POLITICAL ADVERTISEMENT

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For the Nomination

County Commissioner

The Democratic Ticket

If nominated and elected, I pledge myself to vote for a reduction of the county tax and devote my time to

Your Vote and Influence Will Be Appreciated PRIMARY ELECTION, SEPTEMBER 21, 1915

POLITICAL ADVERTISEMENT

POLITICAL ADVERTISEMENT



All

ana cigars.

Havana

No matter what message the weather

flags fly---smoke MOJA 10c, all hav-

MADE BY JOHN C. HERMAN & CO.

are away.

Try Telegraph Want Ads

T COME before the people as a candidate upon my record as a citizen and business man well known to the people of Dauphin county, pledging a business administration of the office of Recorded of Deeds and Clerk of the Orphans Court in the event of my nomination and

James E. Lentz Elizabethville, Pa.

10c

Your valuables will be safe in

a Safe Deposit Box while you

\$1.00 a year and up.

Union Trust Co.

of Penna.

Union Trust Building

Cigars

Three Are Injured in Series of Accidents

Two men and a child were severely injured in two trolley accidents on Allison Hill, last night. One horse was killed and another badly cut. The injured are: John Manges, four-year-old son of the Rev. Mr. and Mrs. L. C. Manges, 1431 Walnut street, deep laceration of scalp, contusions and bruises of the body; William Shaffer, 1619 Logan street, severe bruises and lacerations of the body; Frederick Gentsilder, 1414 North street, badly bruised and lacerations.

John Manges tried to cross the street ahead of the car at Walnut and Fourteenth street, when he was struck, according to witnesses. The other accidential control of the control of the control of the corting to witnesses. The other accidential control of the company. Gentsilder and Shaffer, employed by the company, escaped, but one of the horses was killed. The van was badly damaged. Two men and a child were severely

-MIDDLETOWN- - -

rest.
Mrs. T. E. Mayes has returned from
two weeks' visit in Narbeth, Pa.
Mrs. Elizabeth Higgins and Mary Mclease returned to Philadelphia to-day
tter visiting Mrs. O. O. Schaeffer, Main

·HIGHSPIRE ····

Highspire Church Plans Big Park For Recreation

Through the generosity of the of-ficial board of the Highspire Church of God the borough will soon have a pretty park where picnics may be held and park of the picnics of the picnic of the picnic of the lowed of the picnic of d.
thin a few days workmen will beograde and plant a tract of more
an acre of ground in the rear of
hurch. This tract was once used
burial ground and a few graves
remain on the plot. These will be
sturbed

About Ice Complaints

No difference how much we try to avoid them - mistakes are bound to happen.

Whenever anything occurs with our ice service to displease vou-either with the quality of the ice or the conduct of the drivers, etc., we want to know about it.

We really want to know when you are not getting the best kind of ice service.

Your telling us may be the means of our being able to avoid a repetition of the same thing occurring to other good customers.

United Ice & Coal Co. MAIN OFFICE: Forster and Cowden Sts

STEELTON MIDDLETOWN Entenspires

P. R. R. Denies That Frick Holds Option on Its Controling Interest in Steel Firms



John Peffer Are Wed

A pretty wedding was solemnized at 8 o'clock this morning in St. James' Catholic church when Miss Mary Crowley and John Peffer, both of Steelton, were married by the Rev. Father J. C. Thompson.

The wedding march was played by Frank Weiger on the violin. Solos were sung by Mrs. Julia Eckinger, was the Philadelphia offices of the railroad company yesterday. In the same statement however, it is declared that W. H. Donner, presimedent of the Cambria company and executive chairman of the board of directors in the Pennsylvania Steel Company, holds an option "on a portion of the Pennsylvania Company's holdings, both in the Cambria Steel and Pennsylvania Steel companies." This is taken by many steel men to mean that the merger plans are actually being considered, if not already perfected.

