarely up to the two big political parties next year and see what happens. They want utterances in both party platforms for either local option or state-wide prohibition, or both, and seem to know that they will not be thrust aside. There are Republican leaders who say that the question must be met.

THE VERDUN CATHEDRAL

It is incredible that the cathedral of Verdun is so little damaged. Perched on the hilltop it dominates the city and the silvery thread of the river below. For miles about the rolling country it stands out as a landmark. Though by night and day shells whistle by it, destined for the supply trains on the roads that feed the Verdun sector, its outlines are intact. The ralling that surmounts the tower on the right, as seen from the courtyard of the Bishop's Palace, has been partly blown away, and the facade is plentifully splintered with flying shell fragments. It would almost seem as though the Germans deliberately intended to spare the cathedral. Or else, which is more likely, they consider its destruction a waste of ammunition. They have not been so considerate of the adjoining seminary and Bishop's Palace. Here we have the old monotonous story—roofs gone, arches crumbled, windows smashed, and the courtyard littered with broken stone. A Red Cross flag flew over the building closest to the cathedral, but a shell whipped it away and crushed down the roof over the patients beneath.

There was a greater impression of devastation inside the cathedral than without. We fell over broken stones and our footsteps reverberated in the ghostly depths of the vaulted rafters above. Our heads were drawn aside the curtain for us, but before we could steal out the wind swung the door to with the resounding report of a pile-driver. When the echoes died away we could hear the guards turning over on the pallets. I looked back over my shoulder as a rap of moonlight filtered through the broken windows and on the marble columns I seemed to be leaving a place strangely peopled with ghosts. — Walter Hale in Harper's Magazine for February.

Minor Features of Cadillac "8" Add to Riding Comfort

How much the arrangement of lesser features can be made to contribute to the comfort of those driving and riding in a motor car is shown in the Cadillac "eight." These details are sometimes considered of minor importance.

Auxiliary tonneau seats in the Cadillac "eight," for example, occupy absolutely no space when not in actual use. When folded they disappear entirely into recesses in the back of the front seat, which presents a smooth surface. Entrance and exit are not impeded in the slightest, and the passengers in the rear have use of all the tonneau space. The auxiliary seats, when folded and when in place, present nothing which is apt to catch and tear women's and children's clothing. At night a small electric light in the back of the front seat illuminates the curb side of the tonneau entrance.

Another one of the innovations by the Cadillac is to be seen in its steering wheel. Instead of the conventional type attached rigidly in position, the Cadillac steering wheel is hinged to swing out of the way.

The Cadillac speed indicator is set in the instrument board directly in line with the driver's vision, so that he can see it without moving his head and scarcely needs take his eyes off the road.

MRS. KATE BAKER DIES

Harrisburg, Pa., Feb. 14. — Mrs. Kate Baker, aged 79 years, died at the home of her brother-in-law, John E. Nace, in Fourth street, last evening after a long illness. She is survived by two sisters, Mrs. Margaret Smith, of Harrisburg, and Miss Carrie Fetterhoff, of Harrisburg, and a brother, Abram Fetterhoff, of Harrisburg. Dr. Harvey Smith, of Harrisburg, is a nephew. No funeral arrangements have been made.

LEONARD SHIELDS DIES

Marletta, Pa., Feb. 14. — Leonard Shields, aged 66, died Monday night after a long illness. He was a river raftsman, and a merchant for many years. He was a past officer of the Knights of Malta, a member of the Presbyterian church. His wife, one brother, William, of Marletta, and a sister, Mrs. Susan Mackley, of Harrisburg, survive.

BITTER DEBATE ON RESOLUTION

Vote Taken in the House Late Yesterday Afternoon Showed a New Line-up

The debate on the Senate probe resolution before it passed on second reading in the House yesterday afternoon will long be remembered about the Legislature for the bitterness injected into the discussion of the measure. Members broke lances over the Governor and for a time there was doubt whether Dr. Brumbaugh or the government of Pennsylvania was the object of the resolution. Throughout the State administration men warned the House that enactment of the resolution meant the disruption of the Republican party.

The test vote came on the first section of the resolution and was 118 to 89. All but five of the Democrats present voted for the resolution, together with Mr. Maurer, the Socialist. It is said that Mr. Black, the Democratic member from Harrisburg, who voted against the resolution, was moved by consideration of the Governor's attitude on the full crew repealer last session and the desire of the railroad men's legislative committee. There was no objection on second reading.

The closing speeches were vigorous indeed. Mr. Milliron, Armstrong, declared that the state was not concerned in Philadelphia contract rows and objected to having to wash dirty linen again. He declared that some people had to have the idea that Pennsylvania ended with the western Philadelphia city line knocked out of their heads. Mr. Cox and Mr. Glass warned of Republican disaster if the resolution was done on this route. The department was of a permanent type of pavement. The delegation consisted of Representatives Rininger and McCurdy, of Blair county; Former State Senator E. M. Jones, William L. Hicks, W. E. Hoffman and R. A. Zentmyer and Frank Waring, of Tyrone; W. S. Aron, W. E. Miller and J. Emory Shute, of Altoona; C. F. Moore, Charles Derick and W. L. Davis, of Bellwood and Frank H. Fay, of Hollidaysburg.

