

**HOHL WAS BIGAMIST AS WELL AS ROBBER**

(Continued From First Page)



HOHL, THE BANDIT

gressed his body with butter, crawled through a narrow window, gained the roof, let himself down the wall with a rope made of bedding and disappeared.  
Apparently to show his contempt for risks, he subsequently came to Altoona and stole an automobile, drove out of town to where he had his converted racing car hidden, exchanged wheels and speeded westward. With him at the time was young Kaufman, the Chicago youth, who confessed to being in the bank hold-up at Homestead a day or two later.

**Police Records Show Hohl Began Career at Age of 15**

Police records on file in the local Bertillon department credit Frank Hohl with having started his criminal career at the age of 15 years. He was born in Harrisburg and his early associates were members of the famous "Tin Can Alley" gang, led by "Headlight" Satterton, who was leader of one of the worst gangs of thieves the local police department has ever gone up against. The gang was finally broken up and several members are now serving time in the Eastern Penitentiary.  
Hohl was quite young to associate with these men, but, according to the police, he was a favorite, and while for a long time none of the robberies included Hohl, he finally was taken in when a series of systematic thefts at small stores were reported to the police. The thefts were made in the city. Before Hohl took up his evil associates he was a messenger at the Pennsylvania Railroad Station.  
Hohl was finally arrested and was sent to the Huntingdon Reformatory. Here he learned about machinery, and on his release got work in a garage. A series of thefts was traced to him, and he was sent to the Eastern Penitentiary, it having been found that he was using cars from the garage on thieving tours, and plunder was discovered under the floor of the building which he was arrested at.  
After his release from the penitentiary on parole, Hohl is supposed to have been involved in robberies in various towns, and is known to have stolen several automobiles. After a robbery at the Union Bank, at Altoona, he was arrested, but escaped from jail at Hollidaysburg. Since that time he has been in and out of prison at Chicago and Indianapolis, and his mother's home has been constantly under watch by police.

**Local Police Expected Hohl to "Pull" One of His Sensations Here**

The one topic of conversation in and about police circles was the end of the career of Frank G. Hohl, the Harrisburg bandit, who met his Waterloo yesterday at the Hollidaysburg police station in Cincinnati. His end came when his automobile crashed into a telegraph pole, and the young bandit was obliged to fight his pursuers. Four bullets pierced Hohl's body, two of which made fatal wounds.  
While the strongest sympathy was expressed for the mother at 316 Court street, who on one blame for her son's downfall, a sigh of relief went up on all sides when the death of Hohl was announced. In police circles, but more particularly with the Pennsylvania Railroad police, Frank Hohl was expected to return to Harrisburg at any time to pull off one of his sensational jobs. This belief was based on letters which, it is said, have turned up at intervals at Altoona and in Harrisburg. Both Colonel Joseph B. Hutchison, of the local police department, and Captain P. L. Barclay, of the Pennsylvania Railroad police, actually believed that Frank G. Hohl would sooner or later pull off a job in Harrisburg.

**Hohl Was Watched, But Not Hounded, While Here, Says Chief of Police**

Colonel Hutchison to-day denied the accusations made by Hohl's mother that the boy's downfall was due to the hounding of her son by the police. Colonel Hutchison blamed evil deeds on the boy. He said Hohl had turned up in Harrisburg and his capture followed. It would have been in accordance with police duties." The Colonel added:  
"Hohl was charged hanging over him and behaved himself here. Hohl was not a person to be trusted. Even if we knew he was in the city, we had no charges were hanging over him, of course, he would have been closely watched—but not hounded. The police department keeps a watch on all persons at the time they are returned from serving a sentence in a penitentiary or in jail for the protection of the public."

**Mother Will Claim the Body of Bandit and It Will Be Buried Here**

Mrs. Annie Hohl, when told that her son's body was in the city hospital, said that as soon as her daughter arrived from Uniontown she will claim the body.  
Undertaker Charles H. Mauk, the family undertaker will be notified and will take charge of the body, which will be brought here for burial.

