MONDAY EVENING,

STEELTON MIDDLe Town Chiebspike NEWS OF THE RAILROADS **FULL CREW MEASURE** ON APPROPRIATIONS STEEL EQUIPMENT [Continued from First Page.] [Continued from First Page.] Serbian Children Will POISONOUS ROOT IS an average of 35 cars eastbound and 31 cars westbound, in order to com-ply with the requirements of the full crew law, resulting in the useless ex-**Buckman and Woodward Working** MUST COME FASTER FATAL TO SMALL BOY crew law, resulting in the useless ex-penditure of \$27,072.49 for the Phila-delphila division alone. This, of course, only applies to the freight movement. In order that you may know some-thing about the work of these brake-men, I have here a report of ob-servations made by some of my repre-sentatives on a number of fast trains on this division, which show that the brakemen, of which there are two, performed the following service: 6 to Hold the Total Within the **Revenues of State** Less Than Half Number of Cars Twin Brother Is Violently Ill, JITNEY LINE ASKS CHARTER Change During Nine Years; More to Come Steel equipment is not coming fast, according to estimates made by Edward B. Smith & Co., Philadelphia and New York bankers. In their weekly report the following figures are given: The president of the Pressed Steel Car Company is reported to have for a steel car encounter of the railroads of the country during the past nine years have clearly that there is no necessity for two brakemen on fast trains, and in fast there is no necessity for two brakemen on fast trains, and in fast there is no necessity for two brakemen on fast trains, and in fast there is no necessity for two brakemen on fast trains, and in fast there is no necessity for two brakemen on fast trains, and in fast for the railroads. "The is estimated that an average of the railroads. "Freight car orders in 1914 amount fast. Son estimates that the total freight and the total freight in the information of the states number 2,195,511. 007, as a stright business prosition, take one of our through trains, for example, say train No. 2; no doubt you thave ridden on this train, which leaves in cluding the Southern Pacific, Illing the Southern Pacific, Illing at from ten to fifteen years and; the life of a steel car from fifteen train dire in the fife of a steel car from fifteen the life of a steel car from fifteen the life of a steel car from fifteen the market extensively for cars during the present year." Joseph T. Richards Retires; Capital Stock Is Fixed at \$25,000; Time Brakemen Work Big Receipts at the State Treasury Now Chairmen Buck man and Wood-ward of the legis-lative appropria-tion committees, to-day discussed be horseradish. The ill are: Russell Beckey, twin **Steelton Snapshots** brother of the dead boy; Mrs. John

HARRISBURG

BURIED IN UNIFORM

MAJOR EVANS TO BE

to-day d is cussed the provisions of the big bill and arranged to handle the appropriations together. The bills for charities will be gone over on a pounts beld within

be gone over on a system and the amounts held within state revenue. Mr. Woodward also saw the Gov-ernor about the bill which will con-tain departmental estimates, including something like \$9,000,000 for the Highway Department. Big Payment.-Over a million and

CHAIRMEN MEET

Highway Department. Big Payment.—Over a million and a half dollars was received at the State Treasury to-day from banks and insurance companies. The Prudential company paid \$295,519,97 and the Metropolitan \$208,570.61 as taxes to the state.

the state. Application Made.—Application has been made for a charter for the Jitney Transportation Company of this city. The capital is given as \$25,000. Working On Primary Bills. — The Auditor General's Densertment is work.

Auditor General's Department is work-ing on primary election bills from the various counties and some payments will be made this week, money having made available by approval of

Full Crew Letters.—The legislative post offices at the State Capitol and the mail bags of the Governor's office were filled to-day with letters for and against the repeal of the full crew law. It is estimated that over 100,000 let-ters, postcards and papers on the sub-lect have been received at the Capitol in the last week. Desks of senators and members are piled high with the letters.

Board Scans Bills.—The State Board Eoard Scans Bills.—The State Board I Education is considering bills pro-osing amendments to the school code -day. The board was requested by overnor Brumbaugh to look over ich legislation.

Governor Brumbaugh to look over such legislation. Insurace Tax High.—State taxes on the business done in Pennsylvania by insurace companies chartered in other States of counties will yield over a million and three quarter dollars this year according to estimates made at the Capitol. Payments are now be-ing made and checks of large size are being received at the Treasury almost daily. Half of the revenue from the tax on the fire insurance companies is paid to municipalities for relief of firemen injured or made sick while in active service. Heavy payments of State tax on stock of banks and trust companies have been made in the last week and it is estimated that the in-come from this source will run about as usual. The bank stock tax and the insurance tax contributed materially to the big receipts of the State Treas-ury during February. Orchard Work On. — Orchard dem-onstrations began in seventeen of the

ry during February. Orchard Work On. — Orchard dem-nstrations began in seventeen of the bounties of the State to-day and will e continued by attaches of the State eologist's division until the fruit trees oom. Next week demonstrations will e given in over twenty-five counties. Sending Out Checks. — Distribution

be given in over twenty-five counties. Sending Out Checks. — Distribution of checks to farmers and cattle owners who lost animals or property through measures taken to eradicate the foot and mouth disease begins this week from the State Livestock Sanitary Board and claims made since the list made up will be put on file and the Legislature advised of the amount un-paid. It is likely that provision for claims which may arise will be made in the closing of the session.

