

## Trucksville

For the benefit of the public the following is the schedule of mail leaving and arriving at Trucksville post-office: 7:30 a. m. mail arrives and leaves the local office at 7:20 a. m.; mail leaves the local office at 2:30 p. m., arriving in W.-B. at 3:00 and leaves for all points East, West, North and South. Mail arrives at the local office at 3:30 p. m. and leaves the office at 8:30 p. m. This gives two incoming mails and three outgoing mails.

Miss Marion Oliver entertained at a farewell party Tuesday evening at her home in honor of Miss Mabel Mahoney, who left Wednesday for Brooklyn, where she entered the nurses training class at Brooklyn Hospital. Those present were: Mabel Mahoney, Blanche Atherholt, Bertha Sutliff, Mildred Johnson, Ruth Chapman, Stella Weidner, Irma Weidner, Marion Oliver, Charlotte Lewis, Doris Chapman, Robert Streader, Donald Nelson, Philip Reynolds, Samuel Reese, Nelson Woolbert, Kenneth Woolbert and Charles Rapson.

Annual day prayer service was held last evening at 7:30 o'clock at the M. E. Church. Pictures were shown in connection with the service and a

collection was taken. Study class and mid-week prayer service was held at the M. E. parsonage Thursday evening at 7:30.

Mr. and Mrs. Edward Hosey of Wilkes-Barre were local callers on Sunday.

Mrs. T. R. Evans spent the weekend at West Chester Normal where her daughter, Beryl is enrolled as a student.

Mr. and Mrs. Z. R. Howell and family spent Sunday at Noxen.

Miss Margaret Anstett, student at Bloomsburg Normal, spent the weekend at her home.

H. E. Owens is building an addition to his home at West Trucksville.

Miss Ruth Dean, who was removed to the General Hospital from a relapse of grippe, is improving at this writing.

Miss Florence Anstett spent Sunday with Mr. and Mrs. Eugene Tully at Wilkes-Barre.

The Talent party under the auspices of the Missionary Societies was held at the home of Mrs. J. Earl Newhart Tuesday evening.

Mrs. James Baker, of Carverton,

spent several days of the past week at the home of her son, Archie Baker of this place.

Mrs. Frank Gordon is ill at her home on Mt. Greenwood.

Miss Loretta Oliver, a student at Syracuse University, spent the weekend at her home on Mt. Greenwood. Mrs. J. L. Thomas spent Saturday last at Blytheburn.

Mr. and Mrs. W. J. Pethick and family of Wilkes-Barre, spent Sunday at the home of Mrs. Susan Pethick.

## W. C. T. U. To Hold Meeting

The Dallas W. C. T. U. will be held at the home of Mrs. A. H. VanNortwick Tuesday, February 19 at 2 p. m.

Please bring or send contributions for the disabled soldiers and sailors comfort bags.

## Attend White Shrine Ceremonial

Mrs. Russel Case, of Fernbrook, and Mrs. L. A. McHenry, of Dallas, attended the White Shrine ceremonial at Wilkes-Barre Tuesday evening.

## Engagement Announced

Mr. and Mrs. Frank Harvey announce the engagement of their daughter, Arlene, to Mr. Jack Hazeltine, son of Arthur Hazeltine, of Detroit, Mich.

Mr. Hazeltine was formerly from Kingston, but has resided in Columbus, Ohio for the past two years.

Miss Harvey will leave the first of next week, accompanied by her aunt, Miss Ethel Jones.

## Jeanette M. Smith Buried Wednesday

The death of Jeanette M. Smith, aged 10, daughter of Mr. and Mrs. William H. Smith, of Mill Street, this town, occurred Monday morning following a lingering illness. Besides the parents she is survived by the following brothers and sisters: John, Dorothy, Eleanor, Marion, Carolyn and Rebecca.

The funeral was held on Wednesday afternoon at 2 o'clock with interment in Woodlawn Cemetery.

## Sheriff's Sale

SATURDAY, FEBRUARY 23, 1929, AT 10 A. M.

By virtue of a writ of Alias Fi Fa No. 40, March Term, 1929, issued out of the Court of Common Pleas of Luzerne County, to me directed, there will be exposed to public sale by vendue to the highest and best bidders, for cash, at the Sheriff's Sales Room, Court House, in the City of Wilkes-Barre, Luzerne County, Pennsylvania, on Saturday, the 23rd day of February, 1929, at ten o'clock in the forenoon of the said day, all the right, title and interest of the defendants in and to the following described lot, piece or parcel of land, viz:

