

SHOE FAMINE NOT TO HIT THE ARMY

Capacity of One Available Rubber Factory Is 20,000 Pairs Per Day

"The United States Army or Navy will not be affected by the shoe famine which now prevails in European countries due to the fact that the requirements of the allied armies are so great," said an official of one of the large rubber companies of Akron yesterday.

This statement was brought forth by the publication of an announcement from Rome, Italy, made by John F. Stucka, vice-president of the American Chamber of Commerce and General Manager of the American Shoe Machinery Company, in Italy, when he said: "A bare-footed Europe is not improbable if the war continues. At the present time a pair of heavy mountain shoes will last a soldier six weeks and the soles and heels of these shoes are even studded with hobnails to secure this service."

One of the officials of the B. F. Goodrich Company, in commenting further upon this article, said: "If this government should adopt rubber footwear for its army and navy, thereby securing not only an unlimited supply as compared with the leather shoe, longer service and greater comfort, the men would be assured at no greater cost than leather equipment."

Continuing, he said: "There are few American people who have come to realize the immense production possibilities of the modern rubber boot and shoe factories. For many months past alone we manufacture upwards of 20,000 pairs per day or enough to equip a complete army corps every working day. You may call it foresight or preparedness or anything you like, but at the very beginning of this war, more than two and a half years ago, we began to build an organization, to enlarge our factories for greater production and, in fact, add every facility that would enable us to serve the greatest demands the Government could make upon us and still not affect our regular trade channels. In fact, our offer of the entire Goodrich resources to the Government some weeks ago was made with this very thought in mind and while we have not yet been called upon, we desire to stand ready and willing to cope with almost any situation that may confront us. This, we believe, constitutes a real service to our Government, for we are now capable of equipping the present army of the United States with rubber shoes or boots within five ordinary working days and still not neglect any of our established trade."

Lee Tires With Cohen's Sporting Goods Store

What is designated as an "inflation campaign" in the interest of a more economical tire service for motorists is being carried on by the Lee Tire and Rubber Company, through its national distributors. The object of the campaign is to impress upon tire users the fact that under-inflated tires form the foundation of about the most expensive form of locomotion yet discovered.

Commenting on this educational work Alexander Kassner, representative of Cohen's sporting goods department, local distributors of Lee tires, has this to say:

"If every man who drives a car would keep his tires inflated to the proper riding pressure seventy-five per cent. of the tire troubles which beset motorists could be avoided. This is not the mere theory of one manufacturer of pneumatic tires. It is a fact borne out by repair shop records. Seventy-five per cent. of all tire troubles are directly due to insufficient inflation. The side walls are the thinnest part of a pneumatic tire. It is here that the most of the bending action takes place. If a tire is run insufficiently inflated this kinking and bending becomes violent, the tire bends sharply every time it hits an obstruction. If a tire is kept properly inflated the converse is true. You cannot hope to get long service out of a tire unless it is given sufficient air to keep it round under load. And no amount of kicking, feeling or pounding on the outside of the tire will tell you accurately what the air-pressure is on the inside. The only way to determine this is through the use of a reliable air-pressure gauge. You cannot make a better investment than to buy one and use it frequently."

MESSANGER HIT BY AUTO

Miles Stillis, a Western Union messenger boy was slightly injured last evening when he was run over by the automobile of Dr. John P. Kulp, 419 North Front street. Dr. Kulp hurried to the scene and machine and took him to the hospital.

Franklin
—the efficiency car.
More miles —
Less gasoline—
More comfort—
Less weight—
E. W. Shank
107 MARKET ST.

Lawn Mowers Ground
and put in good condition.
The Federal Machine Shop
Court and Cranberry Sts.
Harrisburg, Pa.

CITY EMPLOYEE STATUS IS GIVEN

Important Compensation Decision Handed Down by State Compensation Board

The State Compensation Board has ruled in the claim of Minnie Rosenzweig vs. the City of Pittsburgh that her husband was acting as an employee of the city and she is entitled for compensation for his death as the result of an accident caused by a flagpole striking him. Rosenzweig was a watchman employed at a city reservoir and a flagpole was being erected when he was asked to hold a guy-rope, which broke and caused an accident resulting in death. The Board holds that while he was not employed by the contractor erecting the pole he was engaged in the work of the city as it was on the property he was to watch. Commissioner Scott directs compensation for the widow.

In the Russell-Markle case from Luzerne county the Board holds that "the mere certificate of a physician that an employee's disability has terminated or changed will not justify suspension of payments contrary to the wish of the employee." In the Dettmar appeal from Philadelphia the Board, in an opinion by Commissioner Leech, says that the Board will not be led away from reasonable interpretation by "over-nice objections and narrow theories which were evidently not in the mind of the legislator."

