

STATE SEEKING LABOR ON FARMS

Board of Public Charities Takes Lead in Urging Co-operative Steps

The State Board of Public Charities is making every effort possible to get people for work on the farms and in conjunction with the food committee of the State Public Safety committee is calling upon men in charge of county prisons and almshouses to have all able bodied persons go out and help increase the food supply.

Letters have been sent by Secretary Bromley Wharton to the stewards of all almshouses asking that they put all the land possible under cultivation and the keeping of as much livestock as they can and to the wardens of county prisons suggesting use of labor on farms.

The letter to prison officials says in part: "It has occurred to this board that the convict men in the jail could be utilized on the farm at the county almshouse. This system is being carried out in the almshouse of Delaware county. Every day the prisoners are conveyed by wagon from the jail to the almshouse and worked on the farm. At the Western Penitentiary, at Rockview, Center county, about 500 prisoners are at work on the farms of that institution. Will you take this matter up and advise me if some arrangements cannot be made with the county almshouse or county home to have your prisoners utilized on the farms connected therewith?"

The letters are accompanied by this letter from Chairman Heinz, of the food committee, to Mr. Wharton: "Acting on the advice of Governor Brumbaugh, I am asking your cooperation in stimulating the production of food. "Mr. Hoover, who knows the situation abroad as no one else does, says that the world will starve if we do not put in more crops. May I, therefore, suggest that you call to the attention of the superintendent of each county almshouse and hospital for the insane, the necessity of tilling all suitable land belonging to the institution, and of keeping as much stock as the land will support. "Hogs and poultry will provide quick meat, and each institution should endeavor to supply its own needs for meat by raising these. "There will, no doubt, be difficulty in securing farm labor. The Almshouse of Delaware county, I understand, is using the convict men of the county jail who are brought out each day to the institution in a wagon. The experience at Rockview, Pa., with convicts and at Oceanquan, Va., with workhouse prisoners, shows that the ordinary jail prisoner can be worked in the open without chains or armed guard without danger to the community. "The farm committees of the local committees of Public Safety will, no doubt, be able to make other suggestions for solving the labor problem and I suggest that it would be well for each institution to get in touch immediately with the committee of that district."

Motor Cars Active in Recruiting of Army

When it comes to matters military, little Visalia, Cal., is not only patriotic but strictly modern. A short time ago the recruiting officers in that town were informed that a machine gun company was needed in a hurry by the Second California Infantry.

A rapid-fire recruiting campaign produced the men in twenty-four hours and then a dozen businessmen of Visalia, who own Dodge Brothers motorcars, offered to set the new recruits at the Presidio at San Francisco in record time.

This was the first attempt at moving troops long distances by motor in the San Joaquin valley and it was watched with much interest by military men.

The 230-mile run was made in eight and one-half hours, with an average speed of 27 miles an hour. The first half of the trip was completed with a 35-mile average, but rain and slippery roads cut the average to 27 before the ferry at Oakland was reached.

While the number of men moved in this particular instance was small, the run demonstrated that the number of troops it would be possible to rush to a given point would depend wholly on the number of motorcars available.

The only delay reported on the entire trip was occasioned by five punctures. The performance of the Dodge Brothers cars aroused high praise from the officers who accompanied the recruits on the trip.

FESTIVAL OF PENTECOST
Shiremanstown, Pa., May 26. — The Festival of Pentecost will be celebrated by St. John's congregation here tomorrow, June 1, the morning service the Holy Communion will be administered and new members will be received. In the afternoon at four o'clock infant baptism will be received by Holy Baptism. At all of the services including the evening, the pastor, the Rev. H. K. Lantz will preach and St. John's vested choir will sing.

Special Excursion
—TO—
Zoological Garden
Girard Avenue (Thirty-first Street), Philadelphia
Saturday, June 2
Via READING RAILWAY
SPECIAL TRAIN

FROM Harrisburg Fare L.V.A.M.
Harrisburg \$2.50 6.20
Hummelstown 2.50 6.30
Brownstown 2.50 6.39
Switz 2.50 6.48
Hershey 2.50 6.56
Palmyra 2.50 6.53
Annville 2.50 7.02
LEBANON 2.50 7.12
Girard Ave. (31st St.) nr. 10.00

RETURNING, Special Train will leave Girard Avenue (31st Street) 5.50 P. M. for Reading, Harrisburg and intermediate stations.

