

SPIES INFORM BERLIN OF U. S. NAVAL SECRETS

Kaiser Knew of Destroyers Crossing Sea Four Days in Advance

Washington, May 25.—Four days before the American destroyer flotilla arrived abroad Berlin knew it was on the way and to what port it was going, and the day before the vessels steamed into Queenstown German submarines had strewn mines about the harbor entrance.

This startling information, revealing that German spies not only still are at their work in this country but that they have a swift and sure means of communicating America's war secrets to the fatherland, came to the Navy Department yesterday in a cablegram from Rear Admiral Sims at London.

The admiral said his information was positive. His dispatch was not made public, and for obvious reasons nothing will be given out concerning how the news came into his possession nor about the precautions which defeated the German plans and enabled the flotilla to speed safely through the mine fields.

U. S. Leases Allentown Fair Ground For Camp

Allentown, May 25.—There will not be any Allentown fair this year. A lease has been signed between the officers of the fair and of the War Department whereby the Government will immediately take over the fairgrounds as a training camp for the United States Ambulance Corps. Men enlisted as members of the corps will receive their tentative training there prior to being sent to France.

Millions in Tonnage Sunk by Submarines

Paris, May 25.—Deputy Jules Cels created a sensation in the Chamber of Deputies yesterday in the course of the discussion of the interpellations concerning submarine warfare by producing statistics showing that merchant ships aggregating 5,400,000 tons had been sunk since the beginning of 1915. After he had given details of these figures and sharply criticized the Navy Department in connection with the submarine question, the chamber decided to continue the discussion in secret session.

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They sell everything "under the sun" for the garden.
And Then, Too, Everybody Knows That
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War Traffic Will Be Solved by Motor Cars

When the government cuts down railroad passenger service to meet the nation's military needs this will, in the opinion of T. J. Toner, Director of Sales of the Maxwell Motor Company, give a tremendous impetus to the use of automobiles for traveling purposes.

"This is not merely a theory I have evolved," said Mr. Toner in his office at Detroit the other day. "Plans to this end are already tentatively under way in the big centers. I have been advised by business-men in New York, for instance, that they expect to be thrown back on the motor car as almost the only method of making short trips. The automobile, they believe, will soon be an absolute necessity for one who has to do much traveling."

"With a million or two men under arms in this country—being moved frequently from one camp to another or to the seaboard for transportation to Europe the government will have to commandeer a large part of the railroad passenger facilities. How far this will effect the general public it is impossible to predict, but railroad traveling facilities are going to be greatly reduced."

"The automobile offers the only substitute and I look for its extensive use by men and women who have to go from one city to another and cannot get railroad accommodations. If this situation had arisen a few years ago the automobile might not have been equal to the emergency. But great strides have been made in motor car efficiency and no fear of the automobile falling down on the job need be entertained now."

"Just to illustrate motor car dependability to-day I cite that Maxwell stock car which traveled 22,022 miles at the rate of 25 miles an hour, without once stopping the engine. Only a few of the fastest trains equal that running time, and railroad trains have to change engines every few hours. Locomotives can't go 2,200 miles—let alone 22,000 without stopping."

"I might cite, too, Mrs. Miriam Thayer Seelye, Professor in the Oregon Agriculture College, who drove her Maxwell across the continent and back—9,700 miles—at an average cost of 1 1/2 cents a mile for gasoline, oil and repairs."

