

WOMEN TO CENSOR WINDOW DISPLAYS

Mrs. Wentz's Committee Acts to Prevent Exhibiting of Immodest Lingerie

New York, March 1.—New York's shopping center has been divided into five districts by Mrs. James Griswold Wentz, president of the Woman's Republican Club and acting chairman of the Decent Dress Committee, and a member of the committee will be in charge in each district to watch window displays in an effort to prevent the public exhibition of waistless gowns and gauze-like lingerie.

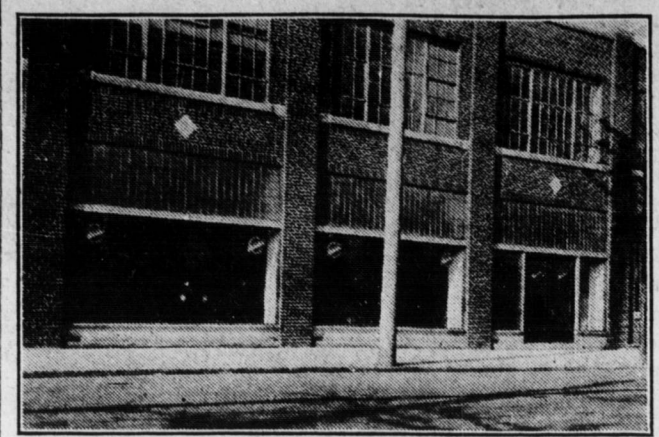
The committee intends to appeal to designers to allow more material above the waistline in evening gowns. "I understand the French gowns, which are coming in, are to

be worse than any we have had yet," said Mrs. Wentz. "but I don't know how they can be."

Mrs. Wentz is also looking forward to the work of the City Federation. "The resolution which was passed at the last meeting of the Federation provided for the appointment of a committee on decent dress by the incoming president," said Mrs. Wentz. "Copies of the resolution protesting against immodest dressing by women will be sent to the different clubs in the Federation to be read to their members. This will mean that 400,000 women will be reached."

"No one with any sense expects women to give up evening dress, but some of the gowns have no sleeves, have only a little band of silk or velvet over the shoulder, and some have nothing at all. It does not make much difference about the sleeves if there is a modest bodice, but some of the gowns have none at all—simply a little band of satin. Some of these are shown in the shop windows. Of course, if women want to wear gowns like that they will do so, but we don't want women of refinement to copy them. Gowns can be made with a little tulle, a little lace, or a little trim-

THE NEW STUDEBAKER AND BROCKWAY SALESROOMS AT THIRD AND REILLY



These new salesrooms were opened last week by M. L. Mumma the local distributor for Studebaker and Brockway Truck. It is located in the new Evangelical Publishing Company Building.

ming on the bodice.

Quotes Mrs. Ellen O'Grady, the Deputy Police Commissioner, say she was horrified at the lack of modesty in young women, and that she could not account for it. I said it was because of the kind of gowns they saw worn. You see them everywhere—at the opera, at balls, at hotels, and at dances of all kinds. It is demoralizing to our young girls, and it will demoralize our young men who are coming home from France.

"I have been into one of the big shops where they were making a window display of chiffon and georgette crepe underwear which is absolutely transparent, and asked if they would not make a change and display something else. They said they were not showing them on human beings. But they are suggestive. There are some women who will buy

them, but I don't know any one who wears anything of the kind. This was one of the big shops of which I have been a patron for a long time. I told them it was the first place I had asked them to do this, and I hoped they would help. I hope I shan't see windows with that kind of a display again."

"Letters have been coming to me from all parts of the country expressing approval of the stand I have taken on matters of dress. One was from Lincoln, Neb., where they are taking legislative action to restrict the extremely low evening dress. One was from Olean, N. Y., and they have written me from Oklahoma. I received a pleasant letter from a girl in Texas saying that her father and mother were in sympathy with my sentiments on the subject. She asked me if I would not design a dress for her to wear. She was a high school girl."

STATE ROADS ARE GOING TO LAST

Commissioner Sadler Talks About What State Intends to Do on Highways

"Venerated roads are not popular with this department. We are going to build roads that will be in use long after we are forgotten," declared Highway Commissioner Lewis S. Sadler in addressing delegations from Central Pennsylvania counties who called on him in regard to construction. E. L. Sanford, chairman of the Missouri highway board, was present when he said it, having come here to see what Pennsylvania was doing. The Missouri official was shown. He was given the plans of the primary system and the details of county co-operation in regard to secondary roads explained.

Commissioner Sadler told several delegations during the day that they should get their counties to help on the secondary roads, remarking that county commissioners who do not run on good roads platforms this year will be behind him and that he had diagnosed a pronounced good roads fever in the State.

