

Plan to Raise Taxes on Profiting Landlords

Washington, Aug. 17.—Raising of tax valuations on the property of landlords guilty of charging extortionate rents to war workers, it was announced yesterday, is one method by which the Bureau of Industrial Housing, through the co-operation of local city governments, is undertaking to check rent profiteering.

FARM WORK FOR SOLDIERS
Washington, Aug. 17.—The way has been opened for soldiers in camp to get away for emergency work on the farm.
The War Department announced yesterday that enlisted men may obtain furloughs to engage in agricultural work by making application to their commanding officers or by having relatives or other interested persons apply through the local boards at which they registered.



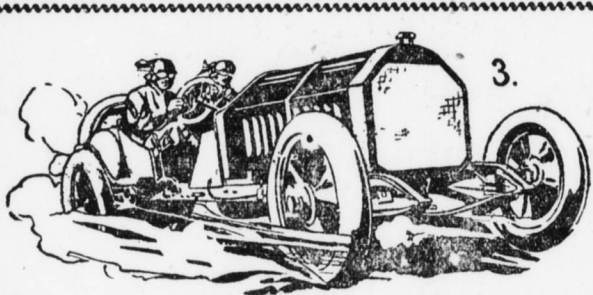
The supply of Hupmobiles is very limited. Necessity for more steel by the government may curtail this supply entirely for the duration of the war. It is advisable to order your Hup now.

HUPMOBILE

"The Comfort Car"

Harrisburg Agency Co.

R. J. CHURCH, MGR.
103 MARKET ST.



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Commercial Bodies Made to Order
We Can Save You Time and Money,
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Office and Works
EAST END MULBERRY STREET BRIDGE

Willard SERVICE STATION

STORAGE BATTERY

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Don't Guess—Be Sure

Guessing at battery conditions is like guessing whether there's oil in your crank case.

If you guess wrong you may have to call for help and pay for repairs.

And you can't always guess right. You ought to know that your battery is charged—that it has plenty of water—that you're not working it beyond its strength.

There's no guessing around a Willard service station. We know.

If your battery isn't up to the scratch we'll tell you why.

If you want to know more about batteries ask us for the booklet, "A Mark with a Meaning for You."

HOW STARTING BATTERY STARTED

Interesting Data Given on the Origin of the Storage Battery

"One of the oldest forms of storage batteries," says Mr. Wildermuth, president of the Front Market Motor Supply Company, "was composed of two sheets of lead with a strip of flannel between, all rolled up like a jelly roll and stuck on end in a bath of battery solution."

"Battery builders of those early days did not have any lead oxide to use in making the plates," said Mr. Wildermuth, so what the early experimenters and builders did was to connect two plates in a direct current circuit and let the battery charge until it made one of the plates a positive and the other a negative.

The first battery of this style was used in a lecture given by a French scientist, Plante, who created a great sensation because he was able to keep a little arc light going for a few minutes with the current developed. It was a remarkable thing, but as an automobile battery, such a device as this would not have been worth the trouble of attaching to the car.

One of the weak points about this early battery was the fact that it had poor insulation. It was really two long pieces of lead with one insulator, and when this insulator broke down, as it did in a very short time, the battery would not operate.

It was from this beginning that the art of battery building grew to its present state. From that single strip of lead between the two rolled-up plates, the wonderful threaded rubber insulation that is so widely used to-day has developed. There have been a great many steps of improvement between the two extremes, but the whole history of starting batteries, from the first Plante battery, insulated with flannel, to the latest one, insulated with threaded rubber, has covered a remarkably short time.