MARVELOUS ARTIFICIAL HANDS FOR MAIMED



ARTIFICIAL HAND
INTERNATIONAL

This photograph shows a German officer using an artificial hand much as he would a natural hand. Wonderful strides have been made in the development of artificial limbs. Artificial hands such as that shown in the photograph will perform nearly all of the tasks that the human hand will.

Studebaker Is Pilot Car of Club Tour

When the Associated Advertising Clubs of the World convene in annual session the week of June 3, in St. Louis, Mo., the San Francisco Ad Club will step to the front and receive the unique honors of having come all the way from the coast by automobile. True, there will be representatives of the advertising profession from the continent, from Hawaii, from the Antipodes and from various other corners of the civilized world—but it was left for the intrepid Californians to evolve the motor car caravan stunt.

That the "On-to-St. Louis" caravan of the Frisco Ad Club is well piloted is evidenced by the fact that a Series 18 Studebaker "Six" was officially chosen as pilot car of the party. It is keeping well ahead of the long string of motors, posting road signs, gathering touring information and wiring it back to the headquarters that follow, arranging places of rest and a thousand-and-one other duties that necessarily fall upon a trail-blazer.

The pilot car, a Studebaker six, is a regular stock car and owned by the San Francisco distributor of Studebaker automobiles. It is equipped with Goodyear tires, with safety tread on rear, and finished in a color scheme that is distinctive

enough to stand it out prominently from the score of other cars in the caravan. It is the same type Series 18 six-cylinder motor that made the trip and was the first car into the famous Yosemite valley this year; that made the run with twenty cars, with seven soldiers in each car, fully equipped, of the Tenth Company, Coast Artillery, from Fort Winfield Scott, San Francisco, to Halfmoon Bay, a distance of 39 miles over the Pacific highway and through the coast range of mountains, around the most difficult turns, in one hour and fourteen minutes, without one item of engine or tire trouble.

It is the desire of the San Francisco Advertising Club in making this trip primarily to interest the convention at St. Louis and secure the 1918 convention for the California metropolis, to also demonstrate the possibilities of a great number of cars to move a large body of men from long distances in the East to the West, or vice versa, should anything happen to the rail lines of transportation during these times, and incidentally to local points on the road that would mark a vital point to be guarded or protected should there be an attempt to block the roadways.

No effort is being made to establish a new cross-country time record. Each car in the "On-to-St. Louis" caravan is a regular stock model, equipped for touring and not for the so-called "stock car" records made by stripped cars in the hands of professional drivers. However, the driver of the Studebaker pilot car says he'll head the procession into St. Louis in plenty of time for the intrepid ad men to "sit in" on the first confab of the big convention.

Whatever the times or conditions, the Franklin owner knows that he stands firmly on a *thrift basis*.

That if all cars were as efficient as the Franklin, America would save Four Hundred Million Gallons of gasoline and \$192,000,000 worth of tires every year—with-out cutting one mile off the stupendous motor-car mileage of the United States.

There is *Needless Waste of Gasoline and Tires*

Thrift always implies a sense of *values*.

What is the *mileage value* of a gallon of gasoline—or a set of tires?

Do you realize that all the twenty-odd years of motor-car designing has never produced anything like a *standard* of mileage for either gasoline or tires?

That gasoline, worth *twenty miles* and upward in the *scientific-light-weight* Franklin, drops as low as nine miles and even six miles in many another make of fine car?

That while the Franklin owner is getting his *ten thousand miles* from a set of *tires*, the typical fine car owner is getting only five thousand or less?

Franklin Owners Have the Facts on Comparative Costs

Where the heavy car wastes gasoline in the drag of its dead weight—the Franklin devotes its power to *mileage*.

Where the heavy car hammers its tires out before their time—Franklin light unsprung weight

with flexible construction *doubles* the tire mileage of the Franklin car.

Study the Used Car prices! They tell the same facts in terms of depreciation, emphasizing the security of the Franklin owner in the *investment value* of his car.

Under all circumstances of road, climate, and the cost of gasoline and tires, the man with a Franklin owns and runs his car on the most favorable terms.

These factors make the Franklin peculiarly the car of free use, of staunch service, of small upkeep, of low depreciation.

Twenty thousand Franklin owners saw these things before there was any call to National Thrift.

