

### ATE HIGHWAY DEPARTMENT NOW WELL ORGANIZED

#### Commission Retains Men of Experience to Have Charge of Extensive New Program

Appointment of George H. Biles to be Assistant Highway Commissioner and other officers in the States Highway Department under the reorganization act has been followed by an announcement of Howard W. Fry, of Lancaster, to be secretary, and M. H. James, of Harrisburg, to be chief of the Bureau of Information.

Governor William C. Sproul's appointment of Mr. Biles is a recognition of his services during the war when in addition to being in charge of all maintenance he was acting chief engineer and directed construction work.

The system of organization and operation of the Division of Maintenance created by United States government officials, the Russian Commission, and other authorities as the most comprehensive in existence.

Before coming to the State Highway Department in 1915, when he was appointed chief draftsman, Mr. Biles saw extensive service as an engineer in the Department of Public Works in Philadelphia where, in 1904, he qualified for principal assistant engineer. He had been with the State Highway Department less than a year when from chief draftsman he became division engineer in charge of the central and a portion of the eastern counties of the State, taking up the early experiments on bituminous road materials. He designed and constructed the famous "Lewistown Narrows" model road, the first built under the Sproul highway act. He also designed and built the river drive out of Harrisburg. He was appointed assistant to the chief engineer December 1, 1912, and in 1913 was put in direct charge of all maintenance.

#### Col. Uhier Just Home

Colonel William D. Uhier, who recently returned from army service, is conceded to be one of the best road engineers in the United States. He was appointed chief engineer of the Pennsylvania State Highway Department April 7, 1915.

Mr. Uhier secured a leave of absence from the Highway Department early in 1916, and was named major in the motor transport corps. Very shortly afterward he was promoted to be a lieutenant colonel and as such, had charge of the motor transport division. He also represented the War Department of the United States Highways Council, and acted as assistant to Major General George Gortals on all highway matters.

Colonel Uhier returned to the Highway Department shortly before the beginning of the present year.

Colonel Uhier is a native of Nazareth, Pa. He was with the engineering department of the Lehigh Valley Railroad from 1890 to 1895, and later was with the Queen Anne Railroad for eight years in various capacities, from assistant engineer to general manager and chief engineer. In 1908, after four years as chief engineer in charge of maintenance, he was put in charge of surveys and plans for the Maryland State Roads Commission, and later in charge of maintenance. In 1912 he resigned to become principal assistant engineer of the Philadelphia Bureau of Highways. He was appointed chief engineer of the State Highway Department by Governor Brumbaugh.

Under the administration of Governor Sproul, it is planned to create a bureau which will be of service to the hundreds of townships of Pennsylvania. The bill signed several days ago by Governor Sproul, providing for the reorganization of the Highway Department, creates the position of township commissioner. Commissioner Sadler has named Joseph W. Hunter as the township commissioner.

#### Hunter Widely Known

Mr. Hunter is widely known throughout Pennsylvania. Since 1890 he has been actively engaged in his profession of civil engineering and surveying, turning his attention directly to the improvement of highway roads. He was appointed State Highway Commissioner by Governor Samuel W. Pennypacker June 25, 1903, and was reappointed by Governor Edwin S. Stuart in 1907. In 1911 he was named First Deputy State Highway Commissioner by Governor John K. Tener, and this position he held until 1912, when he was named township commissioner.

The new secretary of the State Highway Department, Howard W. Fry, was chief clerk of the department since his appointment, September 1, 1914. He is well known to many hundreds of people throughout the State. For twelve years prior to his connection with the State Highway Department he was a clerk in the office of the Secretary of the Commonwealth.

Mr. Fry is a member of the Lancaster City Council, representing the Fifth ward. Before coming to Harrisburg in 1902 he had an extensive legal training.

M. H. James, chief of the Bureau of Information, came to Harrisburg three years ago as secretary of the William Penn Highway Association. He was in charge of the successful 1918 campaign on behalf of the \$50,000,000 bond issue.