BERRY CROPS SAVED BY BOYS

Teachers and Pupils Went to the Country and Camped Near the Farms

New York.—Few who have enjoyed their strawberries, currents and raspberries during the last three months realize to whom they owe thanks for the privilege of eating them at all in these war times, nor would they rapidly guess. The conditions which made it possible to pick the berries at a time when labor was almost nonexistent constitute a remarkable chapter in the history of the schools. For it was the school children who did the work—school children taken from the heart of the City of New York—and it was the school teachers who made it possible for the children to spend their time in the country. It is in these men, whose sacrifice and efficiency has had little notice beyond official reports, that the war has developed latent abilities that were never before suspected. The reports of the work done in the schoolboy camps in the fruit sections of New York centering in Ulster county bestow the palm for versatility on the school teacher, who until these times has been held to lack all adaptability to life and who has been supposed to know only how to conduct recitations.

When he has not been charged with incompetence in his own profession he has been accused of an utter lack of sympathy with the realities of life. Yet these very teachers, immersed in Latin, English and algebra in the public schools, have taken to the country, and without training, without any illuminating precedent, have filled the multiple role of housekeeper, cook, employer, agent, strike leader, entertainer, athletic director and moral inspirer. For each man, in his camp of thirty boys ranging from 12 to 22 years, has been compelled from the lack of sympathy with the realities of life to do all things to all men, and without question he has succeeded, not only because berries have been plentiful that would otherwise have rotted on the bush, but the social, moral and economic influence upon the boys has been tremendous. So say the reports of the supervisors, and such is the testimony of the farmers.

The boys from city homes have replaced a kind of labor whose economic status has been much lowered—Italian and hoboes from Bowery lodgings. So the youngsters have naturally been dissatisfied with the wages and living conditions. To convince the farmer that his customary 1 1/2 cents a quart for currants did not meet the boys' ordinary requirements for food and clothes was not a matter of figures or reason, or patriotic exhortation, (for none of these availed), but of a threatened strike. And the teacher, who has done this thing and knows the justice of the boys' claims, had to become both strike leader and arbitrator. In his dual role he secured from the farmer the coveted 2 cents and at the same time convinced them that it was a fair war.

It was not the good fortune of each group to move into an established camp; in each case a new home had to be founded, even built. Some of the boys lodged in berry houses, nothing more than wooded shells. They had to provide the beds, wash basins and linens, wash basins and the like. The teachers had to organize a kitchen and during much of the time had to do the cooking, for student cooks would often spoil the dinner and the women in the neighborhood were unreliable. The teacher would arise at 5 o'clock, set the table, start the breakfast, prepare the boys' lunches, which they took with them to the fields, help serve the meal, and then dispatch each youngster to his particular job. And then there was nothing to do but wash the dishes, sweep the floor, and walk to town to order supplies for the day. During the day accounts had to be balanced, wages computed, and expenses deducted, and then a visit to the farm to adjust grievances, receive estimates of future work, and to secure cash for the tickets with which boys had been paid.

And yet the day was not done, for after supper, when all but the dishwashing squad were free for the day, even closer supervision became necessary. The leader must know where the boys are at night, and he must see to it personally that they are in bed at 9.30.

Brewery Closes Down; Business Too Slack

Hazleton.—The Rochester Brewing Company, which had a branch here for a generation, has shipped its horses and equipment back home, having closed its agency, owing to the slackness of business. All of the brewers report great falling off in trade since America entered the world struggle.

AUSTRIA YIELDS TO MAGYAR

Washington, Aug. 17.—Information from Swiss sources transmitted in an official Rome dispatch to-day says the Austrian government, yielding to Magyar pressure, has decided to take the most severe measures in an effort to repress the Jugo-Slav movement.

Dillsburg Youths Arrive Overseas With Regiment

CORPORAL CHARLES GRIMES BENJAMIN KNAUB

Corporal Charles Grimes and Benjamin Knaub, of Dillsburg, have arrived safely overseas, notifications to relatives there say. Grimes was formerly employed in the Pennsylvania railroad yards at Enola and Knaub for seven years was a baker at the Pennsylvania State Hospital, of this city.

