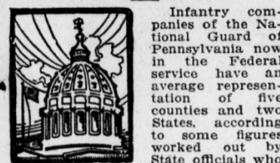


MANY COUNTIES IN STATE'S MILITIA

Interesting Comparisons Made by Men Connected With the State Government



Infantry companies of the National Guard of Pennsylvania now in the Federal service have an average representation of five counties and two States according to some figures worked out by State officials who have been interested in making arrangements for the voting of the men now on the Mexican border. The figures were taken from the muster-rolls which were carefully studied. The cavalry troops have about the same average, but the batteries, which have a larger number of men, show an average representation of eight counties and five States. The ballots for the soldiers will be shipped to the Border along with other material the latter part of next week according to present plans. Reports made to the State Department of Fisheries show that during the month of September 427,300 trout one year old were shipped from the various State hatcheries to points along the streams for distribution. This is one of the largest monthly shipments made in the State in a long time. The distribution will be continued as long as the weather conditions are favorable. The department also distributed 32,800 blue gill sunfish, 7,700 yellow perch, 5,100 catfish and 8,000 black bass. Ten thousand tadpoles were also sent out. The month's output was near a record it is stated.

Close of Fairs. — County fairs and agricultural exhibitions will close for this year in Pennsylvania next week and it is expected that the total attendance will fall below the mark of 2,004,326 made last year because of the quarantine against children attending fairs during the influenza and paralysis epidemic. The last fair will be in Union county, Perry, Sullivan and Dauphin having held their final exhibitions this week. Almost \$130,000 was offered in premiums this year.

Federal Hearing Plan. — Superintendent Rambo has given the use of the State Capitol for a hearing to be given to Central Pennsylvania people by the Federal Farm Loan Board on Tuesday. Secretary of the Treasury W. G. McAdoo will preside and State officials as well as bankers and farmers of the central section will attend.

Many Want Tags. — Hundreds of applications for blanks for 1917 automobile registration are now being made at the State Highway department. The blanks will be sent out next week to registrars and others so that they can be filled up and acknowledged. Issuance of the tags will start in November in all probability.

Public Service Cases. — Among the contracts listed for the Public Service Commission on Monday are Juniata Company and Mifflin, street lighting; Wrightsville Light and Power Company and Wrightsville, street lighting; Jonestown Electric Co., street lighting; Jonestown Light, Heat and Power Company, which seek charters; Gettysburg Electric Co., plan to buy other companies.

Going to Detroit. — Lew E. Palmer, chief of the bureau of factory inspection, goes to Detroit to-day to attend the safety conference.

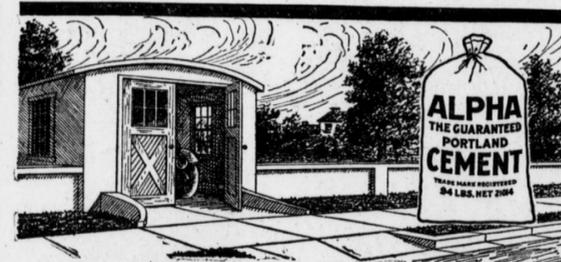
Mr. Dunn to Speak. — Thomas J. Dunn, compensation referee at Pittsburgh is to be one of the speakers at the social service lectures of Duquesne University.

More Money in Sight. — Numerous big settlements of State taxes are due to be paid during the coming week. The State is also receiving considerable money from county officials, including hunters' license revenue.

To Meet Tuesday. — The Board of Public Grounds and Buildings and several other boards will meet Tuesday to consider plans for the legislative programs. The supply schedules for the general assembly have been prepared.

Fine Crop Reports. — It is expected that the monthly crop summary to be issued by the Department of Agriculture next week will show some big wheat yields and that generally it will be good although corn and potatoes may be disappointing in some districts.

Crossings to Go. — The formal order abolishing the Bethlehem grade crossings was issued last night by the Public Service Commission and Chairman Ainey will sit at South Bethlehem next month to apportion the costs and approve the plans for the big viaduct. The project is one of the most notable accomplishments of the way of abolishing crossings and will cost a million.