#### Wars of a Century Has Kept World Busy With Bloody Work of Killing

There have been fifty-one important wars in one hundred and six years—one every two years. A list of them was recorded recently in the Congressional Record as follows:

Napoleonic Wars, (1792-1815).  
Revolt of Spanish colonies, (1810-1819).  
Revolution in Naples against their ruler, King Ferdinand, (1821).  
Insurrection in Piedmont against Austrian rule, (1821).  
Revolution in Spain against King Ferdinand VII., (1822-1823).  
Revolt of the Greeks against Turkish rule, (1821-1827), known as the War of Greek Independence.  
War between England, Russia, and France, as allied against Turkey for the independence of Greece, (1827).  
War between Russia and Turkey, (1828-1829).  
Revolution in France against Charles X, followed by the establishment of the Orleans dynasty, (1830).  
Revolt in Belgium against the union with Holland—ending in independence of Belgium, (1830).  
Insurrection in Warsaw—revolt in Poland against Russia, (1830-1831).  
Insurrection in the Papal States, (1831).  
Civil war in Portugal, (1828-1833).  
Civil war in Spain, (1833-1839).  
War between Egypt and Turkey, (1832-1833).  
War between Egypt and Turkey,

(1829-1840).  
War between Turkey, aided by Russia, England, Austria, and Prussia and Egypt, (1840-1841).  
Revolution in France and the proclamation of the Republic, (1848).  
Revolution in Vienna, (1848).  
Revolution in Hungary—practical independence of Hungary, (1848).  
Revolution in Bohemia against Austrian rule, (1848).  
Insurrection in Venice against Austrian domination, (1848).  
War between Austria and Piedmont, (1848-1849).  
Revolution in Berlin, (1848).  
War between Denmark and the German Federation, (1848).  
War between Austria and Hungary, (1849).  
War between Denmark and Prussia, (1849).  
Crimean War—England, France, Turkey, and Piedmont against Russia, (1854-1856).  
War between France and Piedmont allied against Austria, (1859).  
War between Piedmont (really represented by Garibaldi) and Naples, (1860).  
Revolution in Poland against Russia, (1863).  
War between Prussia and Austria allied against Denmark, relative to Schleswig-Holstein, (1864).  
Seven Weeks' War, (1866).  
Franco-Prussian War, (1870-1871).  
Ashantee War, (1873-1874).  
Serbian-Turkish War, (1876).  
Russo-Turkish War, (1877-1878).  
Afghanistan War of 1879.  
Zulu War of 1879.  
Egyptian War, (1882).  
Serbo-Bulgarian War, (1885).  
China-Japanese War, 1894-1895).

### WHICH IS HEAVIER, A BODY OF LEAD OR A BODY OF SILVER

"Will you please let us know which is heavier, a body of lead or a body of silver, when they are both of the same dimensions?"—Readers.

The lead is heavier in the ratio (roughly) of 11 to 10. A cubic foot of silver weighs about 655 pounds and a cubic foot of lead about 710 pounds.

A cubic foot of gold weighs about 1201 pounds while the same amount of aluminum weighs only a trifle over 160 pounds. There are two well-known metals which are heavier than gold, viz., platinum, which weighs 1347 pounds per cubic foot, and iridium, whose weight per cubic foot is 1396 pounds.

The weight of pure iron varies considerably according to its state. If it is cast iron the weight is 450 pounds per cubic foot, and if wrought iron 480 pounds. Mercury weighs 845 pounds per cubic foot, and differs from all other metals by being liquid at ordinary temperatures. The lightest metal is magnesium, weighing only 199 pounds per cubic foot, which is nearly the same as the weight of ordinary brick.

I have added these figures about other metals than lead and silver because the property of density is a very instructive thing to think about. For instance, if one metal is denser than another a cubic foot or a cubic inch of it weighs more than a cubic foot or a cubic inch of the other, and consequently one might suppose that in the heavier and denser of the two substances the molecules would be held more rigidly together than in the lighter one. But this does not follow, for note that mercury, which is a liquid and whose molecules therefore are free to move readily about among one another, weighs almost twice as much as solid iron, so that an iron ball would no more sink in mercury than a cork ball would in water.

It is evident, then, that the relative weight or density of different substances does not depend upon their solidity, but upon the intrinsic heaviness of their ultimate particles or molecules and the number of these included in a given space.