FRESH CALL IS MADE FOR RED CROSS NURSES

War Society Wants 1,000 Nurses Every Week For the Next Two Months

"Nurses, nurses more nurses and still more nurses" This is the substance of a fresh appeal from the American Red Cross for nurses for Home Defense and war service. A thousand nurses each week for the next two months is what Surgeon General Gorgas of the United States Army has appealed for. A statement made public to-day relative to the campaign, follows:

"Surgeon General Gorgas of the United States Army has called upon the American Red Cross to enroll, for military service at home and abroad, a thousand nurses a week for the enrollment period. The Red Cross announced to-day that it had set its organization machinery in motion for the purpose of complying with the Surgeon General's request.

"The nurses for military service have been enrolling through the Red Cross since the United States entered the war, at the rate of about one thousand a month. During the recent special effort put forth to obtain nurses, the enrollment increased about threefold. In order to meet the most recent request of the surgeon general, that rate will not only have to be maintained, but increased materially.

The Surgeon General's Call
In view of the great need for a large increase in the number of nurses required for service with the army at home and abroad, I call upon your organization, as the chief nurse-recruiting agency of the army, to employ every possible means to increase the enrollment of nurses for immediate assignment to duty.

With the contemplated increase in the army, both at home and overseas, there must be a proportionate increase in the number of nurses in the service. The army to-day is growing faster than the nurse corps is increasing; and, as the armies overseas enter the frontline trenches in greater numbers, the greater will be the need for nurses in the army nurse corps.

I, therefore, urge upon the American Red Cross, through its agencies, to bring to the attention of the trained nurses of this country the necessity of immediate offer of service, and their enrollment in the army nurse corps.

I hesitate to deal in concrete numbers, but I desire to emphasize the fact that I need to-day a very material increase in the army nurse corps, and desire this increase in the ratio of at least a thousand a week for the next two months."

Miss Delano's Statement
"With reference to this emergency call for nurses, Miss A. Delano, director of the Department of Nursing of the American Red Cross, made the following statement:

"The eight thousand graduate nurses called for by the army, in groups of one thousand per week, are in addition to more than twelve thousand nurses already supplied by the American Red Cross to the United States government for active war service. With complete confidence in the attitude which the fifty thousand graduates nurses, not yet enrolled in the United States, will make to this summons to care for our sick and wounded, I have called upon the Red Cross agencies and all training school superintendents to carry the message quickly to every graduate nurse remaining in their communities. We plan to bring this call personally to each of the nurses not yet in war service and I feel that all who are physically able to render this military service will enroll at once. I know the sterling character of the American trained nurse. Over many years, I have seen her self-sacrificing consecration to duty. She is intelligently patriotic. She is proud to be chosen from millions of women, anxious to care for the sick, as the representative of American womanhood permitted to wear the army and navy uniform in our military establishments.

There will be no need to draft nurses; American nurses would not thus belie the traditions of their profession. In all wars, they have been the prompt volunteers of mercy and the spirit of Florence Nightingale is still alive. I would, however, urge upon each graduate nurse eligible for active service the great necessity for immediate decision and enrollment. The army must have these one thousand nurses a week and I am hopeful that, within a month, the Red Cross will have the entire thousand listed for awaiting orders."

"SELF-SERVE TRUCK AGENCIES IS POSSIBILITY

H. M. Lee Reports a Great Scarcity of Salesmen in the East

H. M. Lee, president of the Duplex Truck Company of Lansing, Mich., who has just returned from a trip through the Atlantic seaboard, has been hit much harder, because of scarcity of labor, than in the central and western states.

"Some of the large automobile distributors in eastern cities told me that their sales organizations have been practically depleted of men," says Mr. Lee. "While there is a great demand for motor vehicles, many of the distributors and dealers are unable to attend to the wants of prospective customers because their sales forces have been disrupted."

"If the condition continues I would not be surprised to see 'self-serve' agencies replacing the sales forces. Manufacturers, contractors and other businessmen must have motor trucks and already many have brought their own drivers to distributing agencies and demonstrated and sold trucks to themselves.