"I have seen the symptoms of good roads fever becoming epidemic," said he. "It is spreading rapidly, and while it may not have reached your section rest assured that it will eventually get you."

Merger county people told Commissioner Sadler that the county is considering a bond issue of a million dollars and Clarion county commissioners gave notice that there would be a bond issue of at least \$250,000 and that possibly proposition for a million dollars to get good roads would be presented.

The Mercer delegation asked a route from Greenville to Hartstown to Jamestown instead of through Adamsville.

Huntingdon county visitors were urged to have their county commissioners build a three mile section of road from Petersburg to Alexandria which is not on the primary system and when they were doubtful Mr. Sadler suggested that it would not be good business for county commissioners to campaign except on a good roads basis this fall. The delegation gave assurance of a fifty-fifty agreement. It consisted of J. Elmer Young, W. E. Anderson, Dr. Charles Campbell, H. M. Stricker, Isaac Temple, J. Harvey Scott, H. H. Kell and R. G. Gregory, of Petersburg.

Commissioner Sadler told a delegation from the Juniata and Cumberland valleys that it would not be practicable to make temporary improvements, as the State was going to build roads to last. This committee asked for work on route No. 45 connecting Fort Loudon and Port Royal. The committee consisted of ex-Senator William Hertzler, Port Royal; William Alexander, Blair's Mills; S. Elmer Walker, Fannetsburg; J. J. Patterson, Honey Grove; W. O. Shoemaker, Frank Briney, James Alexander, I. Tice, Dr. S. S. Rodgers, R. O. Dunkle, Joseph Zeigler, Dry Run; O. H. Little, James C. Robertson, Concord;

A. A. Johnson, Clyde Crouse, Spring Run; H. H. Barton, Spruce Hill. The commissioner left for Washington for a conference with Secretary of Agriculture Houston about post road appropriations and highway commissioners of other states, Mr. Sanford accompanying him.

Personal and Social Items of Towns on West Shore

Miss Edna Anderson, of Enola, spent Thursday with her uncle and aunt, Mr. and Mrs. Paul Howry, at Shiremans-town.

Miss Lydia, Witt, of Steelton, was entertained recently by Miss Gladys Bitter at her home at Shiremans-town.

Miss Esther Thornton, of St. John's, is spending some time with the Misses Eshenbaugh at Shiremans-town. Miss Mary Drawbaugh, of Trindle

Spring, spent Monday with her sister, Mrs. N. R. Helges at Shiremans-town. Miss Mary Harman, nurse at the Harrisburg Hospital, spent a day recently with her parents, Mr. and Mrs. David W. Harman, Sr., at Shiremans-town.

Mr. and Mrs. Russell J. Rupp and daughter, Mary Elizabeth Rupp, have returned to their home at Oakville after visiting the former's parents, Mr. and Mrs. Joseph Rupp and family, at Shiremans-town.

Miss Mary Walters, of Shiremans-town, was a Mechanicsburg visitor on Thursday.

Dr. E. W. Toole, of Selinsgrove, was entertained recently at the home of Mr. and Mrs. Israel C. Wertz and Mrs. J. W. Sheets at Shiremans-town.

Mrs. Edward Berry, of Shippensburg, spent the week with her mother, Mrs. C. H. Smith, at New Cumberland.

Mr. and Mrs. Harvey Warner, of Enola, visited Mr. and Mrs. Hilary Mc-

Mullen at Washington Heights Thursday.

Mrs. R. M. Peffer, Mrs. W. O. Ris, Mrs. I. W. Rishel, of Washington Heights, were guests of Mrs. C. C. O. at Enola, on Wednesday.

Conference Report on Water Power Bills Approved By House

Washington, March 1.—A conference report on the long pending water power legislation was approved yesterday by the House by vote of 264 to 65, but it is yet to be voted upon in the Senate.

DR. C. R. PHILLIPS will meet his patients and those of Dr. J. W. Ellenberger for the first time at 922 North Third street from 6:30 to 8:30 p. m. Other hours by appointment.—Adva.

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LEGISLATURE NEWS

STATE EXPENSE LOOMING LARGE

Appropriation Students Finding That the Demands Are Running Very High Now

Bills for increases of salaries of government are appearing in the Legislature in such number and so many demands are now being put into the form of legislation for early presentation that the House appropriations committee will probably put up "a stop order" until a conference can be had with Governor William C. Sproul about the matter. The appropriations committee is making up the list of appropriation bills and the amount asked for salary increases, without counting any advances for teachers of the \$2,000,000 that will be required for the teachers pension fund is growing too fast for comfort.