A rolling wave of mercury would strike with double the momentum of the same quantity of solid iron moving with the same velocity, and with fourteen times that of a wave of water. It would knock a man down like a shot. Although the molecules of mercury are specifically heavier than those of iron, yet their grip upon one another is so far loosened by any degree of heat exceeding 33 degrees below zero that they slide over one another without friction, and press in every direction like the molecules of water. But reduce the temperature far enough and

the liquid mercury becomes a solid. The ancients never saw it solid, and so never suspected that it was a metal. If you can squeeze a substance into a smaller space you increase its density. It might be thought that while solids most evidently be but slightly compressible, liquids would be easily compressed. The opinion seems widely to prevail that water must suffer much compression at great depths in the sea, and that is the source of the popular fallacy about sunken ships floating at certain depths below the surface.

But the fact is that liquids are almost as resistant to compression as solids, and more so than some solids. It is practically almost impossible to increase the density of water by squeezing it in a confined space. Careful experiments have proved that the compressibility of water amounts to only one fifty-millionth of its original volume for an increase of pressure of one atmosphere, i. e., 15 pounds per square inch.

At the depth of a mile the pressure of the water upon itself would increase its density so slightly that only about eight ounces would be added to the weight of a cubic foot of it, the normal weight of the latter being 62 or 63 pounds. This shows the reason why a body like a ship which has once sunk below the surface will keep on sinking until it reaches the bottom. There will not be a sufficient change in the ratio of density to alter the result. But it would be different if water were highly compressible. Then sunken ships would hang and swing with pendulous motion between the spray and the ooze.

Another example of the lack of connection between density and rigidity is iron or steel. Lead is specifically nearly furnished by lead when compared with 50 per cent heavier than steel, yet if

you throw a chunk of lead against a wall it will be more or less flattened, while a piece of steel will dent the wall but remain unchanged in form itself. But go in the other direction the metals specifically, with lead, and now you find the greater density corresponds with the greater rigidity, iron being hard and brittle.

It may be interesting to add the weights per cubic foot of a few other common metals, as follows: Copper 552, nickel 540, zinc 436, tin 458. Various woods range from 69 for live oak down to 28 for white pine. This shows that live oak must sink, being five or six pounds per cubic foot heavier than water.

### Upper End Teachers to Hold Fifth Institute

School teachers in the upper Dauphin district will attend the fifth annual institute to be held tomorrow in the High School building at Millersburg. In the morning three section meetings will be held, Ira Mummert presiding at the high and grammar school session, Isaac App at the intermediate and primary session and County Superintendent F. E. Shambaugh at the rural school session. Round table topics have been listed for discussion.

At the afternoon meeting Prof. H. H. Baisch, secretary of the State Teachers' Retirement Board, will speak on the retirement plan; Dr. J. George Becht, secretary of the State Board of Education, on "After-War Conditions in Europe;" and Dr. Charles Gordinier, principal of the Millersville State Normal School,

will make an address. Music will be furnished by a double quartet and an orchestra composed of Millersburg High School pupils.

The districts included are: Berksburg, Elizabethville, Gratz, Halifax, Lykens, Millersburg, Uniontown and Williamstown boroughs, Halifax, Jackson, Jefferson, Lykens, Millifin, Reed, Rush, Upper Paxton, Washington, Wayne, Wiconisco and Williams townships.

### P. O. S. OF A ROOMS

Manchester, Pa., March 21.—W. C. No. 42 initiated a class of twenty candidates on Thursday night. The degree team of Springetts lodge conferred the degrees in ceremonial form and did the work in a creditable manner. The aggregate membership of Camp 42 is at present 370 and an effort is being made to pass the 400 mark before the period of rendering the semi-annual report, June 30.

### Quinine That Does Not Affect Head

Because of its tonic and laxative effect, LAXATIVE BROMO QUININE (Tablets) can be taken by anyone without causing nervousness or ringing in the head. There is only one "Bromo Quinine." E. W. GROVE'S signature on the box. 30c.



—We start today by saying that all clothing stores sell clothing at about the same prices, say \$25, \$35, \$40, and so on. But we will qualify that by saying that no other clothing store gives as fine tailoring and quality of fabric as you will find in a Schleisner suit.

—Any manufacturer can buy cloth, every clothing manufacturer can make some sort of suit, but we have come to the conclusion through years of study and comparison that the manufacturers who make Schleisner's suits for men put more real art and intelligence into their work than do any manufacturers in the business.