"I was very much impressed from talks with distributors and manufacturers with the fact that motor truck buyers are coming to look into the future of motor trucks. They are demanding trucks that will stand up—that will not require new parts and service during making trips totaling a few hundred miles.

"They want trucks that are built of the highest grade materials—steel of the best quality. The truck manufacturers' own plant. They want trucks that are built as nearly as possible under one roof and not assembled with parts from scores of factories throughout the country. They want a truck that the manufacturer will stand behind—not a truck that is dependent upon dozens of parts manufacturers for service. They realize that the manufacturer who builds his own truck has a big advantage over the assembler. And I believe greatly in truck manufacturers will be forced to build motor trucks, rather than assemble trucks, if they are to stay in the business."

"One large distributor told me that lack of standardization upon the part of the truck manufacturer whose line he sold, would cost him hundreds of dollars throughout the country. He stated that a shipment would include trucks with two or three different kinds of axles. One make of bearing would be used in one front wheel, another make of bearing in the other. Anything was used in assembling the trucks that the manufacturer could secure.

"As a result, this distributor was forced to carry unusually large quantities of extra parts of various makes to assure his customers of prompt service. Then, too, some customer might call up and report a defective bearing or a damaged axle. And unless the customer knew something about motor trucks, it was necessary to send out a service car to first find out what make of part was required. This distributor declared that although he has sold hundreds of trucks this year, the cost of keeping new trucks in service—a cost that could not be charged against the buyer—would be so great that it would leave him no profit on his immense business."

"The claims of love have proved too strong for many of our girl employees," says the statement, "and we are now in urgent need of a large number of operators."

London Apologizes For Bad Telephone Service

London, Aug. 17.—So many girl telephone operators have been married lately that the officials in charge of the telephone service in London have issued a statement to clients apologizing for delays and explaining that all the exchanges are very short-handed.

OWN A DURACAR YOU WILL BENEFIT

5-Passenger Touring Car \$925
3-Passenger Clover-Leaf Roadster \$925
Ensinger Motor Co.
THIRD AND CUMBERLAND STS.
Bell Phone 3515

UNIQUE METHOD IN CAR DELIVERY

Peerless Motor Car Company Makes Study of Drive-Aways

R. J. Schmunck, general sales manager of the Peerless Motor Car Company, has given a great deal of thought and study to the matter of overland shipment of cars during these times of congestion. A happy combination of circumstances permits exceptionally economical handling of trucks and passenger cars for the Peerless Company even to far distant points.

This consists in the delivery of truck chassis and passenger cars in one trip. Company officials state that this has been accomplished during the severest weather at a good average express shipment time and at practically freight cost. This system of delivery was carefully considered by Mr. Schmunck and the passenger cars crated and secured to the truck chassis. By this method of shipment, dealers have been kept supplied with trucks and motor cars all of which have arrived at their destination without hitch or scratch. This system has done its part in aiding in relieving congestion and helping to free the railroads from the great burden thrust upon them by hitherto unknown shipping demand brought about by the needs of war.

In delivering passenger cars overland where trucks are not included in the order, the finish is preserved by protective coating of oil which, when removed at the point of destination leaves the high gloss finish as perfect as when the car left the factory. The working out of these new methods has served a double purpose in keeping the Peerless dealers well supplied with cars and in patriotically aiding in keeping the tracks clear for the needs of war.



For business, for recreation, driving through city traffic or on long trips, there is no car like the CADILLAC for ease of control and solid comfort in riding.

Each owner of a CADILLAC will tell you this is a fact. Dependability in operation and comfort is a big CADILLAC asset. Durability for an indefinite period is an added asset in these war times.

"CRISPEN MOTOR CAR CO.
311-315 S. Cameron St.