**Hohl Was the Man Who Robbed Kansas City Store**

Kansas City, Mo., Dec. 18.—Photographs of Hohl recently received by the police were identified last night by members of the Goldman Concern as those of the man who robbed that store. Another photograph said to be of a Salem, Ohio, woman, was identified as that of the female accomplice.

**Bertillon Record of Bandit Duped Up by Local Police Heads**

Hohl's records in the Bertillon department at the local police department is as follows: Number, 243; color, white; arrested, November 29, 1905; age, 15 years; residence, 653 Sayford street; occupation, railroad brakeman; arrested by Officers Welsh, Stelmer and Wells; charges, burglary and larceny. Plead guilty to stealing trunks from the Pennsylvania Railroad. Sentenced by Judge George Kunkel in January, 1906, to Huntingdon Reformatory. Served one year and was on his parole and was returned to Huntingdon Reformatory. Discharged April 19, 1909. Sentenced November 11, 1909, at Carlisle to not less than one year in the Eastern penitentiary for a series of robberies. Sentenced to more than four years for felonious entry and robbery. Sentenced from box cars in Cumberlynd Valley railroad yards at Lemoyne. Served one year. Went to work at Ford street near Market. Arrested by Detectives Ibach and Murnane on August 10, 1913, for stealing

tires from an automobile near Dauthphin. Released on bail and turned over to District Attorney. When County Detective James Walters went to notify Hohl to appear before the District Attorney, Hohl jumped into an automobile and was followed by Officers Middletown and escaped. Automobile ditched by Hohl near Baltimore. Hohl sends word to local police that he will not trouble Harrisburg again, and will not trouble Harrisburg again.

**Mrs. Hohl Sobs "Frankie" Was a Good Boy 'Till He Was Hounded by Police**

Hounding by the police every place he went and recognition by traveling-men at each place he worked, in the belief of Mrs. Annie Hohl, 316 Court street, mother of the dead bandit, Frank G. Hohl, are the causes which led to her boy's death.  
"Headlight" Satterton, the little woman of 60, weighing less than 100 pounds, is today a heart-broken mother. Of her eight children her "Frankie" appears to have been the dearest of his poor life," she sobbed this morning. "He has seen nothing but hardships. He tried to do what was right, but the police and other people would not help him. The state of a reformatory school and a penitentiary were on him and his every effort to mend his life was met by barriers which he could not surmount."  
Tears ran down the cheeks of the bandit's mother as she reviewed the past life of her son and told of the difficulties which he had to face.  
"When Frankie was just a little boy his father died. Four of my eight children were dead, but I was left with four, the youngest of whom was fourteen months. Frankie grew up as a mother's boy and was ever happier than when he received his pay, and, bringing it home, laid it in my lap. Oh, I can see my boy before me now. He would sit and talk to me and do everything that he could to make my life happy."