First Authoritative News

This official statement issued yesterday by the Pennsylvania Railroad Company, which controls the Pennsylvania Company owns \$22,504,100 worth or 430,082 shares of Cambria Steel stock which is slightly more than 51 percent of the total issue and the control of Cambria is therefore vested in the Pennsylvania Company.

The Pennsylvania Company also owns \$9,158,300 of the total issue of \$10,750,000 of Pennsylvania Steel Company preferred and \$7,388,900 of the total issue of \$10,750,000 of Pennsylvania Steel Company preferred and \$7,388,900 of the total issue of \$10,750,000 of Pennsylvania Steel Company preferred and \$7,388,900 of the total issue of \$10,750,000 of Pennsylvania Steel Company the pennsylvania Company the p

took occasion yesterday to state that it is entirely untrue that Mr. Frick holds such an option.

Mr. Donner, the president of Cambria, and chairman of the Pennsylvania Steel Company, is a very close business and social friend of Mr. Frick.

Mr. Donner has an occasion friend of Mr. Frick.

May Join Both Companies
The fact that Mr. Donner has an option on large holdings of both of these steel companies has revived the report that he intends to exercise the options with a view of bringing both companies under a single management through a merger. This is strengthened by the fact that Pennsylvania Steel preferred stock yesterday advanced to \$66 per share, thighest price touched this year.

The two companies are capitalized as follows:—

STOCK

Pennsylvania Steel com
STOCK

Pennsylvania Steel com-

Total\$109,805,500

Because last year was a lean year, the Pennsylvania Steel Company paid no dividend upon its preferred stock and by reason of the unsettled financial condition, due to the European war, the Cambria Steel Company has C. on Cottage Hill this evening.

recently paid its dividends at the rate of 5 per cent, in interest bearing scrip. But as business has revived there is expectation that the Cambria dividend which will be declared on Thursday next, will be made payable in cash.

Present Good Time

The present is an excellent time to carry through a merger program Money is plentiful and seeking profitable investment. The stocks of the two companies concerned are selling at comparatively low market values. The steel industry is reviving and the prospects are excellent if a new company should be formed to supply additional capital. The two companies are naturally so constituted that a merger is practical. The plants of the

merger is practical. The plants of the Cambria are at Johnstown, in this State, and those of the Pennsylvania are at Steelton, and at Sparrow's Point where a shipbuilding plant is located. One of the first steps of the management of a consolidated company wourd no doubt be the enlargement of the shipbuilding plant.

In connection with the statement issued by the Pennsylvania Raffroad management, was one to the effect that no merger of the steel companies is contemplated. But if the railroad parts with control of the two companies it would not be in a position to say what the new owners might do, and a merger would be the chief object of Mr. Donner and his friends in exercising their option.

ject of Mr. Donner and his friends in exercising their option.

What Merger Would Mean.

A combination of the plants of the two companies would enable the consolidated steel corporation to build ships, make steel rails, supply wire products, including all sorts of wire nails; make steel shapes, which enter into the construction of buildings and bridges; erect bridges, build cars and furnish other steel products. The Pennsylvania Steel Company has a supply of ore in Cuba and the Cambria has a big supply in the Lake Superior district and in addition owns large coal fields which would insure a supply of good fuel.

Miss Mary Crowley and John Peffer Are Wed

trolling interest in the Pennsylvania Steel Company.

Management Satisfactory
It has often been rumored that Henry C. Frick had an option on the holdings of the Pennsylvania Company in the two steel companies named. Mr. Frick is already a large individual shareholder of Cambria. As he is a director of the Pennsylvania Railroad Company and the rumor that he had procured an option might be construed as reflecting upon the Pennsylvania management, the company took occasion yesterday to state that it is entirely untrue that Mr. Frick holds such an option.

Mr. Donner, the president of Cambria. And George M. Long.

Pennsylvania Steel, under-lying securities 25,000,000 a vacation spent in Pen-Mar. GUARANTEED STOCK Cambria Iron 4 per cent . . 8,468,000 has returned from a vacation spent in Pen-Mar. Mrs. David Smith, Christian street, has returned from a visit to her son in South Dakota.