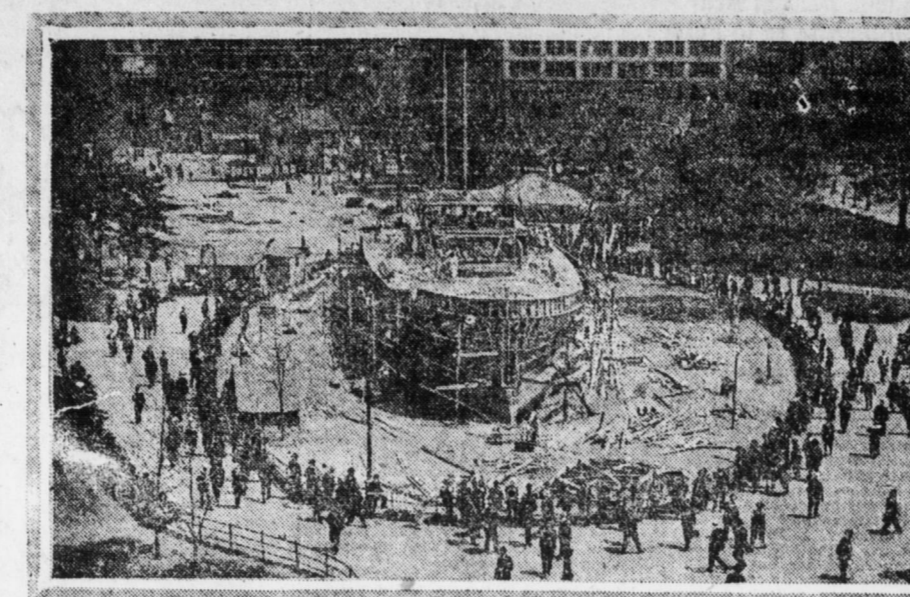
"That was 25 per cent, less than the lowest railroad fares—2 cents a mile, which does not include Pullman charges and extras."

"The motor car therefore is faster and cheaper than the train as a passenger conveyance. And not only in my opinion, will many of the cars now in use be put in this service, but also conditions will greatly stimulate automobile sales. The automobile has become, already, a necessity in our American life. War, it appears is to make it even more so."

IN HONOR OF HOUSE GUESTS

Mechanicsburg, Pa., May 25.—In compliment to her house guests, Mrs. Frank Logan and Mrs. Earl, of Paasale, N. J., Mrs. Lulu Coover entertained at cards at her home in West Simpson street, on Thursday evening. Luncheon was served to Mrs. Charles Milleisen, Mrs. Anna Walker, Mrs. Clara I. Logan, Mrs. George Coover, Miss Clara Titzel, Miss Anna Longsdorf, Miss Emma Basehore, Miss Annie Keefe, Mrs. Frank Logan, Mrs. Earl, Mrs. Susan Coover and Miss Lulu Coover.

THE BATTLESHIP THAT WILL NEVER GO TO SEA



BUILD SHIP IN PARK. New York City. — To stimulate recruiting a monster superdreadnaught is being built here in Union Square in the shadow of some of the city's loftiest buildings. The work of construction is drawing great noon-hour throngs and many attracted by the construction work have applied to the naval recruiting station established in the park. The photograph shows the monster vessel in its bed of grass in the park which is the "breathing place of millions."

War Conditions Makes Tire Economy Essential

A threatened scarcity of tires during the present season, upon which the war will have some bearing, will at least have the effect of making the motorist heed the advice of the large tire manufacturers in the proper care of their tires.

"We have never advised, from a selfish point of view, that motorists give their tires every care and attention," said W. F. Mower, local manager of the B. F. Goodrich Rubber Company. "All of the vast amount of literature which we have issued on this subject has been done with the idea of educating automobile owners in the proper care of their tires so that they might get the very maximum of service from them. This applies to all other things as well as Goodrich. The seriousness of this advice will be brought home to thousands of motorists during the present year, for the approximate waste of \$30 per car owner during the 1916 season has been conservatively estimated at \$150,000,000 for the entire country. And all of this has been due to negligence of the car owner. The tire manufacturers see hundreds of living examples of this negligence every day. A remedy must soon be effected for this extravagant waste cannot continue. It has been almost impossible for the tire manufacturers to keep pace with the production of new cars and at the same time meet the demands of the cars already in use. An actual shortage in certain sizes exists at this time. Due to the alertness of a great many dealers it may be two to three months before the consumer feels

Tech Students Will Place Wreath Upon Soldier's Monument Decoration Day

Following the custom established last year, Tech students will march to the Soldiers' Monument at Second and State streets, and place wreaths upon the monument in honor of the dead. Joseph Todd, of the graduating class, will be the presiding officer, while Sidney W. Kay will deliver the panegyric and place the wreaths. The students of the school will sing America and The Star Spangled Banner, and the Rev. S. W. Herman will deliver the invocation. The services will take place at 2 o'clock Tuesday afternoon. Joseph Schmidt has won the position of circulation manager of the Tech Tatler for next year by selling the greatest number of tickets for the commencement issue of the school paper. Members of the faculty were entertained at a faculty meeting last evening at the home of the principal, Dr. C. B. Fager, to which he has recently moved.

