

KILLS SELF BY DRINKING ACID

Howard L. Burkholder Found Lying Dead Across His Bed

After he had drained the contents of a vial of carbolic acid, Howard L. Burkholder, an employe of the Central Iron and Steel Company, was found dead in his room, 187 North Fifteenth street, late yesterday by

Mrs. Mary Rexroth with whom he had been boarding. Burkholder had been dead for some time before he was discovered. No reason for his suicide has been advanced. Mrs. Rexroth said that upon returning to her home from a shopping trip downtown, about 4:30 o'clock yesterday afternoon, one of Burkholder's friends called for him. Upon going to his room to inform him of the friend's presence, she found Burkholder lying across his bed. A physician from the neighborhood pronounced Burkholder dead. Burkholder was 41 years old. A sister, Mrs. Milton Levan, of Allentown, was notified of her brother's death. Last night Burkholder's body was removed to the Wilt undertaking parlors.

LIBERTY MOTOR AND COL. VINCENT

Packard Motor Co.'s Explanation of Recent Report on Aviation

America needed an aviation engine, needed it at the earliest possible moment, and J. G. Vincent, the engineer in charge, cut the entanglements of red tape to get the needed results. That, in brief, is the Packard Motor Company's explanation of the course which resulted in Lt. Col. J. G. Vincent's arraignment in the Hughes report on the aircraft program. It is pointed out that the Packard Company had done aviation engine development work available to the government at the outbreak of the war; J. G. Vincent had been in charge of engineering on that work, and the war need was to get a war engine for the United States air service and get it quickly even at the expense of rules and routine. The statement by Alvan Macauley, Packard president and general manager, follows: "The papers contain extracts from, and comments upon the report of Judge Hughes, following his investigation of the aircraft situation. We are especially concerned regarding what he has to say, and the comment concerning Lt. Col. J. G. Vincent. Judge Hughes' report, I am advised, gives credit for the invention and creation of the Liberty motor to the Packard Motor Car Company and to Colonel Vincent while he was still vice president of this company, in charge of engineering. Shortly after the Liberty motor was created, Mr. Vincent resigned his large salary with this company, to accept the position as chief engineer of the Liberty motor, for the Government, at a salary about one-fifth as large. "The Liberty engine having been created, there was no Government organization to expedite its production. The crying need was for a man capable of cutting the entanglements of Government red tape, created during peace times, and to get results. Preliminary models were ready within about a week, and a complete ready-to-operate Liberty motor was built, by night and day effort, within a month from the time the Packard received instructions from the Government to proceed. "The charge against Mr. Vincent is that the routine of the transaction was not handled in the orthodox Government manner. The splendid results are admitted; the splendid success of the Liberty motor now known to the world. The sole charge is a technical one. Red tape had to be cut and it was severed. The accomplishment of results was put ahead of the technical correctness of the method. It cost both Col. Vincent and the Packard Motor Car Company heavily to develop the Liberty motor, and neither had asked one cent of recompense for that development. The Packard Company's patents and inventions—upon which it had spent several hundred thousand dollars before the declaration of war, were expressly donated to the Government for use during the war, gratis. All of which is a matter of written record. Our opinion is that if there had been more red tape cut at Washington during the early stages of the war preparations, we would have been in shape to win the war even earlier. "Lieutenant Colonel Vincent, being an army officer, is, under the rules of the service, precluded from making any reply, or denial of the charges against him. But the facts are perfectly clear, and as we are not under the restraint upon him we cannot remain silent while even a technical charge is leveled against him."

KEYSTONE MEN ADVANCE ON FOE

[Continued from First Page.]

