

OUCH! BACKACHE! RUB LUMBAGO OR STIFFNESS AWAY

Rub pain from back with small trial bottle of old "St. Jacob's Oil"

When your back is sore and lame or lumbago, sciatica or rheumatism has you stiffened up, don't suffer! Get a small trial bottle of old, honest "St. Jacob's Oil" at any drug store, pour a little in your hand and rub it right on your aching back, and by the time you count fifty, the soreness and lameness is gone.

MERCHANTS IN FAVOR OF COMMODITIES ACT

County Inspector of Weights and Measures Boyer Makes Interesting Report to Commissioners

"Merchants favor the commodities act which became effective in January 1, 1914," said Harry A. Boyer, county inspector of weights and measures, today in his report to county commissioners.

KNIGHTS OF MALTA INSTALL OFFICERS

Many Past Commanders and High Officers Participate in Impressive Ceremony

Last evening in the council chamber of Star of America commandery, No. 113, Ancient and Illustrious Order Knights of Malta, many members witnessed the impressive ceremony and installation of officers by Deputy Grand Commander Sir Charles W. Spangler, assisted by Sir F. Eugene Gehr, P. C., as grand captain general; Sir Edward Cusack, D. G. C., as grand prelate, and Sir William F. C. Liesman, P. C., as grand herald.

Dying Woman Accuses Husband of Stabbing

An antemortem statement was made to-day by Mrs. Jane Dixon, who is in a serious condition at the Harrisburg hospital, that she was stabbed by her husband, Charles Dixon, a month ago. Her condition to-day was said to be serious.

Falls Dead on Approach to Mulberry St. Bridge

Mrs. John M. Mumma, aged 52 years, 1526 Derry street, died suddenly last evening while walking down the approach of the Mulberry street bridge, at Fourth and Chestnut streets.

Dies From Effects of Fall a Month Ago

Mrs. Susan Dowhower, aged 87, widow of the late John Dowhower, died last evening at the Harrisburg hospital, from injuries she received in a fall at her home, February 3, when she fractured her left hip. She was taken to the hospital and remained there until her death. Funeral services will be held at the home of her son, Stephen, 414 Harris street, tomorrow evening at 7:30 o'clock, the Rev. S. E. Rupp officiating. Burial will be made in Shoop's Church cemetery.

ROTARY CLUB LADIES' NIGHT BIG SUCCESS



MRS. WILLIAM S. ESSICK



MRS. WILLIAM RUFUS MCCORD

The annual ladies' night of the Harrisburg Rotary Club at the Masonic Temple last evening was attended by about 120 members and guests and was one of the pleasantest entertainments in the history of the club. Dinner at 6:30 in the banquet hall of the Temple was preceded by an address of welcome by William S. Essick, president of the club. The response was made by Mrs. William Rufus McCord, wife of the vice-president. Table favors consisted of fantastic caps and whistles, which were very much in evidence throughout the evening. The dinner, under the direction of Caterer Rutherford, was a distinct success and was enlivened by songs to the accompaniment of Updegrave's orchestra.

S. S. POMEROY HAS MODERN GROCERY

Delicatessen and Meats Are Added Feature, Displayed in Glass Refrigerator Cases

Although S. S. Pomeroy, the Market Square grocer, has been doing business at 5 South Market Square since the fire, the formal opening of his new store room has been arranged for Thursday, Friday and Saturday of this week. The new equipment and variety of table necessities and delicacies displayed makes the store one of the most attractive and complete of its kind in this section of the state.

WELL-KNOWN BUSINESSMEN TO SPECIALIZE ON M. N'S CLOTHING



MOE L. COOPER



CHARLES J. WATSON

It is the intention of the firm to confine their attention to specializing on men's and young men's garments at popular prices ranging from fifteen to twenty-five dollars.