"But when Frankie was in the penitentiary he got in with some bad companions. Two boys, much older than Frankie, went to an uptown clothing store to buy some clothes. After the purchase was made they were told that they had been cheated, and, returning to the store, asked the proprietor to make some reduction. This he refused to do. That night they planned to break into the store and scatter the clothes about the place. Frankie was in the crowd. The place was robbed and the proprietor was killed. Frankie was sent to the penitentiary to Marysville. The gang was rounded up and all of them were let out but Frankie, because I did not have \$50 to pay for his release. He was then sent to the penitentiary at Huntingdon, where he remained for eighteen months. When his term expired he came back to Harrisburg and worked to help me in the garage. He was sent to the penitentiary to Rutherford to work. His boss knew the trouble he was in before and did everything to help him. But then the man was taken away and he had to look for his place. That fellow did everything to make his life miserable for Frankie, and finally my poor boy was compelled to leave the place. The man was shot down and my poor youngster and he could not go any place without seeing an officer."  
**Gave Half His Money to His Mother**  
"When Frankie's grants for his estate was only \$450. He brought the money home and gave half of it to me. With some of the remainder he bought an engine for a motorboat. The boat was down at the pier on one day when some box cars were robbed on the West Shore. Frankie was accused because his boat had been found away from its accustomed place. But I never saw a doctor that afternoon and that he was too weak to leave the house that night. In court they wouldn't give me a chance to know what he was doing. I was taken from me and sent to the penitentiary for what some other person had done."  
"When he came back to Harrisburg Frank married Miss Bethelheim to work. Conditions became bad there and he had to come back to this city, after having given up an attempt to buy a home in Baltimore. I believed the devil was after him, for everything turned against him."  
**Had Combination to Safe**  
"He got a job in the garage in this city as a machinist and for a time all was happiness. His employer did not know that he had been to a reformatory and a penitentiary. He was not watching every minute and he soon gained the confidence of those about him. At times his employer went away from the garage and left Frankie in charge and even told him that he was to be trusted. They were no trouble until a car up along the river had been stripped of its tires and some other parts. These were taken to the garage and the man who owned the car returned to the man who owned the tires appeared and after seeing them accused Frankie of stealing. There were those about him that he was nothing but a convict and jailbird. This was too much for Frankie to stand, coupled with the hounding of the police. He took a car out of the garage and started in the direction of Baltimore."  
**Couldn't Stand Sorrow**  
"A few days ago I received at the garage and written by my boy told where the car could be found and stated that he could no longer stand the finger of scorn being pointed at him every time he returned to my boy from that time until I saw him in the Hollidaysburg jail, and I have not seen him since. When the poor boy came home for supper in the morning he was in a daze. He was always in a hurry. The police kept watching him constantly and would take him into custody for every little thing. He was arrested on the evening of the 12th at the street bridge and I can prove that he was not near the bridge that day. Again he was fined for failing to have a light on the back of the car. He was in jail for a while. He was stopped in front of my house."  
**Salesman Traded Him, Too**  
"I just guess the poor boy got careless when the police kept chasing him, and I believe that is what turned him into a bank robber. Several times he wrote me and told me he had gotten work in garages in various cities after he left here, but when traveling salesman visiting in Harrisburg he was arrested. The salesman, of course, visited the local garages and got to know Frankie and he learned to know them, so that it was hard for him to work in any garage and not be recognized."  
Mrs. Hohl for many years has been a charwoman at the Pennsylvania Station. She will ask the railroad company to help her and see that her boy gets back to Harrisburg for burial.

**Knows Nothing of Robberies**

"Of the bank robberies Mrs. Hohl appears to know nothing. She said she thought that her boy was evidently driven to desperation, in need of money and that he simply took that means of securing funds. She says she never saw him become a bank robber, because he was always too kind to her.  
The Cincinnati dispatch, which says Hohl was a bigamist, was new to the woman. She said she had never heard her son had married Miss Bertha Holtzman, but she was unable to say whether she was the woman who traveled with him in his bank exploits or whether it was another."

**COMMISSION GRANTS FREE ON INCREASE**

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transportation are fundamental and indispensable agencies in our industrial development. It is not to be expected that the common weal should be kept abreast of public requirements."  
The original report, besides approving a rate increase in central freight association territory, suggested that the Pennsylvania carriers for all carriers throughout official classification territory; the present report, recognizing the existence of a new situation since July 29, recognizes a territorial extension of the relief granted to the Central Freight Association lines by permitting the carriers to transport freight on their own lines, with certain exceptions specified for horizontal increases in official classification territory. It is expected that the constructive work suggested in the original report will be carried forward and augmenting the necessities of the carriers generally will be carried forward without interruption.  
After stating the exceptions, heretofore given, the commission went on to keep an account of the additions to their revenues from increases in rates subsequent to July 29, 1914, and from new territory to be reported separately thereon to the commission at the end of twelve and twenty-four months, respectively.  
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**Harlan Dissents**