RECENT DEATHS IN CENTRAL PENNSYLVANIA

Marletta. — Samuel Steinhelm, aged 58, a prominent gardener of Northern Lancaster county, died Monday night from typhoid pneumonia. His wife, a sister and a brother survive. He was a member of the Reformed church at Clay.

Sunbury. — Charles A. Snyder, aged 59, a plasterer, died yesterday. He was the father of Miss Edna Snyder, a Sunbury public school teacher.

Hummelstown. — Pauline Ebersole, infant daughter of Mr. and Mrs. Harry G. Ebersole, died at the home of her parents yesterday morning. She was born New Year's Day, 1917.

Democrats for resolution — Barner, Bell, Benninger, Burnett, Chestnut, Christman, Donnelly, Drake, Erdman, Flynn, Holler, Lanius, Laucks, Leary, Luppert, Mervine, Murphy, W. M. Rhodes, Ringler, Rinn, Ruddy, Sarig, C. A. Shaffer, F. I. Smith, O. W. Smith, Stoffel, Strauss, Sweitzer, West and Wayne.

Republicans against resolution — Aron, Arthur, Aston, Benchoff, Bennett, Bielepacher, J. Q. Campbell, Goldenhilt, Connor, Cook, Corbin, Cox, Cummins, Curry, Dale, D. F. Davis, Dean, Dell, Dewey, Drinkhouse, Dunn, Eby, Fackler, Fowler, Franklin, Geary, Glass, Golder, Gornley, Haight, Hesch, Holt, Hess, Hilschman, Horne, Jack, Jennings, Kennedy, Lehr, Malle, McCurdy, McKay, McNichol, McVicar, Mehring, Allan, D. Miller, Miller, Mitchell, Theo, Morgan, T. J. Morgan, Odgen, Palmer, Patterson, Phillips, Reitzel, Reynolds, Rich, Ross, A. C. Schaeffer, Showalter, Snyder, Steele, Sterling, Stiles, Sternerman, Walker, Wallace, Walter, Wells, G. W. Williams, Wobensmith, Wyllie and Baldi.

Democrats against the resolution — Black, Canon, Jsherwood, Rothenberger and Rudick.

Socialist against resolution — Maurer.

YES, I'VE BEEN IN THE AUTO BUSINESS SO LONG I'VE PRECEDED THE PIONEERS



L.H. HAGERLING HUDSON-SAXON

Friend Autoist:

They say "Troubles found are half fixed." That's why we have secured a quantity of the "INSTANTO"

Spark Plug, Magneto and Battery Testers. It tells you what your Spark Plugs are doing without removing them and whether your Batteries and Magneto are working properly.

This is a new and patented article which cannot be bought, but we have one as a gift for you and would like to have you call at our exhibit at the Auto Show for it.

Yours For Service

E. MATHER CO.

Salesroom, 204 Walnut St.

HIGHWAY WORK GIVEN DISCUSSION

Commissioner Black Hears From Legislators About Changes in Routes

Highway Commissioner Black received delegations from Northumberland, Blair and Erie counties to discuss highway improvements on State highway routes and State-aid highways yesterday afternoon. The Northumberland county delegation, which was headed by Senator McCConnell, sought the improvement of State Highways 161, 182 and 283, particularly that portion running from Elysburg to Paxinos. This delegation consisted of F. W. McGrady, of Mt. Carmel, and the following citizens of Elysburg: Preston Crowl, Simon Vought, Dr. Allison, W. K. Mettler, G. F. Herb, Thomas Reed, H. C. Casey and the Rev. Mr. Burns.

The Erie county delegation presented their claims for a State-aid application to the department for the improvement of State Highway Route 38, known locally as the Wattsburg Plank Road. It was brought out at this hearing that citizens of Greene township, Erie county, have contributed \$6,121 to aid the township in paying its share of the proposed State-aid improvement. This delegation, which was headed by T. W. Waterhouse, county commissioner, consisted of J. C. Thomas, county solicitor; John Barney and Jacob Lorel, of Greene township.

The Blair county delegation, which was introduced by Senator P. W. Snyder, requested the improvement of State Highway Route 55, between Tyrone and Altoona. This delegation emphasized their belief in the more permanent types of highway construction and requested that whatever was done on this route be the department be of a permanent type of pavement. The delegation consisted of Representatives Rininger and McCurdy, of Blair county; Former State Senator E. M. Jones, William L. Hicks, W. E. Hoffman and R. A. Zentmyer and Frank Waring, of Tyrone; W. S. Aron, W. E. Miller and J. Emory Shute, of Altoona; C. F. Moore, Charles Derick and W. L. Davis, of Bellwood and Frank H. Fay, of Hollidaysburg.