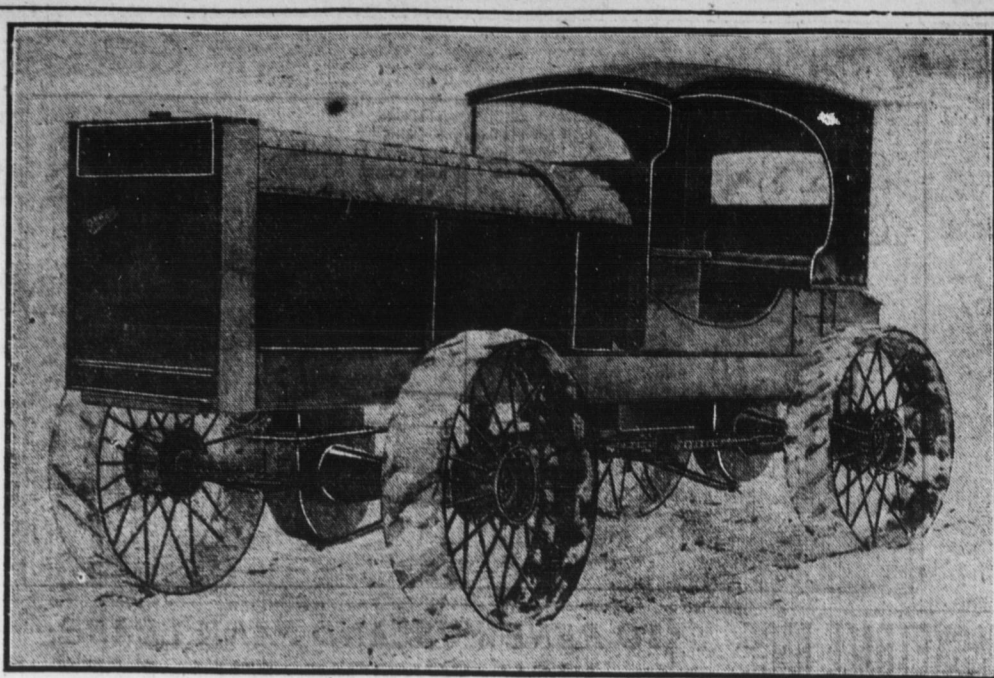
TAYLOR REGRETS THE MANNING 'CHALLENGE'

[Continued from First Page.]

unfortunate that the opinion of the city's landscape architect who mapped out Harrisburg's park development and beautification scheme, should have differed with that of the Patriot owners. It appears that February 12 one of the officers of the Patriot wrote the architect for his views on the subject and the latter answered February 25. Copies of this letter went to Mr. Taylor and E. S. Herman, president of the Planning Commission, according to Mr. Taylor. The park expert suggested that the letter be released for publication until the park commissioner obtained consent of Mr. Herman and H. B. McCormick, who wrote for the Patriot. Mr. Herman is in Florida but the commissioner, who said he obtained assurance that he might make public Mr. Manning's views. The commissioner of parks, of course, asked Mr. McCormick whether or not the people of the city might not be given the benefit of the expert opinion on the coal wharf problem. This was last Saturday. The Patriot this morning printed the opening letter together with the "challenge" of Vance C. McCormick, president of the Patriot. In the "challenge" Mr. McCormick took exception to Mr. Manning's opinion.

Mr. Taylor's Statement Commissioner Taylor this morning said: "That the views of the city's landscape architectural expert did not coincide with the opinions of two of our private citizens, Mr. McCormick, secretary-treasurer of the Patriot, and his brother, Vance C. McCormick, is unfortunate, but alas true. However, an error had been made by the Patriot's thoughtfulness in eventually deciding to make public the views of Mr. Manning on a matter of interest to the public. "Mr. H. B. McCormick wrote the park expert under date of February 12 on the coal wharf question, and the latter answered under date of February 25. In the letter Mr. Manning mailed Mr. E. S. Herman, president of the City Planning Commission and myself, copies of the letter. Mr. Herman, however, is in Florida. "Naturally I rather regret to see something about this opinion in the Patriot. When time passed and nothing appeared, I called up the secretary-treasurer of the Patriot at an asking when the public might expect to obtain some idea of Mr. Manning's opinion through the columns of his paper. "Mr. McCormick declared he wasn't just to be taken in by the expert's views, but asked me to refrain from acquainting the people of Harrisburg on the subject until he had consulted with his brother, Vance. "To-day I saw in the Patriot the opinion of Mr. Manning in full, together with that of Mr. Vance C. McCormick, president of the Patriot. He who reads the Patriot will see that Mr. McCormick were quite evidently surprised, even hurt, at Mr. Manning's attitude in presuming to differ with them. "Patriot Meant to Be Fair "Just what motive actuated the Patriot in withholding the Manning letter until I called attention to its apparent omission, I don't know. I can't understand. Possibly it remembered the caption at the top of its editorial page, which, I believe, is generally understood to indicate the newspaper's policy in regard to other things: "It will be just and fair to all men." "Doubtless," observed Commissioner Manning in conclusion, "it thought to be just to Mr. Manning by withholding from the people his views on the problem because his opinion did not agree with that of the Patriot's owner."