Followed Friend's Advice

After trying Fruitola and Traxo, Mrs. L. C. Clark, 840 Melba St., as, Texas, wrote to the Pinus laboratories as follows:

"I have been a sufferer from gall-stones, and Fruit ola and Traxo was recommended and I am glad to say took advantage of your most wonderful medicine, with won-derful results."

Fruitols and Traxo are two remedies that are used in combination. Fruitols acts on the intestinal organs as a powerful lubricant, softening the congested waste and breaking up the hardened particles so that casy climination follows quickly, to the great relief of the patient. Traxo is a compound of splendid tonic properties, of special value is atrengthening and restoring the system that has been weakened by constant suffering.

The Pinus laboratories have many letters on file testifying to the merit of Fruitola and Traxo; letters from people who have used the remedy and know from actual experience what it has done for them. For the convenience of the public, arrangements have been made to supply Fruitola and Traxo through leading drug stores. In Harrisburg they can be obtained at Gorgas, the Druggist, 16 North Third street—P. R. R. Station.

New Equipment Will Include Steel Hopper and Passenger Cars; For Immediate Delivery

The Baltimore and Ohio Railroad vesterday placed contracts for equipment which will cost approximately \$2,500,000. The orders call for 2,000 steel hopper cars and 50 cars for passenger service and immediate delivery is stipulated in the contracts.

The hopper cars will be equipped with longitudinal doors and modern apparatus for complete and quick unapparatus for complete and quick un-loading. They will be built by the American Car and Foundry Company of East St. Louis, Ill.; the Pressed Steel Cur Company of Pitttsburgh and the Cambria Steel Company of Johns-

Cambria Steel Company of Johnstown, Pa.

The order for passenger cars was placed with the Pullman Company, Chicago, and included 35 coaches, 5 combination passenger and baggage cars, 2 baggage and mail cars, 4 baggage cars, 2 cafe-parlor cars and 2 cafe coaches.

Engine Kills Watchman on Middle Division

miss Crowiey is the daughter of Mr. and Mrs. Dennis Crowley, 457 North Second street, and Mr. Peffer, Who is an employe of the Steelton Cigar Company, resides at 155 North Front street. Following a wedding trip Mr. and Mrs. Peffer will reside at 2125 Penn street, Harrisburg.

Steelton Snapshots

Committees Meet. — Committees in charge of arrangements for the Steelton Athletic Club festival to be held in August met last evening to complete preliminary plans. Tickets were placed on sale following the meetings. Frederick Street Wins. — The Frederick Street Wins. —

There was a rush of traffic on the Reading on Sunday and as a result more than 3,000 cars were transported over that line and the East Penn. The freight consisted principally of bituminous coal. All of the extra crews located in Reading were called out. It was one of the busiest days on the Harrisburg division for some time.

Build Concrete Bridge; Keep Trains Moving

Special to The Telegrap
Lewistown, Pa., July 20.—The substitution of a reinforced concrete bridge for an old wooden one across Buck run without interruption to the train schedule was a feat performed by the Pennsylvania Railroad on its Mifflin and Center county branch yesterday.

Fireman for 115.
Conductors for 106, 116.
Flagman for 132.
Engineers up: Kelley, Hubler, Hennecke, Smeltzer, Albright, Wolfe, Snow, Gable, Lantz, Buck, Seitz, Statler, Manley, Smith, McGuire, Brown, Supplee.
Firemen up: Yentzer, Martin, Dunley, Madenford, Manning, Mulholm, Gelsinger, Weaver, Wentzer, Welley, Madenford, Manning, Mulholm,

levy, Madenford, Manning, Mulholm, Gelsinger, Weaver, Wagner, Whichello, Lantz, Brenner, Gilberg, Robinson, Her-

man.
Conductors up: Mehaffie, Flickinger.
Flagman up: Dowhower.
Brakemen up: Allen, Albright, Busser, Collins, Wiland, Brown, Jackson, Felker, Stehman, Shultzberger, McNaughton.
Middle Division—224 crew first to go after 3 p. m.: 227, 224, 230, 235, 21, 19, 18, 16, 26.

after 3 p. m.: 227, 224, 230, 235, 21, 19, 18, 16, 26.
Engineer for 19.
Brakeman for 19.
Engineers up: Simonton, Havens, Sparver, Smith.
Firemen up: Fletcher, Wright, Richards, Thomas, Ross.
Conductor up: Paul.
Brakemen up: Thornton, Baker, Spain, Miller, Troy, Werner, Bell, Rissinger, Frank, Nearhood, Wenrick, Marlin.