experiences during a two weeks' battle northwest of Verdun. The letter, dated October 10, is full of thrills and the fire of adventure. It follows: "My Dear Mother: "Now since I have the opportunity I will tell you about the two weeks' battle that we have been in. After our short rest when we came out of flames, we hiked to the front, northwest of Verdun, and one dark night we took over the trenches from the French. Over the Top "The next morning we were to go over the top. The Germans were not aware of the presence of Americans at this point of the line, although they did expect an attack. As we entered the communicating trenches and wound our way toward the front line, past the reserves and support trenches, I saw for the first time how complete everything was. Although the trenches had been there and used since 1915, and were rather weather-beaten, they illustrated to me very clearly all the stories I had read of the trenches, of the shell-proof dugouts, and how much easier trench warfare is than this semi-peaceful kind of a kind of a war we are forcing on the Germans by our aggressiveness. "When we arrived in the front line we put our guns into position. At this time the opened up one of the most furious barrages that I ever heard of. It seemed that all the guns in the A. E. F. were throwing iron rations over the top. The barrage continued all night, but it did not keep me from getting a few winks of sleep shortly before daybreak. The Tanks Proceed "We put over a machine gun barrage, and then followed the infantry over. The tanks had preceded and were in the barbed wire line, ready to pass through. When we reached the Boche front lines, under cover of a smoke screen, we found them deserted. It was here that I saw what the Boche had done. They had dug trenches were caved in, dugouts were closed up, in many instances entombing the occupants. Many Boches were killed by the barrage, and many others were taken prisoners. "When we got to the Boche second line snipers and machine gunners started to play on us. The distance between the second and third line for the night. In the morning we advanced again and took positions at the edge of a woods. The splendid results are admitted; the splendid success of the Liberty motor now known to the world. The sole charge is a technical one. Red tape had to be cut and it was severed. The accomplishment of results was put ahead of the technical correctness of the method. It cost both Col. Vincent and the Packard Motor Car Company heavily to develop the Liberty motor, and neither had asked one cent of recompense for that development. The Packard Company's patents and inventions—upon which it had spent several hundred thousand dollars before the declaration of war, were expressly donated to the Government for use during the war, gratis. All of which is a matter of written record. Our opinion is that if there had been more red tape cut at Washington during the early stages of the war preparations, we would have been in shape to win the war even earlier. "Lieutenant Colonel Vincent, being an army officer, is, under the rules of the service, precluded from making any reply, or denial of the charges against him. But the facts are perfectly clear, and as we are not under the restraint upon him we cannot remain silent while even a technical charge is leveled against him."

REPUBLIC PAYS TRIBUTE TO PRESS

I. W. Dill, Local Manager, Believes in Newspaper Advertising

"I firmly believe that the newspaper, whether it is a metropolitan daily or local daily, is one of the first mediums, if not the first, in value to the national advertiser," says I. W. Dill of the Pen Mar Auto Co., local distributor of Republic Trucks. This opinion, coming from a man intimately acquainted with advertising in its inauguration of an extensive advertising campaign on the 2,000 pound Republic Special, which is being continued to daily newspapers exclusively. "Newspaper advertising, to my way of thinking, is the connecting link between buyer and salesman," continues Mr. Dill. "It is the voice of the product itself. What it says, how it says it, and where it says it moulds the character and reputation the product enjoys in the public mind. "It is no longer necessary for the manufacturer of motor trucks to create a desire for motor equipment. The desire is already there. Every progressive business house realizes the advantage of motorized equipment—it is now only a question of finding the truck best suited to the particular requirements of his business. The prestige of the maker, the reputation of the truck, its economy and ability to stand up and deliver the service day in and day out, year in and year out—those are the things that prospective purchaser is most interested in now. And those are the things our newspaper advertising is driving home, quickly and effectively. "Take this present drive of ours on the Republic Special. At its price of \$1295, we believe it to be the lowest priced real 2,000 pound truck on the market. And by real truck I mean approved truck construction throughout. Not an adapted passenger car—but a truck built by truck specialists in a factory. That makes nothing but a fact. We are sure that if a prospective buyer will inspect this Republic Special its unequalled value will become perfectly obvious. That is where the newspaper comes in. It tells our story, briefly and to the point, illustrates the truck and urges the reader to act promptly while we are able to make immediate delivery and at so low a price."

