

MEN PROMINENT IN CIVIL AND MILITARY LIFE EMPHASIZE NECESSITY OF GOOD ROADS

Good roads are absolutely essential to the nation in time of war so that troops can be mobilized quickly. This is strongly emphasized by interviews with men high in State and private life, which appear in the current issue of the Bulletin of the William Penn Highway. The interviews include Governor Martin G. Brumbaugh, Senator Boies Penrose, Secretary of War Newton D. Baker, Governor Walter E. Edge, of New Jersey; Frank B. Black, State Highway Commissioner; Robert S. Spangler, chairman of the good roads committee, assembly of Pennsylvania; Charles Henry Davis, C. E. president of the National Highways

Association; Henry B. Joy, president of the Lincoln Highway Association; T. Lawry Eyre, chairman of roads committee, Senate; Pennsylvania, and Major General Leonard S. Wood, commander of the southern department of the United States army.

Roads Important

Says Major-General Leonard S. Wood, commander Southern Department, United States Army:

"The great highways of the most durable construction are of great importance in war especially in modern war, when roads must be so constructed as to stand the heaviest traffic."

"It is particularly important that they be constructed in such areas as will make them of military value."

"The first roads should be along our sea coast—especially in the vital areas where there is great wealth and mechanical industry. Then should come the roads along our main land frontiers."

"It would be of greatest value to the country if State authorities and the National government, especially the military, would act in the fullest co-operation in this great work in order that the maximum result both from the industrial and military standpoint could be obtained with the money spent."

Prompt Mobilization

Martin G. Brumbaugh, Governor of Pennsylvania, says:

"Permanization of the roads of this country at any strategic point is essential to any effective preparedness for National defense."

"This mobilization cannot be accomplished successfully without the establishment of great trunk-line highways, over which artillery as well as infantry could pass speedily and safely."

"It is therefore in the interests of the nation in every crisis, as well as in the interests of its normal industrial development, to establish great trunk lines of highways radiating in every direction and focusing at strategic points; and any propaganda of this sort should receive the cordial support of patriotic and right-thinking citizens."

Penna. Has Started

"I have been requested to set forth my opinion of the value of permanized transcontinental highways to the United States were this nation at war," Highway Commissioner Black says. "I cannot attempt to define the limits of the value. On the other hand, it seems to me that the nation can hope for military success unless a long-continued and serious effort has been made to transform roadways into highways constructed in the most approved modern manner, so that the movements of military bodies may be expedited from point to point as necessary may demand."

"Pennsylvania has started this comprehensive system of highways reconstruction within her borders. It is true that to date comparatively little progress has been made but enough has been done and projected to insure a

EXTEND CORN BELT IS ADVICE

Frost-Proof Grain Is Among Possibilities of Attainment

Washington, D. C., April 1.—In this age of wonderful achievements a frost-proof corn is among the possibilities of attainment. When a corn is bred that will withstand spring and fall frosts and grow at low temperatures, like rye, the reign and territory of King Corn will be extended and his powers increased.

Recent work of the Office of Corn Research, Bureau of Plant Industry, U. S. Department of Agriculture, indicates the possibilities of producing varieties of frost-proof corn and varieties that will continue growth at low temperatures. Some kinds of corn have been found to withstand freezing, both in the spring and in the fall, and after freezing, still live.

Still more encouraging is the fact that some individual plants of these hardy varieties are more enduring than other plants of the same variety.

At the first signs of spring, with patches of snow still on the ground, seed of these varieties has been planted and has shown its ability to withstand freezing and cold spring frosts and ultimately to yield well. Planted in February, 1917, plants which were several inches high withstood a freeze of March 5, which froze the ground to a depth of two inches.

Of still more importance than the possibility of producing frost-proof corn is the possibility of producing varieties of corn that will continue to thrive and produce grain at lower temperatures than existing varieties. There is much territory with long frost-free periods, where, during nights or for several weeks during the growing season, temperatures remain too low for ordinary varieties to grow. G. P. Harrelly, in charge of corn investigations, U. S. Department of Agriculture.

Seven Sons Killed, Parents End Lives

Munich, April 10.—Crazed by the loss of their seven sons, the last one of whom was killed on the western front recently, Frank Riegelmann, an aged stonemason of Kempten, and his wife have ended their lives. Their bodies were discovered in a deep hole of a mountain stream.

system of trans-State highways, east and west and north and south, which will be adequate to accommodate not only the present traffic in times of peace, but also, so far as we know from observation at the present time, will be better for the movement of military bodies and armament than the existing roads.

"Pennsylvania and, in fact, the en-

tire United States, has not taken to heart the road lesson to be learned in war-stricken Europe. Had a systematic observation of the effect of war traffic on highways been made from the time that hostilities started, road conditions in the countries involved would have been in a far better position to plan for a condition which appears inevitable at the present time.