Of all the fine cars, the Franklin alone devotes its gasoline to maximum mileage—

While the dead weight of a less efficient car cuts the mileage to—

Of all the fine cars, the Franklin alone gets every mile out of a tire there is in it—

While the extravagant, heavy car hammers the life out of its tires and cuts their mileage to—

Of all the fine cars, the Franklin maintains its investment value on a business basis—

While the used car value of the average fine car drops to—

Hupmobile Dealers Are Optimistic as to Future

The motorcar business on the Pacific coast is in a thriving condition according to reports sent into the Hupmobile factory by Sales Manager J. E. Fields. Mr. Fields is on a month's trip through the West and has already visited Kansas City, Los Angeles, San Francisco, Portland and Seattle. Dealer conventions were held at each of these large distributing centers and Mr. Fields was able to gain first-hand information from Hupmobile dealers in regard to the business outlook.

"The entire Pacific coast is hungry for motorcars," said Mr. Fields. "In winter the western dealers have been unable to get automobiles on account of the freight car situation. As a result they are hundreds of orders behind for immediate delivery. The whole country suffered from the freight car situation but the West felt it more on account of the long haul and the inability of railroads to furnish western freight equipment. "As a result of this situation, a big supply of cars will be necessary to meet the requirements along the Pacific coast. I find business is continuing along normal lines and everybody feels that the prosperity which we have enjoyed for the past two years will continue. "I find Hupmobile dealers, especially, optimistic over conditions and their greatest worry seems to be over their inability to secure enough Hupmobiles to meet the demand. The four-cylinder Hupmobile has made a great reputation in the western mountains for economy of operation and Hupmobile dealers have enjoyed wonderful success. Naturally, with their business well established, they are anxious to secure as many cars as possible. The big business complaint is of shortage of freight equipment and insufficient production to take care of orders."

Couple Make Long Tour on 25th Anniversary

Mr. and Mrs. O. E. Aultman and son, of Denver, are in the midst of an extensive tour of the country, which is the method of celebrating their twenty-fifth anniversary.

Some years ago a solemn compact was made, that 1917 would find them on a long automobile sight-seeing tour. That the tour is assuming large proportions is shown by a mileage of 3,600 miles already covered on the territory as far East as New Orleans, and with enormous fields still unexplored.

Past experience prompted Mr. Aultman to select a Velle Biltvel Six for the journey, and it has proven full worth of its name. He said, "Our selection of the Velle Six was made primarily because of reliability and comfort. We have experienced no trouble of any kind."

SENSIBLE BUYING PLUS YEARS OF EXPERIENCE

ENABLES US TO OFFER YOU THE MOST COMPLETE AND MODERN LIST OF GOOD USED CARS TO BE FOUND ANYWHERE IN THE UNITED STATES. EVERY CAR BOUGHT FROM US IS BACKED BY OUR REPUTATION, WHICH IS BASED ON THE REFERENCE OF THOUSANDS OF CUSTOMERS. PARTICULAR BUYERS INSIST ON OUR CARS.

Trucks & Delivery Wagons, 1/2-ton to 5 ton, from \$200 up.

- 1917 HUDSON SUPER SIX Roadster; practically new, at sacrifice.
- 1917 HAYNES Touring; only slightly used; owner will sacrifice.
- 1917 CHANDLER Touring car; run 2000 miles; extra equipment.
- 1917 MITCHELL Touring car; "light six"; roomy; five-passenger; excellent condition.
- 1917 SUPER-SIX HUDSON Touring, with ammeter on motor.
- 1917 PULLMAN Touring car; bought new one month ago; bumper, spot light, etc.
- 1917 BRISCOE Touring; very economical car; plenty of power.
- 1917 BUICK Roadster light six; run about 2000 miles.
- 1917 DODGE Touring car; practically brand new; extra tire.
- 1917 PAIGE Touring; very fine condition; 1/2 of list price.
- 1917 SUPER-SIX HUDSON Cabriolet; cracker-jack shape from start to finish; five-passenger; powerful and economical car to run.
- 1917 OVERLAND Touring car; bought new two months ago; extra equipment.
- 1917 SCARLETT-ROUTH Roadster; very tiresome; wire wheels and fine good tires.
- 1917 JEFFERY Touring car; run 5000 miles; A snap.
- 1917 XXXV Touring car; roomy; five-passenger; excellent condition.
- 1916 WHITE Touring car; excellent mechanical condition; unusual opportunity.
- 1916 MERCER Speedster; will do better than 90 miles an hour; very attractive.
- 1916 CHALMERS Touring; "4-40"; perfect running order; lots of extras.
- 1916 OLDSMOBILE Touring; 8-cylinder; plenty of power and speed; good tires.
- 1916 REO Touring car; mechanically right; shows no wear whatever.
- 1917 Touring cars and Roadsters; all models from \$150 up.

GORSON'S AUTOMOBILE EXCHANGE

238-240 NORTH BROAD ST., PHILA., PA.