A Concrete Garage is Safe, Economical and Everlasting

Why risk keeping a valuable automobile in an ordinary building? You can build an everlasting, fireproof, rust-proof, danger-proof garage of concrete. The floor of a concrete garage cannot become saturated with oil and the walls cannot burn. It is easy and costs little to build a strong, durable garage with

ALPHA THE GUARANTEED PORTLAND CEMENT

—the cement that is tested hourly by expert chemists to insure accurate proportioning of the raw materials, thorough burning and uniformly fine grinding. No cement lacking in binding power can leave an ALPHA floor of full strength. Remember there are various grades and brands of "Portland" cement. ALPHA, a pioneer American make, long ago displaced the best imported cements. We guarantee it to meet the U. S. Government standard for strength. Use ALPHA and be sure of the best results.

- DOWDEN & CO. Muth Brothers, Jos. Burkholder, Capital Wall Cement Co., J. W. Mills, Jacob N. Welgel, Samuel Hill, S. E. Shenk, Geo. S. Peters. 16th and HERR, HARRISBURG. Elizabethtown, Hummelstown, Lemoyne, Mechanicsburg, Mt. Holly Springs, New Cumberland, Newville, Palmyra.

POULTRY HOUSES PRACTICAL DESIGN FOR A SEMI-OPEN LAYING HOUSE

Simplicity, Economy and Convenience the Essential Features

Explanation of the Fundamental Principles of Poultryhouse Construction

By Robert Armstrong, Expert Poultryman and Writer. While fowls can be kept almost anywhere, and made to live under adverse conditions, they do best in congenial living quarters. There is no one best and most economical type of construction for poultry buildings, much depends upon latitude, climate and soil conditions. If a house is unpleasant for the attendant to work in, the chances are it is unfit for his flock to inhabit. At the same time, the mere spending of money on a house does not necessarily make an ideal building. The ideal, practical poultry house should be serviceable above all things, fairly roomy, well ventilated and yet free from direct drafts, capable of being flooded with direct sunlight, and dry and sanitary at all times. It should be built wherever possible with the view to simplicity, economy and convenience. To spend large sums on an unnecessary grave and expensive error as to slight it, for money expended for useless purposes on a poultry farm is an extravagance—dead capital, and brings no return on the investment.

In the manner of housing fowls there may be said to be two general systems, widely different in their extremes—the colony plan, which consists in placing small houses for small flocks far enough apart to overcome intermingling, or to erect yards for the different flocks, and the more intensive plan of keeping the birds in long continuous laying houses. This latter arrangement may consist of a series of separate pens under one roof, connected by an alleyway at the rear, or by gates between the pens, or it may be one long house capable of accommodating units of from 50 to 1,000 birds. The relative merits of the two systems are numerous. There is a tendency to accept the idea that small flocks produce the greater egg yield. To offset this virtue, however, it costs more in labor to produce a dozen eggs by the colony plan than by a more intensive arrangement.

Long Houses Save Material. The plan of building houses on the colony plan is much bigger per bird, not only because a number of smaller houses require so many additional end walls, but because the allowance of floor area per bird in the colony plan should be almost double that required in the continuous house. The reason for this is obvious: While the actual floor allotment per fowl in the long house is small, say about three or four square feet, the fowl may roam at will throughout the entire house, hence it is not oppressed with the idea of confinement.

A suitable location is the first consideration in the erection of a poultry house. Wherever possible select a site having a natural drainage away from the building, and if it can be built in the lee of a windbreak of some kind, such as a hill or woods, so much the better. A sandy or gravelly, porous soil is preferable to a clay soil, since the former is more easily kept in a sanitary condition, and if it is impracticable to select a soil that is naturally drained, the site should be made dry by under drainage of some sort. The buildings should face the south, or a few degrees to the eastward, which will expose the interior of the house to the early morning sun—much desired on cold, winter mornings.

The floor of the house may be a natural earth floor, filled in for about a foot above the outside ground level, or it may be of wood or cement; location and soil conditions are the determining factors. It is highly important, however, that the floor be dry at all times, otherwise it will be impossible to keep litter in the house dry and sweet for the birds to work in. Straw and other litter materials absorb moisture very quickly, become mucky and give off foul odors, and are very apt to contaminate the scratch grains thrown to them. Much of the illness among chickens may be attributed to damp litter, than which nothing is more destructive to success and profits.