ALL that certain lot, piece or parcel of land, situate in the Borough of Kingston, Luzerne County, Pennsylvania, bounded and described as follows: BEGINNING at a point on the Southeastly side of Westmoreland Street, four hundred and twenty (420) feet in a Northeasterly direction from the Northeasterly side of James Street; thence along said lot No. 24 on plot of lots of Charles N. Loveland, entitled Dorrance Homestead Additional Allotment, recorded in Map Book No. 2, page 114, South 29 degrees East, one hundred and sixty and seven-tenths (160.7) feet to a corner; thence along lot No. 52, on said plot of lots, North 61 degrees East, fifty-two (52) feet to a corner; thence along lot No. 26 on said plot of lots, North 29 degrees West, one hundred and sixty and seven-tenths (160.7) feet to Westmoreland Street; thence along Westmoreland Street, South 61 degrees West, fifty-two (52) feet to the place of beginning. Being lot No. 25 on said plot of lots. Being the same premises conveyed to Teresina Francione by deed of Nicholas Francione and Carmine Francione, by his attorney in fact, Donato Francione.

Seized and taken into execution at the suit of West Side Mortgage Company, assignee of J. Gordon Mason vs. Teresina Francione and Donato Francione, and will be sold by

JOHN MacLUSKIE, Sheriff.  
DONALD O. COUGHLIN, Attorney.

## "Tell The World"

IN SPITE of all your enthusiasm over a new salad oil or shoe or hair dresser, you cannot possibly pass on the good news to more than a few people. You can't really "tell the world."

The manufacturer himself is in the same fix. He can't tell the world. His salesmen can't. His dealers can't. And the world ought to be told. It wants to know. It wants to know what's new, what's not only good, but better than the best; or cheaper; or more durable; or more useful; or just plain more fun.

Advertising "tells the world" today. Back of every advertisement is somebody, perhaps a whole group of somebodies, full of enthusiasm just as you are when you discover something that makes things easier or better for you. They are telling just as many people as they can reach in the world in person. But that is only a tiny fraction of those they speak to in advertising.

Advertisements are truly personal things to the people who write them. And they can be exceedingly personal for you, too, for they mean better food, better clothing, increased health, a happier home, greater prosperity.

READ THE ADVERTISEMENTS  
THEY TELL YOU WHAT YOU  
WANT TO KNOW

## There are many reasons for the ease of steering the new Ford



THE new Ford is exceptionally easy to steer because of the well-proportioned weight of the car, the steel-spoke wheels, the co-ordinated design of springs and shock absorbers, the size and design of the steering wheel, and the simple mechanical construction of the steering gear.

The Ford steering gear is of the worm and sector type used on high-priced cars and is three-quarter irreversible.

In simple, non-technical language, this means that the car responds easily and quickly to the steering wheel, yet there is no danger of the wheel being jerked from the hands of the driver by ruts or bumps in the road. A light touch guides the car, yet you always have that necessary feel-of-the-road so essential to good driving.

Strength of materials and careful workmanship give unusual stability to the Ford steering gear and housing.

The steering worm, for instance, is splined to the steering worm shaft and is stronger, of course, than if a single key were used to hold

the shaft and worm together. The steering worm sector is forged and machined in the same piece with its shaft.

The housing of the steering gear mechanism is made of three steel forgings, electrically welded together. This housing is then electrically welded to the steering column. Such a one-piece steel unit is naturally much sturdier than if several parts were used and bolted or riveted together.

Throughout, the new Ford steering mechanism is so simple in design and so carefully made that it requires practically no attention.

The only thing for you to do is to have the front steering spindles, spindle connecting rods, and drag link lubricated every 500 miles and the steering gear lubricated every 2000 miles.

For this work, you will find it best to consult the Ford dealer. He has been specially trained and equipped to help you get the greatest possible use from your car over the longest period of time at a minimum of trouble and expense.

FORD MOTOR COMPANY

## AMERICANS ARE URGED TO HELP REBUILD THE FRIGATE CONSTITUTION

The Famous American Vessel Better Known as "Old Ironsides" Is Now Being Rebuilt at the Navy Yard in Boston, Massachusetts.

Today in the Navy Yard at Boston lies a wooden hulk. Time has furred her sails and shorn her of her masts. The ravages of decay have rendered her timbers unseaworthy. This is no common hulk, but the ship that was once a navy. Veteran of more than one hundred and thirty-one years of loyal service to her country, she is now the proud possessor of the most brilliant fighting record of any ship in any navy in the world. She is known affectionately as "Old Ironsides"—The U. S. Frigate Constitution.

Although she bears the scars of 42 engagements, her colors have never been dipped in defeat. One of the first three naval vessels built by the United States, she was launched in Hart's Shipyard, Boston, in 1797. Commissioned in 1798, she sailed against the French Privateers, who were preying on our commerce along the Atlantic Coast and in West Indian waters, leaving destruction in their wake.