WILL BUY SITE FOR **CITY ASPHALT PLANT**

[Continued from First Page.]

ordinance will pass finally at the meet ing a week from to-morrow. Under these circumstances work on the erection of the plant can be start-ed by April 1 as Commissioner Lynch will advertise for bids just as soon as the measure becomes a law. For the last seevral weeks he has been in communication with haif a dozen plants, and it is Mr. Lynch's hope to have the city's plant in operation by the middle of May or June 1. This will be ample time as the repair con-tracts with Alderman Charles P. Wal-ter hold good until April 1 and Com-missioner Lynch will hold the contrac-to to tis provisions so that the city's streets will be turned over in ship-shape before the alderman is released rdinance will pass finally at the meet

Joseph T. Richards Retires; Was Consulting Engineer

Was Consulting Engineer Special to The Telegraph Philadelphia, March 1.—Joseph T. Richards, consulting engineer of the department of maintenance of way of the Pennsylvania Railroad, retired yes-terday after an interrupted period of forty-two years with the company. The was born February 12, 1845, near Rising Sun, Md. He entered the service of the Pennsylvania Railroad as rodman and transitman on August 1, 1860, during the construction of the Altoona shops. He continued with the company until October, 1871, when he accepted service elsewhere. He re-turned to the service of the Pennsyl-vania Railroad March 1, 1875, as su-pervisor of division No. 6 of the main line, extending from Newport to Gran-ville, on the Middle division. March 20, 1876, he was promoted to assistant engineer, maintenance of way. From June, 1877, to March, 1883, he was principal assistant to the chief engi-neer. On the last-mentioned date he was apointed assistant to the chief engi-neer. On the last-mentioned date he was pointed assistant to the chief engi-neer. On the last-mentioned date he was apointed assistant to the chief engi-neer. March, 1893, when a change was made in the organization, Mr. Rich-ards became engineer of maintenance of way, June, 1902, chief engineer. March, 1893, when a change was made in the organization, Mr. Rich-ards became engineer of maintenance of way, and June 16. Intenance of way, and June 16. Intenance of way.

Standing of the Crews

HARRISBURG SIDE

Philadelphia Division — 118 crew to o first after 3.30 p. m.; 127, 119, 116, 29, 105, 125, 110, 130, 106, 132, 103, 112, 11, 131, 134, 102, 113, 117, 133, Engineers for 103, 110, 118, 130, 133, Conductors for 110, 111, 126, 134, Flagmen for 103, 106, 116, 125, 131, 127, 133, 134. Brakemen for 102, 118, 113, 100, 115, 113,

Flagmen for 103, 106, 116, 125, 131, 132, 133, 134. Brakemen for 102, 118, 119, 129, 130, 131, 132. Engineers up: Newcomer, Gibbons, Reisinger, Welsh, Dennison, Manley, Tennant, Geesey, Statler, Brubaker, Hindman, Downs, Crisswell, Smith, Kennedy, Ibright, Seitz, Madenford, Sparver, D. T. Smith, Foster. Firemen up: Bushey, Cover, Mul-holm, Copeland, Miller, Martin, Packer, Grove, Sheaffer, Spring, Kepleman, Arnsberger, Shiller, Martin, Packer, Grove, Sheaffer, Spring, Kepleman, Arnsberger, Shive, Yentzer, Durall, Libhart, Manning, Lantz, Dodd, Myers, Wagner, Hartz, Herman, Kearney, Wagner, Hartz, Herman, Kearney, Wagner, Barty, Dinzelse Mont

Moore, Firemen up: Stouffer, Karstetter, Fletcher, Arnold, Zeiders, Kuntz, Wright, Llebau, Fritz, Pottiger, Sea-grist, Cox. Conductors up: Byrnes, Gantt, Pat-rick, Baskins, Eberle. Flagmen up: Mumma, Miller, Smith, Brakemen up: Spahr, Stahl, Reese, Bolata, Plack, Bell, McHenry, Hender-son, Frank, Mathias, Lauver, Troy. Roller, Kipp, Kane, Myers, Werner, Fritz, Kohl, Kerwin, Kleffer, Peters, Baker, Kilgore, Martin.

