DIRECTOR IS IN PECULIAR PLACE

Widow Can Not Claim Compensation as Result of an Accident to Him

A man who is a director of a corporation and also works for it, as salesman and buyer, does not come under the State Compensation law, because he is one of those entrusted with the responsibility for the company, holds the State Compensation Board, in setting aside an award made to Jennie Eagleson, New Castle, whose husband was killed when an automobile in which he was delivering goods and taking orders for a company in which he was a director was upset. The deceased was one of the original incorporators of the company, and a director. The opinion says in part "A member of the board of directors of a corporation is even more closely identified with his corporation than are its secretary and treasurer and other officers. He is one of its managers and initiates and directs its activities in a very real sense. * * As a director, he, with other directors, was entrusted by law with the legal obligation of the control of the corporation and presumably was the superior of the manager and treasurer who owed his election or appointment as manager and treasurer to the board of directors."

The board has also disallowed compensation in the case of Yurki vs. Wilkes-Barre and Eastern Railroad, in which the claimant suffered injury to an eye while unloading cinder. The claim was made in the appeal that the company was engaged in inter-state business and that the compensation act did not apply. The board finds that the cinders were being handled to maintain the roadbed and that as the railroad handled interstate business, no claim could be made.

ASSAULTS POLICE CHIEF

Milton, Pa., March 23.—Police Chief Charles W. Hanson was near death yesterday when a stranger, giving his name as John MacDonald, of New Bedford, picked up a loose brick and hit him in the face. Hanson was made unconscious, but will recover. His assailant was arrested. He would give no reason for his act.

ANNOUNCEMENT

MR. E. SHERMAN

FORMERLY WITH THE NUSS MANUFACTURING CO. HAS OPENED

The Auto Radiator Company

IN CONJUNCTION WITH

The General Auto & Machine Shop

125 S. CAMERON ST.

Where He Will Do All Kinds of Radiator Repairing

STRAIGHTENING FENDERS AND LAMPS
AUTO BODY REPAIRING

All Kinds of Automobile and Machine Repairing Done By Experts

BIG CAR BARGAINS
18 SERIES
STUDEBAKER

7-Passenger, 6-Cylinder Represents the Greatest Automobile Value on the Market. We Have a Few to Sell at the Old Price.

DRISCOLL AUTO CO.
147 S. CAMERON ST.

TELLS OF STORM ON HIGH SEAS

Harrisburg Boy Finds Plenty of Excitement in the U. S. Navy

WILLIAM G. HILTON

A recent letter to his parents, Alderman and Mrs. Edward J. Hilton, from William G. Hilton, tells vividly of his experiences in chasing a submarine and of his being storm-tossed on the sea. His visit to several islands in company with shipmates was an enjoyable time. "December 31 in company with two shipmates, we started on a 36-hour liberty, going from our ship to His Majesty's dockyard, Bermuda and thence walking to the little town of Somerset. It was a beautiful stroll. We stopped at a little inn and had lunch and a pleasant chat with a charming English girl. We then hired a team and drove from Somerset to the dock and ferried over to Hamilton, where we got shaved and washed, also ate and attended a dance at the Navy Club. It was perfectly enjoyable, really a fitting end to a beautiful, clear day."

Hilton continues, telling about the dance and says that when the clock struck the hour of 12, the lights were suddenly extinguished and then again the room was flooded with light, while the entire company sang "The Star Spangled Banner." "Those are livable experiences and things not to be stolen from one's memory chest."