The State revenue is estimated at \$84,000,000 to \$88,000,000. From this must be taken the highway bills amounting to over \$13,000,000; teachers retirement \$2,000,000; indigent insane \$4,700,000; and a number of items for the interest and sinking fund on the road bond issue. Capitol park improvement, bridges, mothers pension, State Welfare and Defense commission are also over a million and a half of deficits that must be cared for to say nothing of the needs for enlargement of insane hospitals and similar institutions. It is improbable that any deficits in hospitals not controlled by the State will be allowed.

Legislators spent today here going over various bills relative to appropriations and consulting with representatives of departments. The Forestry department is after a substantial increase to make it a paying proposition in the future; the water survey and Education being also seeking more money, while there must be provision for the new National Guard. What was discovered in the way of estimates gave chills to many of the people at the Capitol seeking increases of salaries.

FISHERMEN TO SEEK CHANGES

Want to Be Allowed to Use Outlines—Game Law Changes Discussed

Fishermen thought the State want to amend the fish code of 1917 to permit the use of gigs, outlines and eel baskets. Several bills are already in hand to make changes and they will be discussed at a conference to be held at Pleasant Mount on Monday by Commissioner of Fisheries N. R. Buller and the superintendents of hatcheries and wardens in charge of certain districts. At the same time the work to be done by the Department in the way of construction which was laid aside when the war began and for which the money is still available will be taken up. It is the intention to go ahead and let contracts for the work, the Commission having authorized it and Governor William C. Sproul having given his approval. The construction will be rushed so that the propagation work during the coming season can be extended. The Department had a very successful year in propagation and expects to do more.

The bills in hand would amend the code so that outlines could be used together with gigs and pots. Another bill, coming from Representative E. T. Kinsman would allow German carp, suckers and eels hooks. The Department has not yet indicated what it thinks about these plans and will discuss them. Another drive is on to take the protection off sunfish. Another bill would change the bullfrog law.

The proposed fishermen's license bill in the Senate will be the subject of some criticism and will be the subject of a hearing to be held in about ten days. The department would like to have its own revenue for its purposes, just as the Game Commission and needs it to expand.

Officials of the State Game Commission will ask that the Legislature enact the bill to permit the Commission to handle the payment of bounties for the pelts and scalps of animals and birds that are destructive of game and domestic animals, holding that it will enable payments to be made within a few days instead of six weeks as often happens because of the present requirement that the bounties be paid through the ordinary course of official business with its system of auditing. Now a claim has to be attested by the Commission and sent to the fiscal officers, who have cartloads of claims to handle. No opposition to the proposed change has appeared. The Commission will also ask that the small game season be made November and that the red squirrel be made outlaw and the blackbird made game in August. Penalties these nuisances have brought on their own heads.

Dr. Joseph Kalbfus, secretary of the State Game Commission, is opposed to the Brendle bill to place bounties on the scalps of the sharpshinned, cooper, red tailed, red shouldered, marsh, broad winged, chuck, pigeon, rough legged and goshawk and a variety of owls. "There are twelve varieties of hawks in Pennsylvania and investigation has shown that seven of them are beneficial," says he. "The average man can't see the difference between one and to my mind it would be a mistake to open the way for a general slaughter." Some of the other changes in the bounty law do not meet with much favor, although they are open to discussion.

The Commission has received offers of support for the Bowman bill to permit \$50,000 a year to be spent to buy land for game preserves and it is expected that the auxiliary game preserve bill being prepared for early presentation will have considerable support in the Legislature. These two measures would put the game preserve proposition on a better basis, although the objection to turning back wooded and stocked preserves to owners at the end of twenty years still holds good.

New Constitution of Uruguay in Effect

Washington, March 1.—Dr. Baltazar Brum, inaugurated today president of Uruguay by the Senate and Chamber of Deputies, will be the last chief executive of his country elected by Congress. Today the new constitution of Uruguay goes into effect and it provides for the popular election by direct vote of the people of both the President and the National Council of Administration.

Amleder Superior RADIATOR

Not affected by vibration or shocks and stronger than are generally used. The 1 1/2-ton frame is 6-inch I-beam structural steel, which is strong enough to carry a five-ton load. The two-ton model has the 6 1/2-inch pressed steel frame—a full inch larger than is used on other trucks. Amleder frames will not break or shear, out of square.

Amleder Superior STEERING GEAR

So mounted that the front wheels will never wobble back and forth, as on many other trucks. Steering is much easier and safer, because of special devices used in the steering gear design and mounting.

Amleder Superior DUMPING MECHANISM

Best hydraulic hoist type, power driven. Will dump its load in 30 seconds. Steel bodies furnished with round or square corners at the bottom; flat at the top or straight at the top. In all sizes suitable for all kinds of hauling.