Mr. Manning's Letter "Mr. Boston Post, Feb. 25, 1915. Mr. Henry B. McCormick, Bergner Building, Harrisburg, Pa.: "Dear Mr. McCormick—I have just returned from a trip to the South after my Harrisburg visit, during which I received your note of February 12. "The Patriot office as you requested and asked me to do, has been in the hands of one of the reporters, but was not able to see the managing editor, who was out at the time. I have seen the letter, and will make it a point to see him the next time I am there, because I am anxious, as I know you all are, to do anything that can be done to advance the interests of the city, and want the co-operation of the Patriot. "Interests of Greater Number "I did not feel justly when I was in Harrisburg in giving an opinion for or against either site. I gave your reporter my reasons for and against both sites. I must admit, however, that after thinking the whole matter over it does seem to me, after having gone into the matter thoroughly with my own mind, that the interests of the greater number of people would be conserved if all handling of coal could be provided for on the island (where the filtration plant is) in an efficient manner, because so many more people use and are likely to use front street shore and bluff top wharves. There are so many people living on Front street than ever will live on the island who are likely to be annoyed by the clutter, the dust and the inevitable untidiness of the coal wharf. "Unattractive Alternative "One of the principal objections to the present position is that only a part of the coal handling arrangement will be transferred to the island, about one-third as near as I can make out, and that some of the wharves on Front street will still be maintained for this purpose. If the plant is put on the island, however, it may become so obviously advantageous to the city that action may be taken to transfer all such work to that point. "An alternative to this island coal handling proposition that was presented by the company seemed to me a very unattractive one. Their alternative was a floating barge with derricks and hoisting apparatus and bins that could be landed along the shores of Front street and that would be floated up and down the river. Such a structure could not be made as architecturally attractive as I believe a structure on the island can be made, and it would be likely to interfere much more with the recreation uses of the basin. "Factor Not to Be Ignored "I found that the 100,000 tons of coal, and the 20,000 to 30,000 tons of sand that were taken from the basin yearly were too important a commercial factor for the city of Harrisburg to be ignored. It is certain that all this material can not be handled at any point below the dam. "I might say that the picture in the Patriot of the coal handling plant did not represent what I have in mind for the treatment of the plant on the island. "This is a personal letter, copy of which I have sent to Mr. Taylor and Mr. Herman, with the request that it not be published without their approval. Yours very truly, WARREN H. MANNING.



The Life Experiences of a Family of Traction Experts Are Embodied in The Morton Tractor

When you buy a Morton Truck or Tractor you buy something more than a mere motor-propelled vehicle of the ordinary type. Back of the finest materials that can be put into a modern motor vehicle, are the years of study and experience of an entire family of traction experts who have devoted their life to producing traction and motor-propelled machinery. As designers and experimental experts for several of the largest machinery corporations in the world, father and sons have invented and perfected self-propelled machinery that are famous in every country on the globe. Consequently, when they market a truck or tractor under their own name, backed by ample local capital and experienced machinery manufacturers, you are assured of a product that is equal to the best in its price class. When your transportation problems demand something more rapid, powerful and economical than old "Dobbin," but just as faithful and trustworthy in its performance, the following specifications of high-grade mechanical merit combined with the "Morton" experience should be ample assurance that you make no mistake in choosing a Morton motor vehicle.

Specifications of Morton Four Wheel Double Worm Drive Tractors

MOTOR—Bore 5 1/2 x 7 stroke; rated brake h. p. at 600 to 800 r. p. m.; 70 h. p. motor is of the 4-cylinder, 4-cycle, vertical water-cooled type. MANEUVER is of the highest grade, high tension type. IGNITION is of the dual type, consisting of the automatic advance magnets and one unit of dry cell batteries, which are incased in a water-proof box and insulated with waterproof insulation. RADIATOR is made of the tubular type of heavy gauge galvanized sheet metal; ample and large to cool the motor, working under the most severe work in hot weather; air circulating fan connects directly to the motor and brings a strong blast of air through the tubes to the radiator; also a large circulation pump which circulates the water freely. FUEL TANK is of the heavy gauge seamless steel type of ample proportions to operate the motor for two days without refilling. TRANSMISSION is of the Morton Heavy Selective Gear Type, has 4 speeds forward and one reverse; bearings in transmission are of the spiral roller type packed in grease; the transmission when once filled with the proper amount of lubrication will last for a period of months without replenishing. TRANSMISSION SHAFTING are all made of 3 1/2 per cent. nickel steel, machined to excess of size needed. TRANSMISSION COVER is bolted on the top of transmission housing free and independent from the working parts of the transmission; all parts of transmission are interchangeable without machine work or fitting. STEERING GEAR is very simple and is wholly contained in the transmission housing and consists of a worm which is driven by either of two gears running in opposite directions and is engaged and disengaged by means of a hand lever. STEERING CHAIN is connected to each end of the rear axle; the distinctive features of this steering gear are, ease of operation, simplicity and reliability. The steering gear is made of all steel parts at all times, and the fact that steering gear is interlocking and that the wheels will remain at whatever angle required. DRIVE SHAFTS are made from 3 1/2 per cent. nickel steel of large and ample proportions. AXLES, front and rear are of the same construction except that the front axle has a universal joint connection allowing this axle to work at an unequal plane from the rear axle; axle housing is made from a high grade of cast steel which is heat treated giving it a high tensile strength; worm used in the axle is of the Hendley type made from special phosphor bronze. DIFFERENTIAL GEARS are of the usual bevel gear type, consisting of two bevel gears and four pinions, made from high carbon steel and thoroughly heat treated before being machined; the differential spider is made of case steel and is lined with a bronze bushing in the part which rotates on the axle. BEARINGS are made of white metal bushings; axle housings are machined and the bushings are fitted in and dowel pinned, thus making the bearings of the axle interchangeable without an alignment of adjusting, making it possible to replace bearings without the dissembling of the machine. FRAME is made from 14-inch structural channel steel which is made to government analysis. CLUTCH is the universal type of Multiple Disc of the adjustable type to take up the wear of the discs. DRIVE WHEELS are made of the suspension type; 62-inch in diameter, 18-inch wide with spokes round and 3/4-inch in diameter. DRAW BAR is attached to the main frame and is the same width as the distance between the two wheels. CAB is located on the rear end of the tractor and is provided with seats conveniently situated to the controlling levers that operate the tractor. HOOD covers the motor and gasoline tank and all moving parts of the machine, and has doors which open at convenient points for giving the motor proper attention. SPECIAL FEATURES OF THE TRACTOR are the four wheel double worm drive; high grade of material throughout, namely, nickel steel; ease of manipulation, accessibility of all parts, standardization of all parts, simplicity of construction and efficiency of lubrication; large range of traveling speed and the possibilities of traveling over conditions usually reckoned impassable.