Chairman Harlan, while agreeing that the roads have established their need of additional revenue, declares that the entire "dilemma" of the new territory, now approved by the commission for permitting the carriers to augment their revenues.  
"The original record contained no evidence tending to prove that any of the proposed increased rates affecting trunk line or New England territories were just and reasonable," said he, "and this deficiency in proof was not supplied on the further hearing. The record showed the financial condition of the trunk line carriers generally to be much more favorable."  
"We pointed out, however, in our original report the sources from which the needed additional net increase could and should be obtained—namely, by revision of rates and an abandonment of practices found to be unremunerative."  
"By following the suggestions made in the original report the carriers could undoubtedly secure more additional net income than the amount estimated to accrue under the proposed horizontal rate increase and far more than can accrue to them under the relief now accorded in the supplementary report."  
"I cannot but think that a general increase in the standard rates of this country, while the rate structures of these carriers remain full of inconsistencies, discriminations and wrong practices that deplete their revenues, is morally wrong; that the placing of additional burdens on interstate commerce that is also placed upon state commerce is also unjust; and that the rate increase proposed in the supplementary report will ultimately be as disastrous to the carriers themselves as it will be harmful to the general interests."  
Commissioner Clements, dissenting said: "I can but regard the action now taken by the commission as out of harmony with the spirit and purpose of the law, and as taking a step that leads away from the sound principles necessary to conserve the ends of justice."

**Five Per Cent. Increase**

"Except as otherwise above specified, the rate of classification territory may be increased by not more than five per cent.; but rates increased since July 29, 1914, may not now be again increased so as to exceed those established by an agreement of territory may be increased by not more than five per cent. of the intra-territorial rate, or of the portion or division of the inter-territorial rate according to the road or roads in official classification territory as the case may be."  
"If fractions in excess of one-half a mill are rounded upward, fractions less than one-half of a mill are to be disregarded."  
"In some instances and in part because of the pendency of this proceeding, we have recently suspended proposed increased rates in this territory. If they are decided upon, we will cancel such tariffs so suspended and file in lieu thereof tariffs which conform to the limitations above specified. If that is done such suspensions will be deemed to have been withdrawn."

**Exceptions Stated**

The exceptions from the proposed increase of rates are stated in the decision as follows:  
"1.—Rail-lake-and-rail, lake-and-rail, and rail-and-lake rates. It is shown on the record that since the rail carriers acquired ownership and control of the lake lines successive increases have been made in the rates via lake tending to lessen the difference between them and the all-rail rates."  
"2.—Rates on bituminous coal and coke. Not long since these rates were investigated and maximum rates were prescribed by the commission. The rate on bituminous coal in the Pittsburgh district to Youngstown, and the rate on lake cargo coal to Ashtabula—have been put in effect and the rate on bituminous coal for the transportation of such coal. The prevailing rates are remunerative, and the financial condition of the principal bituminous coal carriers in this territory is such that with many of the other carriers in official classification territory, twice in the not distant past the rates on bituminous coal have been increased. It is not proposed to increase them now to be as high as may fairly be allowed. It must be remembered also that the carriers are not seeking general increases in rates on anthracite coal, and bituminous coal are used in competitive markets. As to coke, the rates controlling the greater volume of traffic now moving in official classification territory have recently been increased by the commission, which was specifically designed to guard against shrinking the carrier's revenue there from, and which really resulted in increasing the volume of traffic on that route."  
"3.—Rates on anthracite coal and iron ore, largely because they are before us for review in other proceedings."  
"4.—Rates held by unexpired orders of the commission."  
**Figures Governing Decision**  
"These figures serve to emphasize our previous finding that the need of carriers in official classification territory, taken as a whole, for increased revenue:  
"1.—The fiscal year just ended the net operating revenues of the carriers are lower than was estimated or anticipated when the original report was issued. Not since 1903 have the net operating revenues of the carriers been so low as in the fiscal year ending June last. In 1903, moreover, the property investment account of the carriers was \$1,309,000,000 less than in the fiscal year. The surplus for 1908, after deducting \$102,000,000 paid in dividends, was \$47,000,000, whereas, for the last fiscal year the dividends paid, amounting to \$13,900,000, drew out the accrued surplus to the extent of \$5,200,000."  
**Receipts Very Low**  
"From whatever comparative standpoint viewed, the net operating revenues of the last fiscal year must be regarded as unduly low. Operating costs and operating revenues fall to show the tendency to such concomitant variation as should prevail in the transportation industry. The property investment accounts as now standing on the books of the carriers cannot be accepted as accurately represent-