"We left Bermuda for the Azores, January 5, starting out on a voyage which proved to be of a perilous nature. We were eighteen days at sea, storm-tossed in a 90-mile gale for five days and nights, enduring sleepless nights, water flooding the compartments and running all over the decks, even over the highest part of the main structure of the pilot house. Eating at irregular times and working always when not on watch every other four hours, and then to top it off, we were towing one of the sub chasers, and it broke loose eight times in midocean, two times in one day. It sometimes took eight to ten hours to pick it up. One chaser and the entire crew were lost while some of our boats lost men over the sides, never to be found. Our chaser lost one man. We, however, were fortunate. One night with the sea running sixty feet high and wind at about seventy miles per hour about 7 o'clock the whistle blew, 'Tow line broke, all hands on the quarterdeck to pick up chaser.' At 4 o'clock next morning we started on our course again, soaking wet, cold, hungry and sleepy and then to go on watch again right away. This is what proves what kind of stuff you are. It's experience but it's—costly. The sea would wash over the deck, carrying us from side to side; to let go the lifelines would have meant signing your death sentence. It was just so for eighteen days, and I understand it was at this time, we were reported lost atsea.

"Finally we arrived at Ponta Delgada, the Azore Islands, January 24. It was early in the morning, and it was then that I thanked God for His mercy.

"The inhabitants, Spanish and Portuguese are of a poor and ignorant class and very low. Fruit isvery plentiful and extremely delicious. Boats used to swarm around us every day bringing the fruit to us for sale.

"The landscape is very irregular and not as pretty as Bermuda, but more interesting and varied. The port, the third largest city, is very foreign, coblestoned, narrow, dirty streets, tiled pavements, elaborately carved cathedrals and humble dwellings, some pink and light blue, and some white.

"While at this port we convoyed a returning troop ship out of the war zone and almost got into action with a sub. Our ship was in the rear when the troop ship in front opened fire on the sub. Whether she sunk it or not I do not know as we were about two miles back and couldn't see, except the firing. We stood by for action but never came into it. We returned back to port in three days and on the ninth of February left for a Portuguese port.

"Experiencing a perfect sea, calm as a millpond for five days, we arrived at Leixos, near Aporto, on St. Valentine's day. No excitement en route."

Little Walks in Harrisburg Parks

BY V. GRANT FORRER, ASSISTANT SUPT. OF PARKS

WHAT a grand and glorious feeling it is to get out in the open after such a severe winter as we have just experienced. And the first thought of most of us after the nice weather arrives is to go into the country. Harrisburgers are blessed with beautiful woods and valleys and meadows and the like, all of which make for delightful hikes in every direction from the city.

Of all the walks into the country there seems to be a universal opinion that Wildwood is the best. Many will say it is inaccessible, but let us see if that is so. Of course much depends on the length of walk desired, and we will assume a four or five mile distance.

As most every one knows, the present entrance to Wildwood is Maclay street east of the Pennsylvania Railroad and just beyond Paxton creek. Beginning at Maclay street, you have the choice of traveling on the cinder road, which is always in good condition, or taking a well-defined path along Paxton creek. The creek path is almost completely hidden from the road by hundreds of thorn apple trees which will be a mass of white blossoms a few weeks hence. This path is not more than fifty feet from the road until just below Division street, where the creek begins a series of turns, and as you proceed above Division you seem to drift farther from civilization as you find yourself among a splendid growth of elms, pin oaks and thorn apples. About 150 yards above Division street on the creek path there is another opportunity to choose between two ways—the one along the creek and the other across to the west. By continuing along the creek you will cross the stream twice over rustic bridges which were located to eliminate a detour of the creek on the old Monongahela Melting Company land, and by proceeding further you will cross over the cinder road at the second service bridge below the breast of the dam and by going eastwardly about one hundred yards you arrive at the path which extends along the hillside on the old Forster tract to the breast of the dam. The dam can also be reached by the path referred to as going eastwardly from a point about one hundred and fifty yards above Division street. This section extends through a thicket of wild grapevines and brings one out at the picnic pavilion and passes by the ever-flowing fountain whose sprinkling magnesia water is carried 1,000 feet through three-quarter-inch pipe from the ravine directly to the east. After the thirst is quenched proceed directly across the old and original Wetzel's Swamp to the hillside path and then turn northwardly to the dam. I might add that the area from the fountain to the bluff was formerly a veritable lake, where many wild ducks were shot in years gone by. In 1907 we drained these twenty-five acres with a liberal-sized ditch down the center with several cross-drains.