Amleder Superior TAIL GATE

Amleder Tail Gates can be furnished, as they will distribute the load as the truck is driven along, and can be either hinged at the top or bottom or at both places.

Amleder Superior RADIUS RODS

Relieves springs of driving strains. Mounted parallel with rear propeller shaft and ground in such a manner that there is no slipping of the propeller shaft in the universal joint, which is the greatest cause of universal joint trouble. Amleder especially constructed radius rods also hold rear wheels in such perfect line with front wheels that tire wear and gasoline consumption is greatly reduced and motor power multiplied.

THE rugged quality demonstrated by Gould Batteries in service on armored cars is due primarily to Gould Dreadnaught Plates—the original super-hard plates. They are as different from ordinary plates as ordinary steel is from chrome-nickel steel. We can furnish you with a Gould Battery to fit your car. But if your present battery only needs repairs, try our Square-Deal Repair Service for any battery regardless of make. We use Gould Renewal Parts.

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If you have trouble with your lighting system, motor, generator or storage battery call us. We have expert mechanics who can remedy your trouble.

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Watch for the "Exide" Starting Battery
Add in Saturday Evening Post, March 1st

When you equip your car with an "Exide" you are backing up your starting and lighting with a battery developed by thirty-one years of experience in battery building.

We are battery specialists and repair all makes of batteries but when your battery is worn out we advise an "Exide" because we know its superior qualities.

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Eleventh and Mulberry Sts.

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Mac's Garage, Inc., will from now on be under the immediate management of Messrs. Harry M. and John Cohen, and it will be their main desire to place the service to Ford car owners on as high a plane as it is possible to attain. No effort will be spared, nor the slightest detail overlooked to make Mac's Garage, Inc., synonymous with the fullest interpretation of the meaning of the word "Service."

Expert Service For Fords

Ford repairing like most anything else needs expert mechanics and expert supervision in order to make a complete satisfactory job. Need we tell you that our service is supervised by experts? If you are not already acquainted with that fact let us say that L. V. Pritchard, an expert mechanic on Ford repairing, is in charge of our shop. That means that OUR SERVICE IS EXPERT INDEED. WE CARRY A COMPLETE LINE OF PARTS FOR FORDS. So if you want a real job of repairing on your FORD—BRING IT HERE. We will tell you exactly what it will cost before we tackle the job.

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We make a specialty of buying and selling used Ford Cars. Our facilities here enable us to overhaul them and place them in first class condition. We replace any parts that are needed, repaint them and when we offer you a used Ford you can rest assured that it is as good as a new one, but at a price that is much less than regular list prices. At the present time we have touring cars, roadster, coupelets and some cars with special made bodies that are real bargains. Better look them over if you are thinking of buying a car.

Truxton Units
The delivery problem, the hauling problem, the trucking question—every one is causing real worry these days, from more than one standpoint but usually the amount of money involved in an original purchase. The TRUXTON UNIT is designed to be adapted to any kind of passenger car chassis, converting it into a shaft-driven internal gear truck at the very minimum cost. It makes one of a most substantial jobs, giving economic service and a small fraction of operating cost. If you are worried about your hauling problems, investigate the TRUXTON UNIT.

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Amleder wheels have a larger number of spokes, and each spoke is a square inch greater in its bearing surface at the felloe and in the hub. In fastening the brake drum to the rear wheel there is a Sprocket, individual circle of holes. To give the wheel parts still greater toughness, only best quality of second-growth hickory is used, thoroughly seasoned and especially treated with linseed.

Amleder Superior FRAME
Amleder frames are larger and stronger than are generally used. The 1 1/2-ton frame is 6-inch I-beam structural steel, which is strong enough to carry a five-ton load. The two-ton model has the 6 1/2-inch pressed steel frame—a full inch larger than is used on other trucks. Amleder frames will not break or shear, out of square.

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Best hydraulic hoist type, power driven. Will dump its load in 30 seconds. Steel bodies furnished with round or square corners at the bottom; flat at the top or straight at the top. In all sizes suitable for all kinds of hauling.

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Amleder Timken Full bearing, with Timken one-piece, housing and Timken bearings throughout. Weight carried on housing and not on axle shaft. Great accessibility.

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Guaranteed to be replaced if they break or remain defective. Each leaf made of vanadium steel triple heat treated, full floating, with no spring shackles or bolts; automatically adjusted to light or heavy load, twelve oiled rollers in fit axle and counter of springs; pads loaded air and water tight; never run taken by springs. Amleder patented spring construction, reduces wear on tires and gives considerable additional tire mileage.

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