Fire Apparatus, Commercial Trucks, One-and-one-half to Three-and-one-half Tons Capacity. Four-Wheel Drive Trucks and Heavy Tractors

Morton Truck & Tractor Co. 19th and Manada Streets HARRISBURG, PA. BELL PHONE

Count Displeased With American Note and Reply

By Associated Press Berlin, March 3, via London, 11:45 A. M.—Count Von Reventlow, a writer on naval subjects, has in an article in today's Tages Zeitung in which he expresses his thorough displeasure both with the American note to Germany and the submarine blockade of the British Isles and the German answer to this communication. "In this Germany substantially agrees to accept many of the informal suggestions of the United States, and with the idea of bettering the situation of to-day arising from the carrying out of the German blockade and the British retaliatory measures, provided Great Britain yields on her side in certain directions, particularly in the matter of shutting out all food shipments to Germany. This American note was delivered to the German Foreign Office by Ambassador Gerard the evening of February 22, and the German answer was transmitted to Washington several days ago.

Lancaster Morning News Is Purchased For \$5,000

By Associated Press Lancaster, Pa., March 3.—The "Morning News," Lancaster's oldest morning paper, which some time ago went into the hands of a receiver, was sold at public sale this morning by an order of the court. The purchaser was Steinman and Foltz, proprietors of the Lancaster "Intelligence" and "Morning Journal." The News which was a Republican, will not be merged with the "Journal," which is Democratic. The purchase price was \$5,000. There were few bidders.

MAY GET RECESS APPOINTMENT

By Associated Press Washington, March 3.—George Rublee, of Cornish, N. H., whose nomination to the Federal Trade Commission has not been confirmed by the Senate will get a recess appointment Friday from President Wilson. Administration leaders said to-day they did not expect his confirmation at the present session of the Senate.

GLEE CLUB PLANS A SPRING CONCERT



L. HOSE



A. E. DOEPKE

Several weeks ago four young men of the Elliott-Fisher company, well-known as singers, H. A. White, tenor; E. A. Doepke, second tenor; M. G. Stotz, bass and L. Hose, second bass, sang together several familiar songs at the noon hour, and were urged to repeat the music the next day. Several hundred men gathered to hear them sing at that time and it was suggested by L. Hose that they form a glee club. Thirty men, all able to read music, offered their services and organized a week ago at the residence of R. Huber, 1616 Penn street. The officers are, President, L. Hose; vice-president, A. Lutz; secretary, W. Ross; treasurer, F. Hartman. E. A. Doepke was appointed temporary director and H. White, A. Lutz and E. A. Doepke appointed as music committee to secure books and musical literature for the club. The first rehearsal will be held to-morrow evening, and it is thought that a concert may be given in the Spring. The club includes H. A. White, tenor soloist of the Reformed Salem Church; E. A. Doepke, Jr., baritone soloist of the Reformed Salem Church; and first tenor of the Delta Alpha Quartet of Wormleysburg; M. G. Stotz, soloist of the State Street United Brethren Church, and L. Hose, a well-known Steelton singer. The four Lutz brothers and F. Hartman are celebrated Hill singers. A. Lutz, S. Simmers, R. Huber, R. Heister, W. Ross, P. Leucht, Rhinehart, S. Sheaffer, M. Kiester, A. Hagen, Mr. Reedy, Mr. Pierce, R. Batorf.