It is also possible to reach the hillside path farther south by crossing from the creek path at the lower end of the baseball field and follow the old township road that formerly provided a trafficway from Crooked Hill to the old canal road. Above the breast of the dam there are two paths, one on either side of the lake, but the one on the east side is the most used, principally because it adds an additional 1,500 feet to the hike to reach the path on the west side of the lake. The paths are now in fine condition considering the early season. At several places along the east side of the lake there must be done some cribbing as the heavy west winds cause considerable erosion.

Wildwood seems to be harboring more birds each year, and right now there are many of the following: robins, flickers, song sparrows, black birds, starlings, meadow larks, quail, Kentucky cardinals, theb luest bluebirds and many others.

There are thousands of frogs and their first appearance last Tuesday afternoon was surely a noisy one.

From Maclay street to the head of the lake is about four and a half miles by the paths described, and it is possible to get a Rockville car every twenty minutes, which can be reached by going via Linglestown road under the Pennsylvania Railroad main line through a subway, which is the only safe way to cross over above Maclay street bridge. For persons who do not care for a long walk in Wildwood it will be a good plan to take a Fourth street or Rockville car and get off at Division street and use bridge over the Pennsylvania Railroad and go either by road or path to picnic woods where there are always picnic tables and benches and good cold water. After a good fill of country air a return via Division street can be made.

TRIBE 68 YEARS OLD

Columbia, Pa., March 23.—Past Great Sachem William H. Long, of Hanover, delivered the address at the sixty-eighth anniversary celebration of Osceola Tribe, No. 11, Improved Order of Red Men, of Columbia, Thursday night, and Dr. G. W. Bernthelzel, a pioneer member of the order in Lancaster county, was the other speaker. Osceola Tribe has 200 members and is in strong financial condition.

CHURCH HAS 44 IN SERVICE

Columbia, Pa., March 23.—Salome United Brethren Church has forty-four men in the service of the United States Army, and a flag and honor roll containing their names was unveiled in the church with appropriate services. This is the largest number of men in the service from any church in the borough. The Rev. P. H. Balsbaugh, the pastor, delivered a patriotic address.

LANCASTER COUNTY DEATHS

Marietta, Pa., March 23.—Mrs. Mary Gochenauer, aged 86, the oldest woman in Maytown, died after a long illness.

Paul Rutherford, aged 21, son of John R. Rutherford, of Bainbridge, died from a complication of diseases. He was a member of the Lutheran Church. Besides his aged father, a sister survives.

YOUNG LADIES ENTERTAIN

Elizabethville, Pa., March 23.—The Young Lalies' Sunday school class of the Reformed Church entertained the Young Men's class at a social in the Lykens Valley Band hall. There were plenty of amusements, music and recitations, after which a luncheon was served. Prof. H. J. Rothermel and William P. Ingle are teachers of the classes.

ALL CONTAINERS CORRECT

Sunbury, Pa., March 23.—W. F. McGovern, of Mount Carmel, Northumberland county, sealer of weights and measures, to-day finished testing 2,500 containers of advertised products in grocery stores. He asserted that he did not find one that was under weight.

Automobile Prices Steadily Increase

T. J. Toner, sales director, of Chalmers Motor Car Company, warns public automobile cost may return to level of 1912-15. He says:

"America demands the genuine old-fashioned, high-priced peace — 'not made in Germany.' And that means there is no short cut to victory.

"If in heeding these demands, the government continues to insist on a slacking of manufacture, the automobile industry must respond. But such a drastic order immediately increases our overhead expenses and a raise in price is inevitable.

"It should be made clear that such a raise is no arbitrary action on the part of the manufacturers. The public should understand that such a move is but the natural sequence of prevailing conditions.

"The government at Washington has plenty of money; raw materials are abundant—but labor is at a premium. There has been a drainage on man-power the world over, and there is a serious shortage of workingman power in the United States.

"The great Maxwell plants could readily maintain normal production and at the same time turn out tractors for the government. The highly efficient Chalmers factory could easily keep on at maximum production and still manufacture vast storehouses of munitions for Uncle Sam.