Wall or Pier Foundations. Where a dirt floor is contemplated it is advisable to put down a concrete wall for the foundation. This should be about 8 inches thick, built deep enough to prevent heaving by frost action, and extend about a foot above

the ground, after which it is filled in with soil, preferably sand, before the balance of the house is erected. A wooden sill is laid on the top of the wall, upon which the frame studding is built, with the siding carried three or four inches down on the outside of the concrete. An arrangement of this kind promotes great durability, for there is no part of the frame structure in contact with dampness and therefore likely to deteriorate.

Board floors are usually short-lived unless a free circulation of air is allowed under them, in which case it is well to build the house on piers two feet or more from the ground, or on a wall having adequate openings for ventilation. The piers should be built of concrete, stone or brick for permanence. If posts are used, they should be charred or treated with a wood-preserving compound to prolong their life.

There is another objection to building a wood floor close to the ground: It offers a refuge to rats and mice and perhaps other animals. These pests are likely to occur on any farm, and if means are not provided to combat them, they will very quickly become a serious nuisance.

Specifications for Practical House. The accompanying sketch illustrates a continuous laying house of the semi-open front, monitor type, which has been used by practical breeders in every section of the country, and it has given the fullest amount of satisfaction. It is common sense in every detail, contains no unnecessary frills, it is easy to construct and represents the greatest economy in both labor and material. In the cross section diagram this house is shown with a typical arrangement of boards and wire netting and a wire-covered gate, where the house is intended to be divided into pens. These may be omitted and the house made in one piece, or to accommodate large units. If built one hundred feet long the house will accommodate about seven hundred Leghorn fowls, or five hundred heavy fowls, such as Plymouth Rocks or Brahmas.

When built as shown, a couple of feet above the ground, the house is sure to be dry, and the space underneath affords a cool retreat for the fowls on hot summer days. The sills are 3 by 10-inch timbers, supporting the floor joists of 2 by 10-inch material, which are spaced 18 inches on centers. The piers are in three rows and support the sills at intervals of about 6 feet. The framework is constructed of 4 by 6-inch lumber, including the rafters on the front slope of the roof which have a short span. The rafters on the rear slope are of 6-inch stuff, spaced 24 inches on centers.

If a single floor is to be installed it should be of a fairly good grade of matched flooring; otherwise, if a double floor is contemplated, the lower flooring may be of 1 by 12-inch sheathing boards, laid diagonally across the joists and overlaid lengthwise of the house with 3-inch matched flooring. Where necessary a layer of felt building paper may be inserted between the two floors, which will add greatly to the warmth of the building. The finisher should be "blind-nailed" so that no nail heads project to hamper the use of a shovel or scraper in cleaning.

Since shingles do not wear well on roofs of low pitch, the shed roof type are usually roofed with a good grade of ready-to-lay patent roofing. These roofings, if they are of known reliability, have rendered the greatest satisfaction and are to be highly recommended. They seldom require repairs, but an occasional pointing, and are very economical in the amount of labor involved in laying them. It is advisable to use two-ply, medium weight roofing on the roof, and if the sides are covered with the same material, use single-ply on the walls.

The walls may consist of matched boards, covered with roofing, novelty siding, weather boards or rough sheathing shingled. The last three named present the neatest appearance, but the matched boards are the cheapest and equally as strong and durable. As a general rule the semioffen front house consists of one-third boards for its front wall, one-third curtain frames and one-third windows and ventilators. The maximum weight, unbleached muslin is the proper material for the curtains. They may be hinged at the top and made to swing inward or outward, or made portable and held in place by wooden buttons from the outside.

The position of the windows in the upper section of the front wall allows the maximum amount of sunlight to enter the building, and to reach the roosting compartments, where it is most needed as a germicide. The perches, which are of the interlocking type, should be arranged to suit the convenience of the operator, and small doors cut in the front wall as a means of egress for the fowls. The main entrance door should be located at the end of the building, and if the house is a long one, at both ends; the doors should be of generous proportions so as to admit of a pushcart or wheelbarrow for cleaning and other purposes.

Four Tests of Franklin to Prove Its Economy

Here are the combined results of four individual tests of the new Franklin car, embracing runs aggregating 6,041 miles: Average sustained speed over good roads—25 miles an hour. Average number of miles covered per gallon of gasoline consumed—23. Average number of miles per gallon of oil used—55.5. It is well known that 55.5 miles an hour is the most economical speed at which to run a car. At a faster rate the wind resistance is proportionately greater and the road shocks are more severe. To maintain an average speed of 25 miles an hour for 6,041 miles it is necessary to drive with wide-open throttle whenever possible in order to compensate for slow running over bad roads, speed regulations in towns and cities, etc.