School Notes

TECH
A group of members of the Senior class intent upon the subject of Civil Government in a practical way, recently made an interesting trip to Steelton where they visited the foreign section of the town, and led by Max Kohn, were much impressed with the patriotism of "Little Hungary." They returned to the classroom, much changed in opinion as to sanitary conditions, hospitality and living conditions.

Mr. Kohn first led the group to the South Third street district where the Slavs and Southern negroes are quartered. Then the Tech students were ushered through "Little Hungary," where they met with many of the genuine Hungarians who have come from the agricultural class of that country. At the boardinghouse of Frank Biro, 405 Mohn street refreshments were served to the students. At this home and at 445 Mohn street, operated by John Benedict, every phase of Hungarian life was peered into by the seekers after knowledge.

Those in the party included Prof. Pierce Rettew, Prof. W. A. McCune, Paul Bratten, Charles Johnson, Paul Melchior, Delmont Plank, William Wagner, DeWitt Gable Louis Kraybill, William Huber, Lester Wolf and Gilbert Stewart.
Over 100 Tech students enjoyed a Tech dance at Henshaw's Hall last evening. Students from the four classes participated.
The annual election for the officers of the Camera club was postponed until next week.

KAISER THINKS U. S. CANT FIGHT

Germans Believe Americans Are Tango Lizards, Says Ambassador Gerard

Philadelphia, May 25.—"If Russia stacks arms and German submarines continue to litter the ocean with corpses of the merchant marines Uncle Sam will have to bear the brunt of the great battle practically alone, declared James W. Gerard, former ambassador to Germany, who was the principal speaker here last night at a meeting under the auspices of the Southeastern Pennsylvania Chapter of the Red Cross. Mr. Gerard said he had witnessed nearly all the atrocities which have been charged against the Germans.

"While we need many things in this war we need the Red Cross more than anything else," he said. "The spread of disease is terrible. France is staggering under the joint blows of tuberculosis and Germany. The Germans think that the Americans are tango lizards and male maniacs. You're a lot of fat people who are all for money. German officers told me before I left Germany. You might lend the allies a lot of money but you couldn't do anything else. You have no men. Your people would not go to war. You could not make them fight. This is the impression throughout Germany."

HENRY W. MILLER DIES

Mechanicsburg, Pa., May 25.—Henry W. Miller died at the home of his daughter, Mrs. F. M. Wrightstone, in Kollertown, about one-half mile south of this place, on Thursday, at the age of 74 years, following an illness of two years. He was a veteran of the Civil War, serving as a member of Company F, One Hundred and Thirtieth Pennsylvania Veteran Volunteers. He was a member of the Brethren in Christ Church, of Mechanicsburg. These children survive: Mrs. Ira C. Gray, of Harrisburg; Oscar H. Miller and Mrs. F. M. Wrightstone, of Kollertown. Funeral services will be held to-morrow afternoon at 1:30 o'clock, conducted by the Rev. Mr. Culp.

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Big Fours	Touring . . . \$ 895
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	Coupe . . . \$1250
	Sedan . . . \$1450
Light Sixes	Touring . . . \$1025
	Roadster . . . \$1010
	Coupe . . . \$1385
	Sedan . . . \$1585
Willys Six	Touring . . . \$1425
Willys-Knights	Four Touring . \$1305
	Four Coupe . . \$1050
	Four Sedan . . \$1050
	Four Limousine \$1050
	Eight Touring . \$1050

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