Agents Wanted. EASY TERMS. Open Sunday 9 to 2.

Send for Free Bulletin. IF DESIRED. Open Memorial Day.

which we have enjoyed for the past two years will continue. "I find Hupmobile dealers, especially, optimistic over conditions and their greatest worry seems to be over their inability to secure enough Hupmobiles to meet the demand. The four-cylinder Hupmobile has made a great reputation in the western mountains for economy of operation and Hupmobile dealers have enjoyed wonderful success. Naturally, with their business well established, they are anxious to secure as many cars as possible. The big business complaint is of shortage of freight equipment and insufficient production to take care of orders."

Mr. and Mrs. O. E. Aultman and son, of Denver, are in the midst of an extensive tour of the country, which is the method of celebrating their twenty-fifth anniversary. Some years ago a solemn compact was made, that 1917 would find them on a long automobile sight-seeing tour. That the tour is assuming large proportions is shown by a mileage of 3,600 miles already covered on the territory as far East as New Orleans, and with enormous fields still unexplored. Past experience prompted Mr. Aultman to select a Velle Biltvel Six for the journey, and it has proven full worth of its name. He said, "Our selection of the Velle Six was made primarily because of reliability and comfort. We have experienced no trouble of any kind."

SENSIBLE BUYING PLUS YEARS OF EXPERIENCE

ENABLES US TO OFFER YOU THE MOST COMPLETE AND MODERN LIST OF GOOD USED CARS TO BE FOUND ANYWHERE IN THE UNITED STATES. EVERY CAR BOUGHT FROM US IS BACKED BY OUR REPUTATION, WHICH IS BASED ON THE REFERENCE OF THOUSANDS OF CUSTOMERS. PARTICULAR BUYERS INSIST ON OUR CARS.

Trucks & Delivery Wagons, 1/2-ton to 5 ton, from \$200 up.

- 1917 HUDSON SUPER SIX Roadster; practically new, at sacrifice.
- 1917 HAYNES Touring; only slightly used; owner will sacrifice.
- 1917 CHANDLER Touring car; run 2000 miles; extra equipment.
- 1917 MITCHELL Touring car; "light six"; roomy; five-passenger; excellent condition.
- 1917 SUPER-SIX HUDSON Touring, with ammeter on motor.
- 1917 PULLMAN Touring car; bought new one month ago; bumper, spot light, etc.
- 1917 BRISCOE Touring; very economical car; plenty of power.
- 1917 BUICK Roadster light six; run about 2000 miles.
- 1917 DODGE Touring car; practically brand new; extra tire.
- 1917 PAIGE Touring; very fine condition; 1/2 of list price.
- 1917 SUPER-SIX HUDSON Cabriolet; cracker-jack shape from start to finish; five-passenger; powerful and economical car to run.
- 1917 OVERLAND Touring car; bought new two months ago; extra equipment.
- 1917 SCARLETT-ROUTH Roadster; very tiresome; wire wheels and fine good tires.
- 1917 JEFFERY Touring car; run 5000 miles; A snap.
- 1917 XXXV Touring car; roomy; five-passenger; excellent condition.
- 1916 WHITE Touring car; excellent mechanical condition; unusual opportunity.
- 1916 MERCER Speedster; will do better than 90 miles an hour; very attractive.
- 1916 CHALMERS Touring; "4-40"; perfect running order; lots of extras.
- 1916 OLDSMOBILE Touring; 8-cylinder; plenty of power and speed; good tires.
- 1916 REO Touring car; mechanically right; shows no wear whatever.
- 1917 Touring cars and Roadsters; all models from \$150 up.

GORSON'S AUTOMOBILE EXCHANGE

238-240 NORTH BROAD ST., PHILA., PA.

Agents Wanted. EASY TERMS. Open Sunday 9 to 2.

Send for Free Bulletin. IF DESIRED. Open Memorial Day.