This Franklin economy record is particularly remarkable in the face of the high speed running conditions. That no tire trouble was experienced over the entire distance shows the value of light weight, especially below the springs—a point which the Franklin engineers have developed with good results. The four tests which, combined, go to make the economy records were as follows: J. W. McCormack of Pendleton, Ore., took one of the first of the new Franklin cars from the factory at Syracuse, N. Y. in July, and drove the 3,025 miles to Pendleton averaging 21.7 miles per gallon of gasoline. Clifford Leuders of Cincinnati, O., a Franklin dealer in August, drove a Franklin car from Syracuse to Cincinnati, 887 miles, averaging 27 miles for each gallon of gasoline. W. M. Phillips in August drove from Syracuse to Lexington, Ky., at an average speed of 24.41 miles per hour

and with an average of 25.7 miles per gallon of gasoline consumed. E. F. Williams drove from the Franklin plant to Kansas City, Mo., making the highest average speed in the four Franklin tests—28.61 miles per hour for the 1,263 miles. He got an average of 20.21 miles on each gallon of fuel. The great consistency of performance, as well as reliability and economy shown, may be attributed to careful designing of the Franklin car to secure light weight, resiliency and low fuel consumption.

Hupmobile Has Covered 6,549 Miles of Journey

The Hupmobile good roads car, which J. W. Walter Drake of Detroit is sending to every State in the Union, reached Livingston this afternoon on its way from Bismarck to Helena. The party has spent the last six days in Montana, fighting the gulch which was especially difficult for motors. On account of an unusually heavy snow for this season of the year the total mileage made by the Hupmobile which made its start from Washington, D. C., on August 23, and which includes twenty-four States is 6,549 miles.

Maxwell Makes Fine Showing at Giant's Despair

The most sensational showing among the contesting cars in the Giant's Despair Hill Climb Saturday, October 7th, was made by the Maxwell, with Ben F. ("Bull") Durham driving. Two firsts, two seconds and a fourth were captured by this mount, the lightest of all the entries. In every event that it did not actually win, the car pushed its rivals to the limit. Maxwell won first honors in the 230 and 600-inch classes, second honors in the 300 and 450-inch classes and finished fourth in the free-for-all.

Cadillac Up Signal Mountain on High Gear

Different communities usually have different standards, to a certain extent, by which to judge motor car performance. In flat or level sections of the country, with good roads, for example, people are interested chiefly in a car's powers of acceleration, its speed, and like features. Where the roads are not so good, people look especially for stamina and the ability to negotiate rough going with ease and comfort. Power and hill-climbing ability, in addition to the foregoing, are among the qualities chiefly sought in hilly or mountainous country. Chattanooga, Tenn., is in such a sec-



Quality First

After Nov. 30, it will cost you just \$70 more to buy a 7-22 Chalmers. But the price on the 5-passenger 3400 r. p. m. Chalmers remains (for the time being) \$1090 Detroit

Until midnight of Nov. 30 you can get a 7-22 Chalmers for \$1280 Detroit—a car of rare ability, fascinating in body equipment, and like a beautiful woman, of exquisite charm.

After that date the price becomes \$1350 Detroit—\$70 more. The \$70 is just a few dollars less than the increase in cost of manufacture of this car since its appearance in June.

To those who have longed for the 5-passenger 3400 r. p. m. Chalmers—and have not yet possessed one, just a word of warning: the price remains unchanged just now—\$1090 Detroit; we do not know how long this low price will continue. We reserve the right to increase the price without notice.

Only those who are buying materials such as go into high-grade automobiles can begin to realize the steady, upward trend of the materials market.

Just one condition today prevents a rise in price of the 5-passenger 3400 r. p. m. Chalmers—the fact that these cars are being made on a factory "work order" dating back several months.

Since the "work order" went through materials have jumped in cost again. When the current "work order" is completed and if materials remain at their present level or rise higher, only one course will be possible, an increased price.

Those who have been driving Chalmers cars know how diligent has been the Chalmers effort to set down cars of the quality kind.

They will understand how impossible it would be for Chalmers to dodge the increase-in-materials issue and maintain the prevailing price on the 7-22 Chalmers.

