

MORE WOMEN NEEDED BY "Y"

Armistice Did Not Put an End to Their War Work

New York, March 22.—All the war heroines were not in France and neither did November 11 mark the end of the war work of women. For that life of sacrifice, fun, hard work and good times that is the lot of a Y. M. C. A. girl wherever she goes, is still to be had, and on both sides of the water. The war may be through but the "Y" isn't, and girls more than ever are taking an important place in the affairs of the Red Triangles.

"Y" secretaries of the feminine gender are being recruited and assigned to duty as fast as the choice of applicants can be made. But since there is an apparent shortage of girls, enrollment cannot be fast enough to meet the needs of the camps.

War Won by American Spirit, Says Ansell

Gen. S. T. Ansell, speaking before members of the Washington Society of Engineers at the Cosmos Club, declared that the decisive battle of the war was the first engagement at Chateau Thierry when two divisions of Americans held back the enemy and the American spirit rallied the entire allied line from the North sea to Switzerland.

"It was not the war machine and numbers that won," said Gen. Ansell, "but the spirit of the Americans, which was the most aggressive, the most exciting and the most spiritual thing of the whole war. At Chateau Thierry two American divisions stood their ground, never intending to go backward, and they never did go back. It was their spirit that won and took by surprise the Germans, who knew they had encountered a spirit which had not been counted upon."

"That spirit ran up and down not only the British army and the French army, but the entire allied lines from the North sea to Switzerland. The American army had something about it that was palpable—you could see it—it was thrilling. It seemed impossible for an American to be a coward with such spirit, which was not that of bravado, but serious. Their Americanism took them to the battle line and held in check a superior force of the best professional troops of Germany and overcame them."

"Our Army in France achieved results that were thought impossible for any army so raised. England did not think it could have been done so soon and Germany did not think it possible. Our Army was neither the largest there nor was it the best equipped, for what we most brangas, about—equipment, etc.—broke down. However, we exceeded in morale. What made this peculiar Army, made up of different classes from civilian life, was the spirit that it took to Europe."

Gen. Ansell declared that the war was one in which the contest was between human beings and that the best human being won, and not the best equipped. He said that the spirit dominating the people on the battlefield was involved in the struggle. Since the human element plays a greater part in warfare than mere mechanics, Gen. Ansell said that more attention should be paid by the government to development of this spirit, not only at West Point, but also in the United States Army.

WOUNDED MEN PREDOMINATE

590 Names on Army Casualty List; 69 Marines Are Mentioned

Washington, March 22.—Wounded men make up a large percentage of the total number contained on the four casualty lists issued by the War Department today. The lists total 590 names, of which 69 are mentioned on a Marine Corps list. The army casualties are summarized as follows:

Died from accident and other causes 53
Missing in action 7
Died of Disease 99
Wounded (degree undetermined) 382
Wounded slightly 58

Total 590
Pennsylvanians mentioned are:

DIED FROM ACCIDENT AND OTHER CAUSES
Privates
William H. Haag, Reading.
Herbert C. Heiser, Hazleton.
Charles T. Kelejian, Philadelphia.

DIED OF DISEASE
Privates
Raymond Bartlett, Montgomery.
Wilbur Gill, Throop.

KILLED IN ACTION
Privates
Herbert T. Burke, Philadelphia.
Jacob Johnson, Philadelphia.
Win. Neumann, Jr., Philadelphia.
James F. O'Donnell, Philadelphia.
Martin A. O'Malley, Duryea.

DIED OF DISEASE
Privates
Otha Syllas Kelnr, Westover.
Kenneth I. Newman, Pittsburgh.

PRESENT FOR DUTY, PREVIOUSLY REPORTED MISSING
Private
Patrick Foster, Pittsburgh.

WOUNDED (DEGREE UNDETERMINED)
Sergeant
John R. Firth, McKeesport.

WOUNDED SLIGHTLY
Privates
Clark M. Snyder, Philadelphia.
Edward R. Snyder, Johnstown.
John Stenach, Catawissa.
Frank Tyson, Burgettstown.
Omar Robert Unangst, Coatesville.
Domenico Vagni, Clear Ridge.
Charles H. Vall, Wyomissing.
John O'Brien, Philadelphia.
Clarence Clifford Reader, Swissvale.

James D. Reagan, Brownsville.
William E. Richardson, Punxsutawney.

Anthony J. Rose, Pottsville.
Edward J. Ryan, Philadelphia.
Julius F. Seebach, Hollidaysburg.
Louis Sereno, Clon Heights.
Antonio Sgro, Homer City.
Wilbert H. Shade, Flemington.
Lewis R. Shafer, Rochester.
Joseph G. Lukens, Reading.
George Arthur Lytle, Erie.
Robert McCullough, Wall.
Charles J. McCullough, Philadelphia.

William J. McDermott, Philadelphia.
William J. McQuaid, Philadelphia.
Louis Masotti, Midland.
Dwight Moran, Glassport.
Clarence M. Moyer, Lock Haven.
Harry E. Murphy, Pittsburgh.
John Bradford Eichel, Philadelphia.
Arthur James Edmunds, Scranton.
Adelbert Eidens, Erie.
Frederick A. Lesnett, Bridgeville.

WOUNDED (DEGREE UNDETERMINED)
Privates
Douglas B. Chapman, Newberry.

WOUNDED SLIGHTLY
Lieutenants
Lewis E. Casper, Philadelphia.
Lee Turner, Wilkes-Barre.

Corporals
Ernest W. Bertsch, Philadelphia.
Paul J. Moran, Downingtown.
Francis M. Smathers, Indiana.
Fred Snyder, Dinghams Ferry.

Wagoner
Andrew Pierce Shaffer, New Salem.