**COMMISSION GRANTS FREE ON INCREASE**

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representing the fair value of their property devoted to serving the public."  
"The fact remains that if the increase in depreciation and betterment accounts in the last fiscal year over the average of similar allowances for the five year period were added to their net reporting income for the last fiscal year, the results of operation would still fall below a fair return upon the amounts carried upon the books as investment in property."  
"While there has been recently an enlarged expenditure for maintenance of equipment it is clear that it has not been sufficient to restrict to proper limits the number of cars and locomotives needing repairs. We cannot complain with favor any attempt to obtain an increase in net revenue through unduly restricted expenditures upon maintenance."  
"The testimony shows that while the maintenance is being deferred other maintenance has not been neglected. The last fiscal year is now being made."  
"The conflict in Europe will doubtless create an unusual demand upon the world's loan fund of free capital and may be expected to check the flow of foreign investment funds to American railroads. It appears that our railroads represent the bulk of European investment in this country. The rate of interest—the hire of capital—has risen during the last decade and may rise still further. It is computed that in the years 1915, 1916 and 1917 the amount of European investment in territory must be increased to the extent of \$500,000,000. True, the representations of the carriers in the 1910 report of the sources from which they sought their credit must totally vanish, proved strongly at variance with their subsequent experience in the borrowing of many hundreds of millions. There is no doubt that the financial problems of the carriers have been made much more acute by reason of the war and if we are to set rates that will afford reasonable returns on their investments we must give consideration to the increased hire of capital as well as to other increased costs."

**But Results Will Be Good For People of State, Believe Members of Commission**

Warnings that Pennsylvania should avoid the difficulties of West Virginia in providing for the insurance features of its proposed workmen's compensation act and that the cost to the industries of the Keystone State would be about \$10,000,000 per year and the cost to the insurance companies would be about \$10,000,000 per year, labor characterized the final hearing of the Industrial Accidents Commission on the proposed compensation law here last night. The commission will send its bill to the next Legislature early and ask its enactment. The bill from Western Pennsylvania coal operators, which it was expected would be passed by the Legislature, would exempt farmers and domestic servants from the act. Members of the commission contended, would make it unconstitutional.  
William H. Hotchkiss, former insurance commissioner of New York, said that the West Virginia compensation act had been reported as neither compensation nor insurance and that at the end of June last its funds were \$345,000 too small to meet the claims. There were 246 fatal cases, of which 82 were in one mine disaster. The liabilities he gave as \$669,000, with but \$324,000 to meet them. The reason was that no more than 1 per cent. of the payroll could be collected toward compensation and that after that the employer was absolved. He called the West Virginia law a "horrible example."