Treatment of Prisoners So Good Foes Surrender

Greenburg, Pa., Aug. 17.—In a letter received from Lieutenant Paul Abraham, member of the Westmoreland County Bar, an incident concerning several German prisoners is related.

It seems that on a certain date a captured German made his escape from the command with which Lieutenant Abraham is connected. A few days later the escaped prisoner returned with five of his comrades, who after hearing of the treatment given German prisoners by the Americans decided it was better than straining the Yankee.

STEPHENS SALIENT SIX

PRICE, \$1675
F. O. B. MOLINE
IMMEDIATE DELIVERIES

J. S. Sible, Jr.
THIRD, AT CUMBERLAND ST. BELL 1555W

Rex Garage And Supply Co.

THIRD AND DELAWARE STREETS

IS UNDER NEW MANAGEMENT

Mr. L. L. Shettel and Mr. S. S. Pomeroy announce that they have purchased the entire interest in the above company and that they will continue to operate this garage under an up-to-date plan. Every convenience and facility for the benefit of the customer is installed. Patrons will find that every means will be taken by the management to insure protection for the cars being stored here.

Live and Dead Storage
Repair Work and Complete Overhauling

We are equipped to store your car or repair it or overhaul it, for we have the best-equipped garage and repair shop in the city.

Accessories and Supplies

We Have a Complete Stock of
GOODYEAR AND RACINE CORD TIRES
SERVICE STATION
KING-CHANDLER-JACKSON
OAKLAND-VIM TRUCKS

Rex Garage and Supply Co.

L. L. SHETTEL, MGR.
THIRD AND DELAWARE STREETS

A Truly Remarkable Achievement in the '8-1' CONVERTIBLE TRUCK BODY

On a Reo Speedwagon Chassis

All kinds of farm work is now done with the one machine when you use an "8 in 1" Convertible Truck Body on a Reo Chassis. This body is complete in one outfit and is easily adjusted to the various forms shown in the illustration; changeable in a moment's time by simply adjusting braces and sides. This is indeed a great benefit to the farmer or contractor; for he can haul any kind of material with the one machine. It is a big money-saver as well as time and labor. The reputation of the Reo is solidly established, thereby assuring the purchaser that he is not getting an experiment but an article that has been tried out and proved its worth.

There Is No Other Farm Utility the Equal of This Truck

- 1—THE FLAT RACK-SCOOPBOARD DOWN. This arrangement is adapted to carrying lumber, mator pipes, long poles or similar articles of longer length than the body.
- 2—THE FLAT RACK-SCOOPBOARD UP. A serviceable type of express wagon, adapted to hauling most any material too numerous to mention.
- 3—GRAIN-TIGHT BODY. Adapted to carrying loose grain. It is almost watertight in construction, solidly braced with channel steel.
- 4—HOG RACK. An ideal hog or sheep rack formed by folding the side section over the top.
- 5—FLARED BODY. Designed to carry a bulky load of loose grain, increasing the capacity by use of the flared sides.
- 6—BASKET RACK. The range of usefulness is almost unlimited in this form of the body. Almost anything can be hauled with the body in this form.
- 7—FLARED RACK BODY. This illustration shows the body suitable for hauling light bulky produce and materials. It is exceptionally strong.
- 8—STOCK RACK. The top section is straight up in this body, making a serviceable body for hauling stock.

We Will Be Pleased to Send You Literature or Show You This Machine at Your Convenience

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Duplex 4-Wheel Drive, Hurlburt Trucks Cleveland and Beeman Tractors

Peerless TWO-POWER-RANGE EIGHT

The definition of accumulated knowledge and applied skill acceptably uniting art and mechanical excellence. One of the most beautiful cars—two power ranges that give an entirely new expression to driving satisfaction and riding luxury—less gasoline than many sixes or fours—10,000 to 12,000 tire mileage—price \$2550.

Keystone Motor Car Co.
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Both Phones C. H. BARNER, Mgr.

Front Market Motor Supply Company

109 Market Street