Chairman Mackey hands down an opinion in the claim of Dayton vs. Frank P. Miller Paper Company, in which the compensation is terminated on the day that injured man committed a heinous offense for which he went to prison for twelve years. In the Buffett-Philadelphia and Reading Coal and Iron Company claim from Mt. Carmel it is held that because stepchildren were not members of the household of a man they cannot claim compensation. The Board says it is of the opinion that stepchildren are to be classed as children if they are members of a household.

Will Burn Lemoyne Church Mortgage
Lemoyne, Pa., May 12. — Special services will mark the burning of the mortgage on the United Evangelical church parsonage, to-morrow morning. The Rev. H. T. Searle will have charge of the ceremonies. In connection with the mortgage burning Mother's Day will be observed. The Mother's class of the Sunday school will have charge of the program. On the committee on arrangements are: Mrs. W. E. Pfeiffer, Mrs. Elmer Anderson and Mrs. Jennie Crowl. A new building fund has been started with the erection of a new church in view in the near future.

Mother's Day will also be observed with special services in the Trinity Lutheran Church to-morrow morning at 10 o'clock. A program of music and addresses will be presented.

The Rev. George B. Clay, of Annapolis, will preach at both morning and evening services in the Calvary United Brethren Church to-morrow. The Rev. P. R. Koontz, the pastor will preach at the First United Brethren Church at York, in the presence of the regular pastor, the Rev. J. P. Koontz, who is attending the national conference at Wichita, Kan.

Local Man Installed as Grand Commander



HARRY M. ASKIN
Harry M. Askin, of Nazareth Commandery, No. 125, Knights of Malta, was installed yesterday as Grand Commander of Pennsylvania at the last session of their twenty-fifth anniversary at Pittsburgh. The 1918 session will be held in Berwick, Columbia county.

Other new officers installed were: Grand generalissimo, Warren J. Rafensberger, York; grand captain general, S. Raymond Snyder, Chambersburg; grand prelate, Clinton S. Miller, Mount Carmel; grand recorder, John H. Hoffman, Philadelphia, and grand treasurer, Charles W. Essler, Sunbury.

WAR WILL AID ROAD MAKING

Highways Must Be Prepared For Transportation of Munitions and Materials

War will boom the Good Roads movement instead of having a depressing effect on it, in the opinion of S. M. Williams, sales manager of the Garford Motor Truck Company, and a nationally known Good Roads enthusiast. Furthermore, the Good Roads movement without reference to war conditions, has never been more encouraging than at the present time, he points out.

With the country in a state of war, the road situation is most significant," says Mr. Williams. "The highest state of war preparedness cannot be achieved until our highways are in a fit state for motor vehicle transportation of great quantities of munitions and materials which must often be transported long distances. It is certain that the railroads alone cannot take care of the situation. Therefore it is up to the townships, counties, States and nation to work harder and faster than ever or road improvement."

"Reports are coming in constantly of important progress in highway improvement in nearly every State. The Minnesota State Highway Commission, for example, says that 51 per cent. of the cost of road making in Minnesota is paid by the State and from 10 to 50 per cent. by the counties."

"In New York State, where millions have been expended on road

improvement, it is said that it is now possible for one to travel in automobile three straight months without leaving improved roads.

"Michigan reports that at least 1,000 miles of State rewarded roads are to be built by counties under the county road system during 1917. Much of this expenditure will be on trunk line roads of State and interstate importance. With the new road mileage constructed by townships, it is reasonable to believe that a total of between 1,200 and 1,400 miles of improved roads will be reached this year."

"The Good Roads movement has taken a spur in Kentucky where Hardin county has demonstrated, to the satisfaction of all, the enormous profit in good road investments. Officials of that county claim a \$500,000 return on a \$50,000 investment in the 44 miles of Dixie Highway which passes through the county."

"Of this \$500,000 return, at least \$21,000 is traceable to new money left in that district by tourists. There were 21,000 cars, bearing license tags of States other than Kentucky, which passed through there in seven months after the improvement of the road. Figuring that each car left a dollar in money in the county, which is a very low estimate, the \$21,000 is obtained. Farm land in Hardin county has increased ap-

proximately \$10 an acre since the construction of the highway. There are 240 farms there, averaging 200 acres each, giving an increased value

of \$480. Hence the \$500,000 return on the \$50,000 investment. "The same situation can be found in many other States, and it is safe

to say that the whole country has at last awakened to the necessity of good roads and the profits derived thereby."

DODGE BROTHERS CLOSED CAR

The Sedan has all the appearance of a solid unit, and yet it is almost instantly convertible into an open car.