"Both of these things could be accomplished perhaps without effecting the supply of money or materials—but not so with men. It is manpower that the government sees to conserve.

"Motorcar production at anything less than maximum quantity must force prices upwards. Therefore a lessening of production is the most compelling factor which automobile builders have to confront this year.

"Slackening of output means that 1918 quality must sell at the quantity prices of 1915 or maybe even as high as 1912. In other words the manufacturer must go back to the period when less cars were built and higher prices prevailed.

"To this penalty for curtailment, must be added, the present-day scarcity and price of materials; and the inadequate supply of labor. For these reasons, as a part of the problem to victory, the automobile industry may have to accept such orders with all the attending problems of decreased production and increased price.

"A year ago few would have believed that the peace-loving industrious American democracy would or could adapt itself to the rigors and sacrifices of war. But the spirit and accomplishments of America at war, will go down as one of the sensations of the Twentieth century.

"What America has done, its third greatest industry has done and will continue to accomplish in a proportionate degree. The men that have stood behind the automobile industry in the face of panics, financial flurries and periods of depression, are not the men to lay down to-day when business and victory need them most.

"There may be scarcity, but there is no scare, among the leaders. The industry may mark time, but it will never halt.

"Sales during 1918 attained new high records. There will be two and perhaps three demands for every car on the dealers' floor. High prices have as yet never stopped a selling campaign. There is not a foreign country that has not gone ahead buying cars; and American makes imported despite the special war-time duties, reach as high as forty and fifty per cent."

PASTORS WILL URGE MEN TO WORK ON FARMS

Many Workers Are Necessary to Harvest the Summer Crops in County

MEN NEEDED TO WORK FARMS NEXT SUMMER

Help win the war by planting.

We must produce larger harvests.

This depends upon the government to assure the farmers help.

Unless the United States sends 75,000,000 bushels of wheat abroad the next few months we cannot win the war.

Do your bit to assisting in the present farm enrollment.

The 450 million acres of farm land in this country produce less than fifty per cent. of what they should produce.

To-morrow the ministers in the different churches will assist in the present drive for the enrollment of men to work on the farms. Harrisburg and Dauphin county will not be behind in this great undertaking.

Sunday school superintendents have also been urged to arrange rallies for the presentation of the facts of the farm labor situation. The serious shortage of farm help threatens to reduce greatly the agricultural production of the state. Under direction of the U. S. Department of Labor and with the co-operation of the Pennsylvania Committee of Public Safety efforts are being made to induce men having farm experience but now engaged in other work to return to the farms, at least temporarily.

The Need of Help

The churches and Sunday schools can help greatly in carrying the farm message to men and young men. Special appeals for church support have been made by John C. Frazee, U. S. Reserve director, and the Rev. Frank B. Lynch, state director for churches of the Committee of Public Safety. In many sections four minute men will sound the call, "Back to the farms," during the coming week.

Farm labor will be enrolled at the following places:

Y. M. C. A. building, Harrisburg.

Motor Club of Harrisburg, 109 South Second street.

George M. Harry, Third and Walnut streets.

Frank A. Stees, Steelton Trust building, Steelton.

A. H. Luckinbill, Middletown.

Edwin Blessing, Hummelstown.

I. L. Long, Dauphin.

A. M. Smith, Halifax.

H. M. Fairchild, Millersburg.

E. K. Romberger, Elizabethville.

Workers Necessary

The above places were designated yesterday for enrollment of the present drive for farm labor by Richard C. Haldeman, director of this county for the United States Public Service Reserve, which is working in conjunction with the United States Boys' Working Reserve, represented here by Prof. C. B. Fager, Jr. The drive that will be on for several weeks is state wide and there is every indication that Dauphin county as has been its record, will go over the top on this enrollment.