The Thrift of the Franklin Car

Our Response to the National Call

As a people, Americans have so long been charged with wastefulness and extravagance that we have come to admit it as our National sin. Perhaps the meanest thing that has been said of us is that our only idea of economy is to do without. That, being a people of extremes, we can save only in the most drastic and obvious way. That our idea of reducing household expenses is to discharge the help, wear our old clothes and cut the table where it will be felt the most. That we must either waste coal or shut down the furnace and freeze. There is just enough truth in this indictment to hurt. **Wasteful Economy vs. Constructive Saving and Use** The call to National economy ought rather to be a call to National Thrift. Here in the richest country in the world—with nation-wide employment and prosperity, with wages higher than they have ever been in the history of the world, with 935,000,000 acres of tillable land and unprecedented returns for the farmer—we can support another hundred-million people, whether in this country or Europe, on what America wastes, if we only apply brains to our problems, National and individual. **Motor Traffic a Vital Factor in National Life** It takes no brains to practice the economy of doing without. A good example of this idea of economy is the man who buys a heavy, extravagant car and then limits its use. Whatever the times or conditions, the Franklin owner knows that he stands firmly on a *thrift basis*. That if all cars were as efficient as the Franklin, America would save Four Hundred Million Gallons of gasoline and \$192,000,000 worth of tires every year—with-out cutting one mile off the stupendous motor-car mileage of the United States. **There is Needless Waste of Gasoline and Tires** Thrift always implies a sense of *values*. What is the *mileage value* of a gallon of gasoline—or a set of tires? Do you realize that all the twenty-odd years of motor-car designing has never produced anything like a *standard* of mileage for either gasoline or tires? That gasoline, worth *twenty miles* and upward in the *scientific-light-weight* Franklin, drops as low as nine miles and even six miles in many another make of fine car? That while the Franklin owner is getting his *ten thousand miles* from a set of *tires*, the typical fine car owner is getting only five thousand or less? **Franklin Owners Have the Facts on Comparative Costs** Where the heavy car wastes gasoline in the drag of its dead weight—the Franklin devotes its power to *mileage*. Where the heavy car hammers its tires out before their time—Franklin light unsprung weight with flexible construction *doubles* the tire mileage of the Franklin car. Study the Used Car prices! They tell the same facts in terms of depreciation, emphasizing the security of the Franklin owner in the *investment value* of his car. Under all circumstances of road, climate, and the cost of gasoline and tires, the man with a Franklin owns and runs his car on the most favorable terms. These factors make the Franklin peculiarly the car of free use, of staunch service, of small upkeep, of low depreciation. Twenty thousand Franklin owners saw these things before there was any call to National Thrift.

E. W. Shank, Distributor
107 Market St. Both Phones

Willard SERVICE STATION

STORAGE BATTERY

Where You'll Find Me

I'm the Willard Service Station Man and you'll know my place of business by the red and white Willard Service Station sign.

I'm Willard working for you, helping you to look after your batteries—keeping you out of battery trouble—or helping you out when you fall into it.

I have the equipment and the intimate knowledge of batteries necessary to give you the best repair and recharging service. And you don't lose the use of your machine while I'm doing the work—for I have a rental battery for you whatever the make or model of your car.

Come in and get acquainted, and while you're in ask for your Willard Service Card which entitles you to free testing.

FRONT-MARKET MOTOR SUPPLY COMPANY

109 MARKET STREET

TRIBUTORS AND OFFICIAL WILLARD SERVICE STATION

Willard

STORAGE BATTERY

Smith Form-a-Truck

\$350 F.O.B. Chicago

How Can You Afford to Overlook This?

A MASTERPIECE of transportation design, built for your requirements—to give you the lowest hauling cost in the world and the most satisfactory service.

An attachment that makes a fully guaranteed one-ton truck out of any Ford, Maxwell, Dodge Bros., Chevrolet, Buick or Overland car. That gives you a permanent truck construction—as well built as the most costly truck you can buy—and yet cheaper in price than a good pair of horses.

A hauling unit that moves twice the tonnage moved by horses—that has demonstrated a ton-mile operating cost of less than 8 cents from records obtained from over 10,000 users in over 400 lines of work.

A sturdy truck construction that has reduced time lost out of service to a minimum. The first Smith Form-a-Truck has been in steady service for four years—has covered over 20,000 miles—hauling an average load of 2,050 pounds and cost but \$8 for repairs.

A proved transportation service of wonderful day in and day out efficiency and earning power. That has added to the profits of every user by cutting down expense in the hauling and delivery departments and by eliminating unnecessary and wasteful equipment.

The Smith Form-a-Truck gives you a one-ton truck of 125 in. wheelbase; with either 9 or 12 ft. loading platform; with a sturdy double chain drive; solid truck type rear tires; a rear axle construction that supports 90% of the load carried—takes all the carrying work off the power plant and puts it on the truck construction.

Every type of body from the light, flare board express type to the big steel dumping bodies for contractors and the huge vans for movers is used on Smith Form-a-Truck. There is no line of business in which the new era hauling and delivery vehicle does not find a ready place.

CAMP CURTAIN GARAGE

7th and Camp Streets Bell 1093-J