RECALL DUE TO ALTOONA FIGHT

Rininger Amendment to Third Class City Act Was Much Discussed Today

Altoona's differences over the removal of a health officer culminated in the presentation of a bill providing for a recall amendment to the Clark third class city government law from Representative J. E. Rininger, Altoona. It provides that when 25 per cent. of the voters of a city petition for the removal of a mayor or councilman the city clerk shall verify the signatures and then present the matter to the courts, which will order a special election within sixty or ninety days. The voters must be men who qualified at the last election.

The other Rininger amendments to the law would provide for county tax collectors in third class cities to give notice to county taxpayers within the cities within thirty days and the third bill would provide that ordinances, except emergency measures, should not take effect for thirty days.

The Catlin bill would put members of paid fire departments in third class cities under civil service.

The Beideman third class city amendment, drafted by the city solicitors, which passed the Senate yesterday, and will be considered by the municipal affairs committee, which organized its work last evening.

PEERLESS EIGHT POPULAR AT SHOW

Big Four-Passenger Car Center of Interest Among Throng of Visitors

No visitor at the Automobile Show this year can leave the big exhibit without being impressed with the apparent popularity of some of the new four-passenger cars. For instance, the big four-passenger Peerless Eight roadster appears to be one of the main points of interest in that collection of varied types and makes of automobiles, judging by the crowds which continually gaze upon it and the surprising number of sales which were made on the opening night.

C. H. Barner, of the Keystone Motor Car Company, South Cameron street, Harrisburg, distributor of Peerless cars, explains the demand for four-passenger cars this winter by referring to the cycles of popularity which visit all other kinds of production such as clothes, types of architecture, furniture styles and so on. The popularity of a certain vehicle depends almost entirely, he believes, on the requirements and needs of the general public.

"For some time," said Mr. Barner, "there has been a gradual tendency toward motors of smaller carrying capacity. Time was when the average purchaser of an automobile considered his neighbors and friends almost as much as his own family when he made the buy. He wanted a car large enough to carry not only himself and family, but his friends, and that was why the seven-passenger motorcar took the country by storm."

Pilot Motor Car Company Plans to Double Production

Construction work on the large addition to the plant of the Pilot Motor Car Company, at Richmond, Ind., is now virtually completed. This will permit an increase in production of 100 per cent. over last year. As during the season of 1916 the company did a volume of business three times as large as that done in any previous year, and have doubled that business for 1917, it is evident that the Pilot Six 45 has thoroughly met the requirements of both the dealers and owners.

In the new building will be located the painting, trimming and body departments. The Pilot Motor Car Company makes a specialty of individual color schemes and trimming to suit the personal tastes of the purchaser. All painting is brush and hand work. Depending upon the color ordered, each Pilot ordered requires from three to five weeks in the paint shop. Therefore, greater floor space for the painting and trimming is necessary than in cases where the dipping or spraying methods are used, or where but one standard color is furnished. Part of the addition will also be devoted to the new services stock room and offices, the space formerly occupied by the painting, trimming, body and service departments being given over to the first and final assemblies.

The additional space, thus acquired, will aid greatly to the efficiency and economy of production, but of greater importance, will give the capacity needed to promptly take care of the requirements of present dealers and of the few new dealers that will be added.

The Pilot car is handled in Harrisburg and vicinity by the Ensminger Motor Company, which are exhibiting at the local automobile show. The firm plans big things during 1917 for the Pilot line.



C.H. BARNER

Peerless

All that the name implies

Two Separate Power Ranges Give The Peerless Eight a "Dual Personality"

The "Loafing" Range

A performance notable for soft, silent smoothness—all you would expect of a car of real distinction. Fuel consumption in this range is half normal for a car of its size and power.

The "Sporting" Range

An exhibition of power and speed of which few cars are capable—and the few cars that can be compared with the Peerless in its "Sporting" Range have no such contrasting and economical performance as the Peerless exhibits in its "Loafing Range."

Prices

On orders accepted by the factory for shipment until Feb. 28, 1917, Roadster \$1890, Touring \$1890, Sedan \$2750, Limousine \$3260 Thereafter, Roadster \$1980, Touring \$1980, Sedan \$2840, Limousine \$3350 All prices f. o. b. Cleveland and subject to change without notice

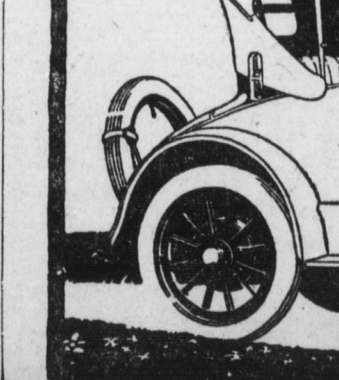
Keystone Motor Car Co.

57 to 103 S. Cameron St. Harrisburg, Pa.

C. H. BARNER, Manager

The Peerless Motor Car Co.

Cleveland, Ohio



Peerless Eight