Mechanic
Edward B. Smith, Philadelphia.

Privates
Edward A. Bair, Lancaster.
Edward D. Barton, Philadelphia.
John Bartosh, Berwin.
Edward J. Bastyr, Pittsburgh.
Edward J. Davey, Sharpville.

GENERAL USE FOUND FOR BIG TRACTORS

[Continued from First Page.]
vate his land in 2-3 of the time it took with a horse."

Perhaps these garden tractors will get more attention than the trucks it was predicted at the Show today. It is the general opinion, so many severe tests having been made, that they will rapidly replace hand cultivating, horse cultivating and all the small power work done about a house and farm. A feature for its success is that it will cultivate any crop, onions, carrots and all other vegetables grown in narrow rows, or it goes in between the rows, cultivating corn, potatoes, peas, beans, tobacco, cotton, berries, etc., it travels between the rows.

The operator of one of these garden tractors walks behind and steers, holding the handles as he would a plow. The clutch is on the steering handle and the throttle on the other, and each is operated without taking the hand off the steering handle. The thumb and forefinger of the right hand work the throttle—the little finger of the left hand will release the clutch. This becomes second nature after the first two or three trials, enabling the operator to devote all his attention to the steering. A slight lift of the steering handle will swing the cultivator teeth to one side, giving absolute control so that a crooked row can be cultivated as close as a straight one. The operator has a clear view of the row, between the steering handles. The greenest man, or a boy can do a perfect job of cultivating, regardless of soil conditions.

The tractor manufacturers find their surest advertisement in letters from purchasers, of which thousands now pour in, such as this one to a well known manufacturer:

"Gentlemen:
"After being in the business of growing vegetables for the markets of St. Paul and Minneapolis for thirty-four years, we have found an implement which was what we needed, but not to be had until now."

"That machine is your tractor. Any kind of machine or wheel which will do fairly good work when the ground is loose, but after heavy rains followed by hot weather, it is impossible to break up the crust properly with any hand machine, and as the rows of onions and root crops are too close together for a horse to be used, the gardener or true farmer was up against it and had to put up with a hand machine and a job half done and an inferior crop was the result."

"In 1915, when your tractor was brought out to our place, and when it was still in the experimental stage it did better work than anything ever tried in our field, because it had the power of a tractor, but it was not a tractor at that time, but you would not sell to any one then you said, as the ma-

Kaiser Pours Wine on General as "Joke"

London, (Correspondence of the Associated Press.)—The imperial manners of former Kaiser Wilhelm, an example of his royal jokes and the stolid servility with which his officers endured them in pre-war times, was disclosed recently in an article by Johannes Fischart in the German publication Weltbuehne.

In July, 1901, relates Fischart, the Emperor was on board the cruiser Nympha to watch the yacht races of the Kiel regatta. In one of the intervals he went into the captain's deck before him by Admiral von Tirpitz. The Kaiser remarked to another admiral standing near: "Tirpitz is a bore with his documents; I should prefer a glass of champagne."

"At your service, Majesty," replied the other admiral, who rushed headlong to bring a glass of champagne. Wilhelm drank half the wine, then went on the bridge, beneath which were General von Hahnke and the officers of his brilliant suit. "Hahnke," shouted the Emperor, "you would like some champagne, too," and as the general turned his face upward to reply, Wilhelm poured the remainder of his own glass over General Hahnke. "Majesty is too gracious," was General Hahnke's manly retort to this insult, while the remaining officers of the imperial suite roared with laughter at the imperial joke.

Wilhelm returned to the deck cabin and demanded something to eat. The admiral rushed to fetch caviar sandwiches. Taking one of these, Wilhelm removed the butter and caviar with his forefinger, which he then licked clean, and emerging once more upon the bridge, shouted: "Hahnke, you would like some caviar sandwiches, I am sure."

As General Hahnke looked up to murmur his thanks, Wilhelm threw the remnant of bread in his face. Again General Hahnke, with a courtly bow, replied: "Majesty is too gracious."

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Their record has been built up, not on promises and claims but on performance—on an ability to meet maximum hauling requirements with a minimum cost for upkeep and repair.
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There are six models of Kelly-Springfield trucks—1½ to 6 tons. Perhaps our experience and intensive study of hauling problems in this territory can be valuable to you in determining what model and body is best for your requirements.
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Distributors For Dauphin, Cumberland, Lebanon, Lancaster, York, Adams, Franklin.
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At the Truck and Tractor Show March 24-25-26
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Mechanicsburg Branch 52 W. Main St. C. Guy Myers, Mgr.
Lebanon Branch 126 N. 9th St. H. H. Harkins, Mgr.

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INTERNAL GEAR DRIVEN
The War is over—The Big Republic Factory at Alma, Michigan, no longer has the air of a military camp. The entire force of trained mechanics are again building Republic Trucks on a peace basis. And they are building into every Republic Truck that vast experience gained through work for the Government.
The new Republic models offer all the advantages of the 4-wheel drive truck—yet a much lower operating cost. The Republic transmission and differential are responsible for this great achievement. Through these special devices both wheels are driving units on every Republic Truck. When one wheel is stalled in snow or mud the other looses none of its traction but is able to draw the truck out of its predicament. Every ounce of engine power is transmitted direct to the wheels and at the minimum cost.
Every Republic Truck has the Internal Gear drive, which delivers twelve to twenty-six per cent. more of the motor power to the wheels than any other form of drive.
These advantages coupled with the fact that the Republic comes in seven models from 3-4 ton to 5-ton capacity—any special body design adaptable to the chassis—mean that the Republic Truck will not only be a money saver but a money maker in YOUR business.
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(D-E Worm-Drive)
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