Good Roads Necessary

Robert S. Spangler, chairman, Good Roads Committee, Assembly of Pennsylvania, says:

"In reply to your letter requesting that I set forth an opinion of the value of Permanized Trans-continental Highways to the United States for this nation at war, I will say that a military critic is not needed to outline the value of good roads in connection with the Eastern seaboard in the event of war or invasion with any first-class foreign power. I sincerely believe that, in the event of war with Germany and the defeat of the English fleet, this country would find itself in a deplorable state because it would be lacking in one of the essentials of military preparedness of the present day."

"I feel that the construction of good roads is one of the most necessary factors of military preparedness of the present day."

Food Smuggled in Musical Instruments

Vevey, Switzerland, April 10.—One of the frontier guard posts was thrown into an uproar a few days ago when what has since been referred to as "the greatest smuggling scheme" practically exploded in the small officials.

The members of the Marshall commission, returning to Germany after a tour of German Switzerland with Herr Richard Strauss, were the perpetrators. Customs guards examining the baggage of the tourists noticed peculiar smells emanating from the various musical instruments carried by the party. Trombones exhibited a strong perfume; tubas smelled like smoked meats and cellos seemed to have changed their resinous odor for that of rare cheese.

No careful examination was needed to develop the fact that the musicians had stuffed their instruments with delicacies of every description. The food was confiscated and the tourists reprimanded.

Clock Varies But One Second in 15,000 Days

Berlin, April 10.—The most perfect clocks are used in astronomical observatories, and in Berlin they run for months, with an average error of one-fifteen-thousandths of a second a day.

In order to run so perfectly, a clock must not only be constructed and adjusted with the greatest care, but must be installed in a special room, such as an underground vault, where the temperature is practically uniform. It must also be free from jars and vibrations, and therefore, is mounted on a heavy massive pier. Lastly, it should always be kept under the same barometric pressure, and this may be effected by inclosing it in a glass or metal case, from which the air is partially exhausted.

Fights 4 Years For \$3.60 Then Gives Up Battle

Minneapolis, Minn., April 10.—J. S. Thompson, Second ward resident, who four years ago was an election judge in his precinct, Saturday abandoned his legal fight against the city clerk and city council for an additional \$3.60, due him for services rendered when he was election judge. Thompson made nine trips to and from the court house on official business.

Under the city election laws he was allowed \$1 a trip. Under a county election law he claimed \$1.40. The city officials declared the county law did not apply in his case. Saturday the attorney general ruled with them and Thompson abandoned the fight.

Now Peanut Is Called "War Bride"

New Castle, Pa., April 10.—The war is sending the prices of peanuts up rapidly, according to W. H. Glenn, a local merchant.

"Peanuts are being used to make some kind of oil that is used in manufacturing explosives, and they are also being used to make synthetic milk," Glenn says. "On top of this the price of paper bags has increased several hundred per cent., so that the peanut business has been hard hit by the war."

ST. LOUIS TRAVELS SAFELY THROUGH NEST OF U-BOATS

American Liner Escapes Harm While Nearby Boats Sink

By Associated Press
New York, April 10.—Running safely through the dangers of the German submarine blockade of Great Britain and without sighting a periscope, the American liner St. Louis arrived here to-day. The St. Louis was the first American passenger boat to pass safely through the dangerous zone around the British Isles since Germany's declaration of January 31.

The homeward voyage was a stormy one. A hundred miles off the coast of Ireland a gale threatened the destruction of the life boats, which had been partly lowered, and it became necessary to lie to for two hours while they were made secure. This was an anxious time as the stop was made directly in the path of German submarines returning to their home base.

"If I were hunting for submarines I could not have picked a more likely place to find them," said a naval officer on board.

Saved By Good Luck

Now that the American ship has completed her memorable voyage it is possible to tell how good luck probably saved her from destruction on her eastward trip. Running at full speed during the night with the coast of Ireland and its submarine-infested waters still in the distance, the "S. O. S." calls of ships in distress came to the wireless operator of the St. Louis. A ship had been torpedoed about 75 miles ahead of the St. Louis and directly in her path. Soon another call for help showed that another steamer had met the same fate a hundred miles south, while later a third told of the destruction of a British boat far to the westward out of the range of the St. Louis. The St. Louis had traveled.

The St. Louis arrived off the bar of the Mersey before dawn. There was no pilot boat at hand and the American liner was compelled to steam outside the bar, where it was known a German submarine had been working the night before until driven away by patrol boats.

Real \$20,000 Gold Brick Causes Arrest of Two

Juneau, Alaska, April 10.—Michael Shean, a blacksmith, and J. J. Hewitt, a shift boss at the Chicago mine, were brought to Juneau and are being held here in connection with the recent theft of a gold brick worth \$20,000 from the mine.

The arrests were made by F. F. Lischke, a detective of Seattle, connected with District Attorney Smisek's office here. Officials refuse to give out any information as to the ground for making the arrests.

It is believed Detective Lischke is close on the track of the gold brick.

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