**Cost Runs High**

C. S. Bunting, a Philadelphia insurance expert, said that it would cost \$40,000,000 a year to pay claims and administer compensation in this State, basing this estimate on experience in New York and Pennsylvania acts. The \$100,000 tax which the Insurance Department would collect on the business of insuring, he said, should go into the State fund. The State did not want to make any money out of a compensation act.  
Francis Rawle and J. W. Henderson, of Philadelphia, solicitors for the royal Italian consuls, reviewed the paternalistic care of their people by the Italian government and the Austrian empire and suggested that the consular office should be abolished and the dependents of aliens, the employers giving notice of death.  
**Some Suggestions**  
Bradley Nevell, of the Midvale steel works, urged physical examination and that there be a definite termination of payments, while T. J. Gibbons, representing Iron and Steel Company, Pittsburgh, said that there should be clearer statements about neglect and who happens to use intoxicants.  
E. S. Tall, Brainerd, representing the Allegheny Valley Mining, Shawmut Mining and other western companies, held that the employer should have the right at any time to have payments commuted and an employee when there is danger of losing. He suggested that the act not apply to alien dependents and nonresidents, but the commission disagreed with him. He also suggested that a conflict of testimony about negligence should be left to the courts to determine and not a jury.  
Van Binker, representing Pittsburgh miners, said the soft coal miners were ready to get together on an act with the operators. He said that in 1913 there were 561 fatal inside accidents and 50 fatal outside at soft coal mines, leaving 347 widows and 803 orphans. The soft coal miners numbered 189,909.  
**Maurer's Ideas**  
James H. Maurer, president of the State Federation of Labor, when asked what he thought about farmers and servants being included, said that none had asked to be included and that the federation had done nothing. He thought that those who wanted anything should get up and get after it, except children.  
J. B. Colahan, one of the commissioners, remarked that the commission had treated them as children and put them in the position of a mother.

**GERMANY BARRAGED BRUISED SUB**

Petrograd Announces Friedrich Karl Has Been Destroyed; 200 Men Saved

Members of the Brotherhood of Railroad Trainmen's legislative board to-day endorsed two bills, and adjourned. One bill provides for an eight-hour day for all railroad employees. The other, a safety first measure, provides a uniform system of clearance and obstruction rules.

**Trainmen Want Eight-Hour Day For All Men**

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Several reports recently said the Friedrich Karl had struck a mine while coming out of a German port, in the Baltic, and had sunk. She was a cruiser of 850 tons and was in Hamburg on Dec. 12. Her complement was about 500 men.

**Petrograd Announces Friedrich Karl Has Been Destroyed; 200 Men Saved**

Petrograd, Dec. 18.—It is semi-officially announced that the German armored cruiser, Friedrich Karl, was sunk during a recent sortie in the Baltic. Two-thirds of her crew are said to have perished, less than 200 men having been saved.

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**COMPENSATION TO BE VERY COSTLY**

But Results Will Be Good For People of State, Believe Members of Commission

**STEELTON BOY GETS PLACE AT WEST POINT**

Franklin Morrett Named by Congressman Kreider; Palmyra Boy First Alternate

Eighteenth congressional district, to-day named Franklin Morrett, of Steelton, for the cadetship at the United States Military Academy at West Point.

Walter K. Fasnacht, of Palmyra, and Paul Carl, of Williamstown, were named first and second alternates, respectively.

Morrett is the son of Mr. and Mrs. Jacob W. Morrett, 440 Swatara street, and is a student at Bucknell college. He is a graduate of the Steelton high school, where he has been a prominent in athletics.

While in Steelton high school he was one of the mainstays of the football team. Upon his graduation he entered Ellam University, North Carolina, where he played basketball. Last fall he entered Bucknell, where he made center on the varsity.

**Vaccinated in Chicago For Coming in Contact With Smallpox Here**

The city health officers have located C. C. Wheeler, who was in Harrisburg in contact with J. R. Hinkson just before the latter was quarantined for smallpox, in Chicago. The health officers of Chicago have been notified and they will attend to the case.

Other people who were here with Hinkson at his dancing school were found in Lebanon. The Lebanon health officers have vaccinated all the persons found.

**DOCTORS TO NOMINATE Dr Traver to Address Medical Society at Meeting To-night**

The regular meeting of the Harrisburg Academy of Medicine, scheduled for Friday, December 25, has been changed to this evening because of Christmas.

The meeting will be an important one because officers will be nominated for the election to be held at the meeting last Friday in January, 1915. Dr. S. N. Traver, 128 Locust street, will speak to-night to the members on "Modern Urology."

Pennsylvania manufacturers is going forward very rapidly, I am glad to say," said Mr. Maurer. "Employers are enthusiastic about it and have safety experts hard at work. As the time think there are 50 per cent. less accidents than four years ago. With the experts on the job and safety first ideas followed, in a few years conditions will be such that workmen's compensation need not scare anybody."

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