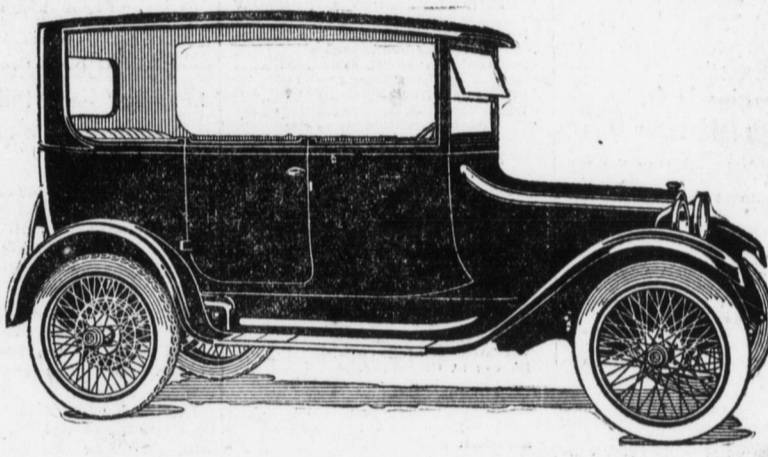
The windows drop and disappear. Pillars detach for disposal under the rear seat.

This leaves a free open side-space from the windshield to the back of the car.

It will pay you to visit us and examine this car.

The gasoline consumption is unusually low. The tire mileage is unusually high.

Sedan or Coupe, \$1265
Touring Car or Roadster \$835
Winter Touring Car or Roadster \$1000
(All prices f. o. b. Detroit)



KEYSTONE MOTOR CAR CO.

57 to 103 S. Cameron St.

Harrisburg, Pa.

C. H. Barner, Mgr.

SAXON

"6" Where safety and strength demand weight this Saxon "Six" has weight, though it is of the type known as "light six." For instance, it has a heavier channel steel frame than any other car in its price-class. Price is \$935 f. o. b. Detroit.

Saxon Distributing Agency
1137 Mulberry St. L. H. Hagerling

HUPMOBILE

Touring Cars With Electric Lights and Starters
\$400 and up
We Have Given Up the Agency
Ensminger Motor Co.
Green and Cumberland Sts.

PIN YOUR FAITH TO US

If we can not please you when it comes to the repairing and refinishing of your lamps, wind shields, radiators, and other brass and nickel plated fixtures about your car, no one can. We have the finest equipped plant in Harrisburg and vicinity for replating and refinishing of all metal work, also gold, jewelry and silverware.

NUSS MFG. CO.

11th & Mulberry Sts.

AUTO STORAGE

First class, fireproof garage, open day and night. Rates reasonable.

Auto Trans. Garage

27-29 North Cameron St.

Speed

Save Three Hours out of Every Four Your Horses Work by Using Smith Form-a-Truck

\$350
F. O. B. Chicago

CAMP CURTIN GARAGE,
7th and Camp Streets Bell 1093J

Preponderance in Your Favor

Overland

Big Four \$895
35 Horsepower

Light Fours	Touring . . . \$605
	Roadster . . . \$605
	Country Club . . \$705
Big Fours	Touring . . . \$895
	Roadster . . . \$880
	Coupe . . . \$1250
	Sedan . . . \$1450
Light Sixes	Touring . . . \$1025
	Roadster . . . \$1020
	Coupe . . . \$1385
	Sedan . . . \$1585
Willys Six	Touring . . . \$1225
Willys-Knights	Four Touring . . \$1395
	Four Coupe . . . \$1550
	Four Sedan . . . \$1650
	Four Limousine \$1950
	Eight Touring . . \$1950

The more serious the purchase of a car is to your family, the more seriously you should consider Overland.

Consider what a guarantee it is to own a car backed by a company with \$68,000,000 assets; with an army of workmen that would populate a good sized city; with acres and acres of modern factories, and more than 4,000 dealers and branches.

The magnitude of The Willys-Overland Company is due to its management: due to the practical policy of utilizing prodigious production as a means to higher quality and lower prices.

The Willys-Overland Company guards its obligation to the owners of its cars as seriously as a conservative bank protects the interest of its depositors, large and small.

The Willys-Overland is predicated upon the need for cars of beauty, comfort and convenience in addition to long-lived utility.

The average family can participate in the luxuries of motoring because hundreds of thousands of other owners enable The Willys-Overland Company to distribute and bring down costs.

Such a car as the Overland Big Four would never have been possible at such a price as \$895 had it not been for over 300,000 similar Overlands which have already gone into service.

Come in and see the Overland Big Four and the most comprehensive line of motor cars ever built by any one producer.

The Overland-Harrisburg Co.

Both Phones 212 NORTH SECOND ST. Open Evenings

The Willys-Overland Company, Toledo, Ohio
Manufacturers of Willys-Knight and Overland Automobiles and Light Commercial Cars.