—Our manufacturers' aim is to produce clothing which will be faultless in fit and tailor work.

—There are things about a suit that are important but not visible. Many manufacturers slight the invisible parts of a suit.

—Our manufacturers give infinite care to the invisible parts the same as they do the parts that you see.

—The result of this high grade work is seen in the Schleisner suit the moment you put it on.

—A Schleisner suit gives a man that made-to-his-own-measure appearance without the extravagance of small custom tailor work.

# Shell's Schleisner Stores

28-30-32 North Third Street

SELECTING a Schleisner garment is quite a different matter from simply purchasing new apparel. The feeling of perfect satisfaction with the fashions, materials, tailoring and fit of our garments lends itself to our patrons the moment they begin to inspect our lines. This is due chiefly to the fact that each Schleisner garment is a gem in ready-to-wear apparel. From the first to the last garment each is a masterpiece of the designer's art. A woman admires one of our garments as much as the others. Hence, selecting for oneself is but a matter of choosing the type suited to one's individual requirements, plus the assurance that the choice will be correct from any angle of view.

### New Smart Skirts For Sport And Dress

A bit of valuable news comes to every woman and miss at this writing

## Many New Spring Suits Have Arrived

And will be displayed Saturday for the first time

Very unusual models in Sport Skirts featured in stripes and plaids of striking tones and pattern, swagger of line and exceptionally fine in tailoring. Plain navy and back skirts for dress wear in fashionable modes, distinctive and particularly high class.

### NAVY is the shade most conspicuous in the color range. Navy is more in vogue than any other shade. And there is every reason to favor navy. It is smart, dressy and practical, apropos in any company and on any occasion. It can be improved upon in but one way—and that is by the design, quality and tailoring of a Schleisner mode. That fact, though, is self evident. There is, however, a call for other shades—and in cases grays, tans, mixtures, purple and walnut colors are in great favor. We have all the modes shades.

The fashionable materials are represented

### Juniors' and Flappers' Suits and Capes \$25.00 to \$55.00

Note—Our individual tailor service assures perfection of fit.

### New Summer Furs In Fox And Stone Marten

No accessory enhances the beauty and fascination of the new Spring Suits and dresses as do the Summer furs. And furs are practical as well as beautiful. The vogue is increasing. Our selection meets the fashion mark set by the critical judges of the style trend.

### \$37.50 to \$75

### Three New Models in Spring Blouses

Selected for their unusual modishness as well as for their quaint color effect

<h4>New Blouse</h4> <p>\$29.75</p> <p>Bisque georgette, copper embroidered, new tabliere, flowing bishop sleeves.</p>	<h4>New Blouse</h4> <p>\$12.75</p> <p>Tea rose georgette, cut steel and jet bead trimmed, ceil collar.</p>	<h4>New Blouse</h4> <p>\$2.75</p> <p>Plaid voile tailored model with pique collar and cuffs. Rose green and Copen.</p>
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### The New Large Gage Sailors \$5

Fascinating models in extremely wide drooping brims--- pineapple and milan braids.

These new Gage sailors are the "something different" for Spring and will certainly make a strong appeal to smart dressers seeking fashionable ready-to-wear hats that are inexpensive.

### Many New Trimmed Hats Ready at \$7.95 to \$25

Distinction in shape and trimming, particularly noting the "Wateau" and "Mitzi" models which have caught the spirit of the style tendency in a most exceptional manner.

### Complete Line of Kayser's Silk HOSIERY

—pure thread silk of the exceptional quality for which this make is known. In black, white and all the leading shades.

\$1.95 to \$2.75

### The New Printed Georgette Dresses

\$45.00 to \$65.00

The latest note in Spring frocks. They interpret the French mode to a high degree. A special assortment now ready.

### Distinguished Modes in Capes and Dolmans

\$25.00 to \$95.00

These garments of grace and dignity in the approved materials and colors are the fetching modes current.

### Special Group of Batiste and Voile GOWNS

—white batiste with V and round neck; pink voile with square neck. A very exceptional offer for Saturday at

\$1.00

### New Spring Suits and Top Coats

\$30 to \$60



28-30-32 N. Third St.

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