SOLE POINTS OUT HOOVER AS YANK TO FEED GERMANY

Says Peril in Teuton Country Should Speedily Be Avoided

Berlin, Nov. 16.—In his message to Secretary of State Lansing, Dr. W. S. Solf, after appealing to him to intercede with President Wilson to send peace delegates to The Hague as soon as possible "in order to save the German people from perishing by starvation and anarchy," suggested that Herbert C. Hoover, the American Food Administrator, be assigned to the task of assisting the German people. This section of Dr. Solf's message reads: "American delegates could discuss with the plenipotentiaries of the German people the details of how the magnanimous help of America could save, in time, our fatherland from the worst. Perhaps the matter could be put in the tried hands of Mr. Hoover, who has rendered such great services in Belgium. "The acceptance of the oppressive armistice conditions, the necessity of supplying from scanty provisions the armies that are streaming back from the front, the cessation of navigation in the North Sea and the Baltic by the continuance of the blockade which imperils our provision supply, and the disturbed conditions in the east make the situation in our country daily more unbearable. The peril can be avoided only by the most speedy help."

Germans Told Fleet Needed Only Show Itself

Paris, Nov. 16.—Admiral Sir Rosslyn Wemyss, who was appointed to notify the German envoys of the naval conditions of the armistice, is credited by Figaro with a phrase

which admirably reflects the respective positions of the two fleets. "It is inadmissible," the Germans protested, "that our fleet should be given up without having been beaten." Facing the envoys with his monocle, Admiral Wemyss retorted, "It had only to come out."



Dreadnaughts in the Battle Fleet of Commerce

The Economical Motor Truck

Bethlehem Motor Trucks—Powerful Carriers of Essentials—speedy, sturdy, responsive to every direction of the driver.

Bethlehem Trucks are not merely engines on four wheels—they are designed and built AHEAD of the standard; they are sold on the basis of Economy in Miles per gallon—Ton Miles per gallon—and lasting Stability both in Mileage and road strain.

Get the utmost for your money by buying a Bethlehem—it's as modern as a limousine with its Gray & Davis Starting and Lighting System.

These are War Times when nickels count—Bethlehem trucks as well as serve. Examine a Bethlehem and see why.

1 1/2 Ton Chassis	2 1/2 Ton Chassis	3 1/2 Ton Chassis
\$1965	\$2365	\$3465

F. O. B. Allentown, Pa.

The truck bought today without electric starting and lighting will be out of date tomorrow. We can deliver yours now.

THE OVERLAND-HARRISBURG CO.

212-214 NORTH SECOND STREET

BETHLEHEM

Internal Gear Drive

MOTOR TRUCKS

Dependable Delivery

BETHLEHEM MOTORS CORP. ALLENTOWN, PA.

More German Atrocities

German "Kultur" as exemplified during the past four years by the demons under the "Beast of Berlin," not only on the field of battle or on the high seas, but far behind the lines, was part of a propaganda spread broadcast over the world to further "German selfishness" and a desire to conquer the world geographically and commercially. "Deutschland Uber Alles" contains more truth than poetry.

Those bloodstained fingers, marred with the blood of innocent women and children as well as stretching forth to garner the earth, and, to their minds, the end justified the means. They were going to master the world or murder everybody on it, in order to satisfy their own selfishness.

The armistice, showing that they have been held up temporarily, is but a stepping stone to peace. If they give in now, it will be with the thought that some day they will be able to conquer. But shall they? Will we buy goods they manufacture after the war? Will we give them profits to store away in another war chest to murder future generations? We think not but it is up to you Mr. Buyer.

Willard STORAGE BATTERY SERVICE STATION

Copyright registered, 1918

What's a Battery Expert?

Expert: "One who has special skill, experience or knowledge."

Every Willard expert must have all three when it comes to handling batteries.

Our experience immediately tells us where your battery troubles lie; our knowledge tells you what needs to be done; and our skill insures a workmanlike job.

We're at your service.

We want to tell you about Threaded Rubber, too, and give you a copy of the booklet, "A Mark with a Meaning for You."

Front Market Motor Supply Co.

OPPOSITE THE POLICE STATION
109 MARKET STREET

J. B. McDermott, Pres.

Our Motto: We are the only WILLARD representatives for Perry, Dauphin and Cumberland counties. Any others claiming this connection are frauds, and cannot give you Willard service.

FINED FOR BEATING CHILD

Wilkes-Barre, Pa., Nov. 16.—Wells about the body exhibited in police court yesterday by 7-year-old Helen Baskier caused a fine of \$5 to be assessed upon Joseph Andrews, a blacksmith. Andrews admitted whipping the girl, but said she and other children were annoying him and interfering with his work.