Lower the quality of the Chalmers car? Never. The Chalmers men take great pride, not only in the money the car makes for them, but in the car itself. And pride, as everyone knows, is a thing that can never be compromised.

It would be like Tissot trying to paint a picture to fit a price. As long as there's a name "Chalmers", there will be a quality car, and as long as there's a quality car there'll be a price fixed—not by the Sales Department—but by cost accountants.

And there'll be a fair deal. Chalmers says these two 3400 r. p. m. models will be continued into next season. You can bank on that. So that a Chalmers car you might buy now will be exactly like the one you would buy next spring.

Remember the \$70 you can save now by anticipating the rise in price. There's an old Scotch proverb that says "A dollar saved is a dollar earned". \$70 buys a good suit of clothes, a good pair of shoes, a good hat and some good gloves. Also it just about pays your dues at the club for a year.

Or, if it's a 5-passenger 3400 r. p. m. Chalmers you want, our advice is to get one now. We are not sure the price is going up and we are not sure that it isn't.

DEALERS

- Ideal Automobile Co., Lebanon, Pa. York Garage & Service Co., York, Pa. Snyder & Wingert, Chambersburg, Pa. C. T. Romberger, Elizabethtown, Pa. A. D. Shatzer, Greencastle, Pa. New Eberhart Garage, Geo. F. Eberhart, Prop., Gettysburg, Pa. M. E. Schlegel, Thompsons Station, Pa. Waynesboro Garage, J. V. Hoffman, Prop., Waynesboro, Pa.

Keystone Motor Car Co.

1019-1025 Market Street

W. H. Barner Mgr.

Social and Personal News of Towns Along West Shore

George W. Hunter, assistant yardmaster on the Eastbound hump, Enola, has returned home after spending several days at New York and Brooklyn. E. A. Brunner, of Enola, is on a hunting trip to Waterloo, Juniata county. E. Frank Shuman, of Summerdale, has been appointed Forest Fire Warden for this district and will take up his new duties at once.

The Rev. C. D. Rishie, the newly-appointed pastor of the Enola church of God will preach his first sermon to the congregation Sunday. Mrs. William L. Fisher and son, spent yesterday at Lemoyne. Mrs. John A. McMeen has returned home from a visit to Newport.

Mrs. D. M. Walters has returned to her home at Philadelphia, after spending several days at Enola. Joseph H. Kinter, of Enola, was a visitor at Marysville to-day. Mr. and Mrs. Wertz, of Bellwood,

who were delegates to the Sunday school convention at York, this week, are visiting Mrs. Wertz's parents at New Cumberland.

Miss Pearl Kupp is visiting friends in Philadelphia. John F. Rupp, of Shiremanstown, and nephew, Lawrence H. Landis, of Steelton, attended the Newport Fair, Thursday.

Mr. and Mrs. Claude M. Chronister, of 1425 Derry street, Harrisburg, were recent guests of relatives at Shiremanstown.

RALLY SERVICES TO-MORROW New Cumberland, Pa., Oct. 14. — Annual Rally services of Trinity United Brethren Sunday school will be held to-morrow morning at 9:30 o'clock. A special program will be rendered.

WILL PREACH AT BAUGHMAN New Cumberland, Pa., Oct. 14. — To-morrow evening the Rev. Clyde Armitage, of New York City, will preach in Baughman Memorial Methodist Church.

Want Winter Eggs? Then Get Busy Now

Egg prices are rising—will soon reach the high point of the year. Winter eggs pay big profits, but you can't get them by wishing for them. Act! Have your hens laying well when eggs mean money. At this time every bird in your flock needs

Pratts Poultry Regulator

the Guaranteed Poultry Tonic and Conditioner. A natural egg-maker—makes hens want to lay. It tones them up—increases appetite—assists digestion—sets up the sluggish egg-producing organs—drives the hens to the nest—insures profits for you. Pratts Poultry Regulator will keep your old hens laying steadily until they molt, then shorten the molt and hurry them back to work. It will push your pullets to early maturity, start them laying sooner than usual and keep them at it all winter. Our dealer near you has instructions to supply you with Pratts Preparations under our square-deal guarantee. Your money back if you are not satisfied—the guarantee that has stood for nearly 50 years. Write today for 64 page Poultry Book—FREE. PRATT FOOD COMPANY Philadelphia Chicago Toronto