Her next duty took her into the blue waters of the Mediterranean, where from 1803 to 1805 she bombarded the forts of Tripoli, dictating peace with the Barbary Pirates and forever ending our tribute to them. During the war of 1812 she won a succession of victories over the British fleet, increasing our prestige abroad and inspiring at home a greater faith in the new Republic. "Old Ironsides" stood invincible against the great English navy and fought for our independence on the sea, as, two generations before, the colonists had fought for it on land.

Her remarkable escape from the British squadron off the coast of New Jersey in July of 1812, the destruction of the Guerriere, the capture of the Java, the Cyane and the Levant, make pages of romantic reading in the history of our country. Her conquests not only established our freedom of the seas in 1812 and made of the United States a first-class sea power, they did more. The moral effect of her victories upon the country, serving to unite opposing factions and territories in a feeling of national pride and unity of purpose, cannot be over-estimated. Staunch as her great name, the Constitution was al-

### OLD IRONSIDES

A Y, tear her tattered ensign down!  
Long has it waved on high,  
And many an eye has danced to see  
That banner in the sky;  
Beneath it rung the battle shout,  
And burst the cannon's roar—  
The meteor of the ocean air  
Shall sweep the clouds no more.

Her deck once red with heroes' blood,  
Where knelt the vanquished foe,  
When winds were hurrying o'er the  
And waves were white below,  
No more shall feel the victor's  
Or know the conquered knee—  
The harpies of the shore shall pluck  
The eagle of the sea!

Oh better that her tattered hulk  
Should sink beneath the wave;  
Her thunders shook the mighty deep,  
And there should be her grave;  
Nail to her mast her holy flag,  
Set every threadbare sail,  
And give her to the god of storms,  
The lightning and the gale!  
—Oliver Wendell Holmes.

most a navy in herself. Ever invincible, she has served under every President from Washington to Coolidge, and boasts of a record that has never been equalled by any single fighting ship.

Now in the shadow of the Bunker Hill Monument, near the yard that gave her birth, "Old Ironsides" rests in the dry dock she christened. She awaits rebuilding to make her sound, remodelled from truck to keel, exactly as she was in her days of great glory, the history-making days of 1812. No federal appropriation assures her preservation, nor is one desired. Only the generous response of a grateful nation can save her. The National Save "Old Ironsides" Committee, of which Rear Admiral Philip Andrews, U. S. Navy, is chairman, is raising sufficient funds for the work through popular subscription. Over

\$630,000 have already been received; less than \$190,000 are still required.

The Save "Old Ironsides" Fund is being completed principally through the sale of beautifully ten-color lithographs from the original painting by the famous marine artist, Gordon Grant, depicting the famous ship as she looked at the height of her brilliant career. These are reasonably priced at 50 cents each.

There is no relic more worthy of the affections of a Nation than is the Frigate Constitution. On her decks are enshrined the proud traditions for which America stands. She represents the ideals for which our country has always strived, the principles that give to our Nation its prestige among the nations of the world. It is a patriotic privilege to contribute to her restoration as a National Floating Monument. By restoring her, we honor not only "Old Ironsides" but the men, who by their bravery and skill, brought her to such renown and made such glorious history for America.

Every American knows of Independence Hall and would not think of letting it fall into decay. Loud would be the protest from every corner of our country should it be proposed to destroy Mount Vernon or our National Shrine. Like these historic relics, the Frigate Constitution belongs to every American. Rebuilt and equipped as she looked in the history-making days of 1812, a picturesque survivor of the bygone days of sail, she will again cruise the seas, with proper escort, visiting the ports of our country and carrying her patriotic message to the people of our country, a lasting inspiration to future generations of Americans.

The people of America owe a debt of gratitude to this champion of our liberties and rights as a nation. This debt can only be repaid by restoration of the Constitution through popular subscription.

Every American is urged to buy a picture of "Old Ironsides" and help make possible the repayment of the debt we owe her. The pictures may be obtained for 50 cents each by writing to "Old Ironsides" Navy Yard, 431, Boston, Massachusetts.

## First National Bank

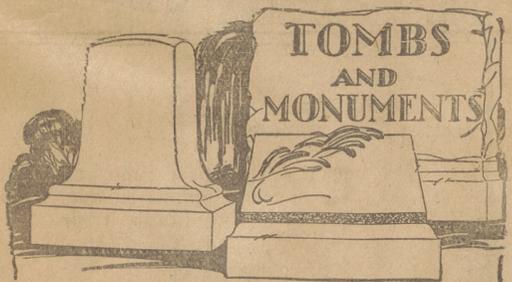
PUBLIC SQUARE WILKES-BARRE, PA.

United States Depository:  
Capital Stock .....\$750,000.00  
Surplus and undivided profits earned .....\$2,000,000.00

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Wm. H. Conyngham, Vice-Pres.  
C. F. Huber, Vice-Pres.  
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3 Per Cent Interest Paid On  
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