Hot Meals Always

"The next morning we advanced and made our eight miles before we met any resistance. This was in the form of heavy machine gun fire which came from a wooded hill, and this hill was politer with machine gun nests, and it took some hard fighting to dislodge these fellows. We were advancing along a road with our heavy equipment one day, when our mess came up. We had hot meals all through the mixup. But this time the mail came along. I got eight letters and I sure did have an exciting time reading them with a sniper taking shot every time I put my head up too high. We took this hill and the fighting continued through a heavily wooded section of hills and valleys. Everywhere could be seen dead German soldiers, and there was lots of munitions captured, also many field guns. Early in the fight we captured a complete railroad train loaded with ammunition and several engines. The big guns of the six-inch variety, which were too big to get back on the muddy road, were blown up by the Boches. One of the "7s" about three-inch, which were not damaged, were turned around and used against the Boche. In this way some of the immense amount of captured ammunition was used.

Fighting in Mud

"The day before we were relieved we had quite an exciting time. Bullets came as close to me as I ever want them to. I was lying in a shallow ditch in the mud, and they were knocking the dirt into my face, and were coming from all sides. I did not care how muddy it was when those pills began to sing, and when the mud meant shelter. For you know I believe in being careful as well as brave. "The last night we were on the front line with the infantry and snipers were all around us, and we hear them talking. These snipers stay behind when the main body falls back, to harass us and to try to delay us, and they are never taken prisoner when they are captured. It rained throughout the drive, and the mud was a great handicap to us, and probably kept us from doing even better than we did. This was the first time any fighting was done on this part of the line since the early days of the war. Fritz had held these hills since 1915 and had them strongly fortified. He had concrete dugouts, 30 and 50 feet deep. He also had narrow gauge railroads for conveying ammunition and supplies, and he held these positions with Prussian Guards, which are his best troops. "But he did not hold them long after we got started."

EVANGELISTIC SERVICES

The South Enola Church of God will be the scene of a series of inspiring evangelistic meetings opening Sunday evening and continuing each evening except Saturday. The Rev. C. D. Riebel is pastor of the church.

Use McNeil's Pain Exterminator—Ad

FIRE BURNS UP HIS \$2,000

Bethlehem, Pa., Nov. 16.—John Siro, a wealthy Greek, drew \$2,000 out of the bank to consummate a business transaction and took the money home. Early yesterday morning his home at Miller Heights, near this city, took fire in some unknown manner and was completely burned, the money being consumed in the blaze.

COURTESY plus SERVICE

is the motto at the

REX GARAGE

Our aim is to please our customers and to give them the best service obtainable.

GOODYEAR AND RACINE CORD TIRES
STORAGE
REPAIRING
ACCESSORIES
REX GARAGE
THIRD and DELAWARE STS.

Capacity 2,000 lbs.—Price \$1295

F. O. B. Allentown, Michigan

You get the most truck for the least money in this

REPUBLIC SPECIAL

Here's a truck — a real truck and not a makeshift — of 2,000 pounds capacity you can buy NOW for \$1295.

The Republic Special successfully meets the requirements of 90% of all truck users. And it is the lowest priced real truck of its capacity on the market.

Note these few specifications — and then compare them with other trucks of like capacity selling at much higher prices:

- Four-cylinder, 3 1/2"x5" motor of Republic original design, built exclusively for truck requirements.
- Republic armored type radiator and cooling system that prevents overheating on the hard pulls. Built to withstand vibration and road shocks.
- Semi-elliptic springs, alloy steel; heat treated and extra large and strong.
- Torbensen Internal Gear Drive, delivering from 12% to 26% more power than any other type of drive.
- Nickel-steel gears; long lived Chrome-Nickel steel in the steering arms and wheel spindles. Heavy pressed steel channel frame. Irreversible steering gear.
- Strongly built, heavily reinforced Open Express or Stake body, built especially for the Republic Special chassis.

If you want a truck that will prove dependable wherever you put it — here's your opportunity to make a real investment. We can make immediate delivery at the exceptionally low price of \$1295 NOW — but we cannot guarantee this price for any length of time.

Better phone us now to have our representative call with further information.

PEN MAR AUTO CO.

1135 MULBERRY STREET
I. W. DILL, PROP. BOTH PHONES
"A Truck For Every Purpose"