

WARM BLANKETS FOR SAILORS



A young merchant sailor on board one of the famous fabricated ships built by the United States shipping board is here pictured, showing the blanket that keeps him warm on cold nights at sea.

Didn't Stop Bullet

Sharon, Pa.—Neither the New Testament nor his mother's picture ward off the German bullet that pierced the heart of Private Alexander Patterson. Among the personal effects received by the family are a copy of the New Testament given by the Y. M. C. A. overseas, a photograph of his mother and a fountain pen, all damaged by one bullet.

DESERTER IS FOUND IN CAVE

Navy Man Living in Blue Ridge Mountains Escapes From Police.

Reading, Pa.—Berks county was thrilled recently by the discovery that Charles Strasser, former Hamburg soldier and navy deserter, was living in a cave dweller, deep in the Blue mountains north of Hamburg. He was trapped in his cave high in the virgin timberland by state police, but escaped after an exchange of shots.

Strasser, who has been sought by navy officials for months, fled deeper into the seclusion of the wild mountain land after he eluded the police net. He had been discovered when campers caught sight of a wild man, haggard and scantily clad, fleeing through the hills. The state police, led by Constable Wilson Leware of Hamburg, have returned to the chase with reinforcements.

Butter Wrappers printed at the Observer office.



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Old Timer Speaks

"Did you ever measure the frame of a five-and-ten thousand-dollar car?" you say. "I'll tell you how shallow they are. They measure only four to five inches in depth—while this Premier frame is eight inches deep. What do you know about that?"

"There's real foundation. A skimpy frame will twist and strain, that wrenches the motor, and live parts of the chassis out of shape, and does more to make a low car old and rattly and squeaky than anything. Premier can't twist out of shape. It can't get loose. It can't get squeaky and rattly in its body joints. If this car had no other distinguishing feature, but this eight-inch frame—that alone is enough to sell it."

"You might look at the body of this car, too."

"There's grace and sweep and beauty for you."

"I admit that Europe had a fling in the pie when it came to designing the Premier body—lines—but the theme is sturdy and strictly American, although you can and do see a trace of the European tailor-made coach builder in it. Certainly no body has ever attained a more stunning effect in a motor car."

"Get the way in which Charles Crawford, the Premier engineering artist, has worked out a scheme for putting seven whole people in a 125 1/2-inch wheelbase as comfortably as heretofore they have been put in a car ten inches longer. He has done it by using the 'V' type radiator, which lets the motor sit six or eight inches forward, and by using a space under the front seats that has always been given up as 'waste.' The boy's clever, I tell you—just plain clever."

"And look how the car is dressed up. Note the refined little details—just as important to a motor car as shirt studs are to a man in evening clothes. Plate glass takes the place of the old-fashioned mica windows in the back curtain."

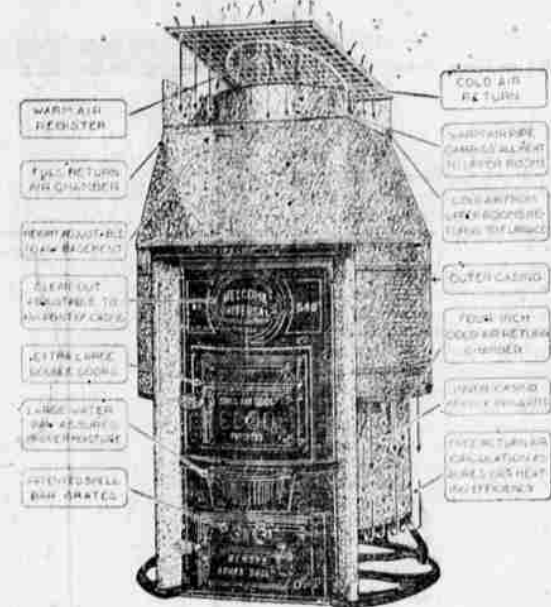
"Can you appreciate the grace and beauty of this Victoria-style top?"

regard it as the most pleasing combination of the touring car. I have never seen—leads a sort of atmosphere to the whole ensemble, you know. This note the completeness of equipment—the windable clean—the motor—and the spot light—every one of them highly practical and at the same time add to the finish. Now, one thing more—Do you notice how the frame under this car converges toward the front? And I want you, to take a look at the drag link. The rest of it all is that this car will run in a narrower space than any car of equal wheelbase built to date. It fits in a thirty-nine-foot car. You can not overestimate the importance of this feature. It is a life-saver in the time of the motor car and a boon to the woman driver who, naturally, hates whip-saw-

ing a car back and forth to get it behind the way she wants to go. With that passing remark he left me standing in my tracks. Presently he came walking back with a dear old woman on his arm. She was one of those rare persons who can smile and grace with every year. "This car, I think, will suit you far better than any electric," he said. "It has a greater power range—just as easily handled. You can get delivery!" he turned and asked, "Here 'any check'?"

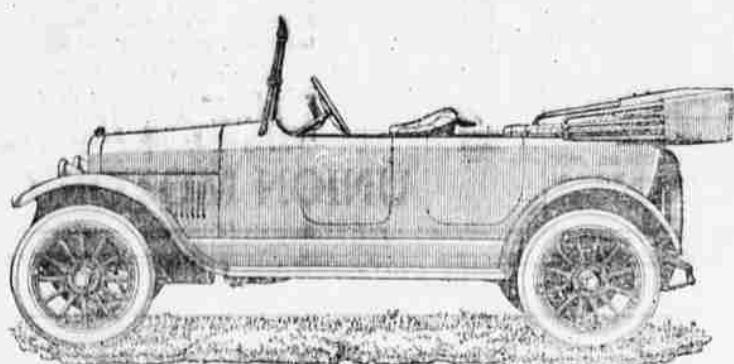
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