Mr. Haldeman said yesterday: "There is no doubt about it that to win the war food must be provided; for where would our boys be to-day or where would the allies be in the awful battle now going on if our men were not properly nourished, and it is up to the people at home to provide the food. We must depend upon our farmers and our farms and help is needed. Of approximately 13,000,000 farm laborers over 250,000 have been drafted, and hundreds have been attracted to the cities. In addition to the drafted men thousands have volunteered, and it is the purpose in the present drive to fill up this gap. While experienced men are preferred, all classes of farm hands will be enrolled, and the wages will be governed by the character of the work. The minimum will be about $2 a day and board and the maximum $2.75 a day and board, and it is the intention to make individual arrangements with each farm owner."

Don't Worry

About anything when you take a pleasure spin up the river road.

STAHLER

Keeps all Kinds of Auto Accessories, Tires and Tubes—Atlantic Gasoline, Oils and Grease. Everything Guaranteed.

Stahler's Auto Repair Shop
Ft. Hunter, Pa.
DIAL PHONE

We Are Equipped to Straighten Your Chassis

This man hit a pole in North Sixth street and damaged his car to such an extent that the dealer would only allow him $100 in a trade on a new car. After straightening the frame, fenders, etc., welding some of the parts and putting in new ones elsewhere, with a bill of $139.36 the same dealer offers him $700 in trade on a new car. Both the dealer and the owner of the car said, "Pretty fine job."

IT'S THE MECHANICS AT THE REX

who are responsible for this high grade work—not only mechanics, but in most cases factory experts, on four, six and eight-cylinder cars, and are able to remedy your magneto, carburetor and generator troubles as well.

YOUR LEAKY RADIATOR REPAIRED
SERVICE STATION
KING — CHANDLER — OAKLAND — JACKSON — VIM TRUCKS
Distributors Portage Tires. Guaranteed 5,000 Miles. Dealers Wanted

Rex Garage and Supply Co.
1917 NORTH THIRD ST., HARRISBURG, PA.

HARRISBURG --- PHILADELPHIA
AUTO TRUCK SERVICE

Lv. Harrisburg Tuesday and Thursday Mornings
Lv. Philadelphia Wednesday and Friday Mornings

A. T. Raffensperger & Son
Phone L. H. Hagerling, 1396

"Spring"

Now is the season to arrange the purchase of a car. A car bought from us will make possible many pleasant trips for the entire family. Our stock is composed of cars to meet every demand.

EASY PAYMENTS IF DESIRED

1918 STUDEBAKER Roadster; run 900 miles; splendid equipment.
1917 HUDSON Speedster; excellent running order; lots of extras.
1917 FRANKLIN Touring, Series 9; excellent equipment; used only 2 months.
1917 OLDSMOBILE "8" Touring; has had the best of care; equipped with extra tires and slip covers—$700.
1917 BUICK Roadster, "D-45"; tip-top condition; bumper, spot-light; extra tire. A bargain.
1917 JEFFERY SIX Touring, 7-pass.; winter enclosure; also summer top—$500.
1917 SAXON SIX Roadster; real snappy; lots of extras. A bargain .....$475.
1917 BUPMOBILE Touring; run 2600 miles; splendid proposition; extra tires.
1917 HUDSON Limousine; beautiful body; splendidly upholstered. Will sacrifice.
1917 GRANT SIX Roadster; splendid light car; tires equal to new..$450.
1917-16 OVERLANDS, Touring Cars and Roadsters; four- and six-cyl. models; every car equipped and guaranteed; as low as.....$300.
1917 MITCHELL Touring, 7-pass.; A-1 condition; lots of extras.
1917 OAKLAND, 6-cyl. Touring; very economical to operate. A sacrifice.
1917 CADILLACS; Roadster, Touring Car, Sedan; like new; complete equipment including extra tires; rims, etc.; low prices.
1917 HUDSON Super-Six; runs like new; new tires; very powerful car; at .....$900.
1917 CHALMERS Light Six Touring, also Roadster; mechanically perfect. Choice .....$600.
1917 SCRIPPS - BOOTH 4 - pass. Chummy; real classy; wire wheels and extra wheels.
1917 STANDARD "8" Touring; very powerful; equal to new.
1917 ALLEN Roadster; used only 5 months; shows no wear. A bargain.
1917 COLE "8" Touring; very powerful; had the best of care. Low price.
1917 NATIONAL Touring; very powerful; shows no wear; mechanically A-1. Bargain.
1917-16 DODGE Touring Cars and Roadsters; fully equipped and guaranteed. Low prices.
1917 CHANDLER 7-pass. Touring; used a very short time. Tires like new .....$850.
1917-16 MAXWELL Touring Cars and Roadsters; large selection; as low as .....$275.
1917 PULLMAN Touring; 25 H. P.; very light; small tires.....$450.
FORDS, all models .....$125 up.