M'CALEB DISCUSSES

and our through trains for examples of the second preduction of the star and second preduction of the star construction of

Big Business Does Not Wear Men Out Quickly R





MAJOR BARTON D. EVANS, Taken When He Was Captain of West Chester Company, N. G. P.

July, 1864, discharged November 11, National Guard—Private Company I. Eleventh Infantry, August 10, 1875; elected second lieutenant February 29, 1876; second lieutenant February 29, 1876; second lieutenant February 29, 1876; second lieutenant by detail company E, First Regiment, Volun-teers, September 12, 1877, during the riots; relieved November 13, 1877; elected captain June 25, 1886; com-pointed ald-de-camp, December 25, 1886; ap-pointed ald-de-camp, December 26, 1886; ap-sets, and was reappointed September 3, 1890, and July, 1895. In addition to his military record, Major Evans was also prominent as a writer of spe-cial stories for newspapers and maga-cial stories for newspapers and maga-

CHURCHES RESPOND TO RELIEF APPEAL [Continued from First Page.]

tire collection, \$17, while Stevens Me-The collection, $\frac{1}{2}$ is the stevens Me-morial school planned a special con-tribution for next Sunday, the Fourth Reformed Sunday school is planning heavy contributions, Messiah Lutheran will take special collection and the Derry Street United Brothern school

WATCHING GAMBLERS

MARCH 1, 1915.



Saturday. They returned to the Kreiser boy's home and began to tear the approximate the second second

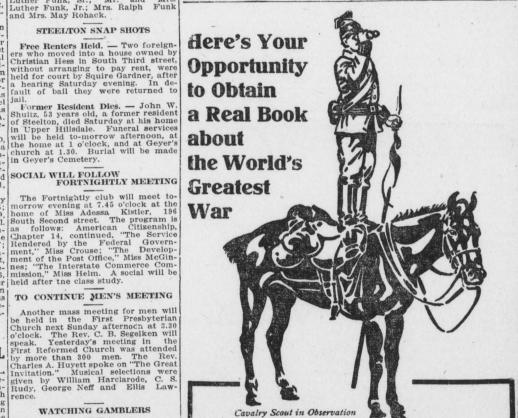
STEELTON PERSONALS Dr. H. C. Myers and Dr. D. E. Myers spent the week-end with their mother, Mrs. W. J. Myers, Alexandria, Hunt-ingdon county. Joseph Schappert, New York city, was in town yesterday. Arthur Clemens is ill at his home in South Front street. Superintendent L. E. McGinnes has returned from Cincinnati, where he attended a meeting of the superin-tendents of the National Education Association.

GOING TO WAR

His patriotism stirred by the recent Serblan victories on European battle-fields, Mathias Zutic, South Third street, Steelton, has resigned his posi-tion here and set sail to join the Ser-bian army.

ANXIOUS TO RECOVER OLD WILL

His patriotism stirred by the recent Serblan victories on European battle-fields, Mathias Zutic, South Third street, Steelton, has resigned his posi-tion here and set sail to join the Ser-bian army. SMALL CHILD DIES Jacob Stehman, Front and Walnut streets, died yesterday.





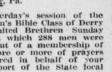
Brumbaugh Hears That Derry Street Men Are With Him in

Governor Brumbaugh to-day recovernor Brumbaugh to-day re-ceived a letter from the Men's Bible Class of the Derry Street United Brethren Church, Fifteenth and Derry streets, stating that the class had a special season of prayer yesterday aft-ernoon for the success of his local op-tion measure. The letter is as fol-lows:

Signed: O. K. KINES, President. H. L. CARL. Teacher. O. P. BECKLEY, Teacher. O. P. Beckley yesterday addressed the men's class, speaking on "A Little Religion." Mr. Beckley said men with a 'little religion' are the ones who sign liquor license applications. He also said that the fellows with a 'little religion' are foolishly expecting to get into heaven by proxy on the lot of re-ligion possessed by their wives.

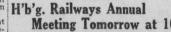
DEATH OF WM. H. SHENBERGER

tendents of the National Education Association. MARRIED AT HAGERSTOWN Robert Hess, South Second street, were married at the parsonage of St. John's Lutheran Church, Hagers-town, by the Rev. Mr. Owens on Wednesday. Special to The Telegraph Columbia, Pa., March 1.--William H. Shenberger, a well-known furni-ture dealer and undertaker, and a for-board and president of the Old Colum-bia Public Ground Company, died at is home here on Saturday evening, aged 64. He was prominent in Ma-sonic circles and was unmarried.





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LOOK FOR THE COUPON IN THIS ISSUE