GORSON'S AUTOMOBILE EXCHANGE
238-240 NORTH BROAD ST., PHILADELPHIA
Open Sunday. Write for Free Bulletin. Agents Wanted.

REO

A Seven-Passenger Six That You Can Afford

WEARE NOT THINKING of the price—for that isn't the primary consideration in the selection of a car.

WHEN WE SAY, "Here is a seven-passenger Six that you can afford," we are thinking of the same item that you, an experienced motorist, are considering—

NAMELY—UPKEEP. That is the first thing to consider in the selection of an automobile.

ASK ANY REO SIX OWNER to tell you of the upkeep cost of his Six—and the longer he has owned and the farther he has driven his Reo, the better will his answer sound.

HE WILL TELL YOU that, having compared notes with friends who own and drive other makes of cars—fours as well as sixes—of the same passenger capacity, he has never found one that compared with his Reo Six in low cost of upkeep.

AND HE'LL TELL YOU, too, that he has yet to find even a five-passenger car—four or six—the operation, repairs, replacements and general upkeep cost of which proved as low as his Reo Six—except one—the five-passenger Reo.

NATURALLY a five-passenger car ought to be cheaper to maintain than one of seven passenger capacity—but most are not, when you look up the figures.

REO DEALERS TELL US that their records for the past three years show that Reo Six owners on the average have paid less than eight dollars per car per year for replacement parts.

JUST READ THAT AGAIN—with thousands of Reo Sixes running in all parts of the country, over all kinds of roads and handled by all kinds of skilled and unskilled drivers; most of them owner driven and owner cared for (or neglected)—

THE AVERAGE COST per car, per year, for replacement parts was less than eight dollars!

FRANKLY WE DON'T believe that record can be equalled by any other seven-passenger car on earth.

AND WE MAY ADD that the records on the five-passenger Reo show less than seven dollars per car.

THE SAME QUALITY—the same sound engineering; the same ripe experience; the same attention to little details, and the same construction, inspection and testing of every car enter into the making of all Reo models.

COST OF UPKEEP is always uppermost in the minds of Reo engineers, when designing and when specifying materials—and since the same desire is uppermost in the minds of the most experienced buyers—we meet on a common ground.

REO EFFICIENCY sets the price lower—Reo quality guarantees low upkeep.

HARRISBURG AUTO CO.

Duplex Four-Wheel Drive Hurlburt Trucks
Cleveland and Beeman Tractors
Fourth and Kelker Streets

Reo Motor Car Company, Lansing, Mich.

Price is f. o. b. Lansing and the special Federal tax must be added. (123-30)

Reo Six Touring
7-Passenger
$1550

THE GOLD STANDARD OF VALUES

What an air of utility there is about a Cadillac!

The graceful, sturdy lines give a subtle sense of power and ability — which are actually the keynote of Cadillac success.

Isn't it advisable to start now with a new car of known and permanent value (like the Cadillac); as your absolute need for such a car may arise at a time when prices and deliveries are not as favorable as they are at the present? The CADILLAC will stand up to the "war strain" even though expert mechanics' service should become unobtainable. "Cadillac means reliability."

Let us talk it over and see if the Cadillac is not better suited to your needs than your present car or any other car you might buy.

Shall we expect you at the showroom?

CRISPEN MOTOR CAR CO.
311-315 S. Cameron Street
HARRISBURG, PA.