Marlin.

Yard Crews.

Engineers for 16, 2, third 24, 32,
Firemen for third 8, 16, 18, 20, 30, 38,
Engineers up: Swab, Crist, Harvey,
Saltsman, Kuhn, Snyder, Pelton, Shaver, Landis, Hoyler, Beck, Harter,
Blosser, Rudy, Houser, Stahl,
Firemen up: Schlefer, Rauch, Lackey,
Cookerley, Maeyer, Sholter, Snell, Bartolet, Barkey, Sheets, Eyde.

Condeney, Maeyer, Shoffer, Shell, Barketolet, Barkey, Sheets, Eyde

Philadelphia Division—228 crew first to go after 13.0 m. 212, 229, 217, 219, 233, 245, 205, 5 m. 212, 229, 238, 241.

Firemen for 205, 229, 238, 241.

Firemen for 205, 218, 220, 228.

Conductors for 12, 28, 33, 36.

Brakemen for 36, 41, Conductors up: Logan, Dewees, Keller, Pennell,

Brakemen up: Goudy, Shaffner, Shuler, Lutz, Werts.

Middle Division—238 crew first to go after 2p, m. 244, 248, 109, 120, 108, 110, 118, 115, 101, 107, 106, 113, 117.

Engineer for 108, 107, 106.

Conductors for 109, 118, 107.

Flagman for 109.

Brakemen for 318, 107, 106.

Yard Crews—To go after 4 p, m.:

Engineer for first 106.

Firemen for second 128, first 106.

Engineers up: Sweiger, Famous, Firemen up: Ewing, McNally, G, L, Fortenbaugh, Kingsbury, G, H, Fortenbaugh, Hasen.

THE READING CREWS

THE READING CREWS

West-bound: 14 crew first to go after 12.30 p. m.: 20, 1, 9, 10, 15, 4, 16, 23. East-bound: 60 crew, 65, 63, 69, 61

Engineers for 65, 69, Firemen for 60, 63, 65, 69, 6, Conductors for 10, 20, Brakemen for 60, 63, 4, 9, 10, 16, 20,

23, 24

Engineers up, Barnhart, Wood, Martin, Fetrow, Hamel, Woland, Wireman, Tipton, Tape, Fleagle,
Firemen up: Kelly, Nye, Stees, Bowers, Anders, Enkern up: Ritter, Stephens.

Continuous Meal Will

Last Over Six Hours The annual outing of the Harrisburg Chamber of Commerce, which takes place at Inglenook on Friday, has been planned somewhat differently from

planed a inglenook on Friday, has been planned somewhat differently from previous outings.

General Chairman George W. Bogar and his food committees have arranged that the twenty-eight course menu will be on the tables from 12:15 to 6:30 p. m.

The sport events will be the center of interest during the midaftermoon.

Nine specia events with barrels of unusual prizes have been arranged.

AMERICAN FREIGHT CARS FOR RUSSIAN FORCES

ty the Pennsylvania Railroad on its Mifflin and Center county branch yesterday.

The bridge was built in sections of thirty-two tons each, shipped to the location on flat cars, and the Mifflin and Lewistown wrecking crews, with their 100-ton steam derricks, appeared on the scene and lifted them into place in a few minutes.

Standing of the Crews

HARRISBURG SIDE
Philadelphia Division—103 crew first to go after 3:40 p. m.: 115, 111, 106, 115.

By Hoban

FIGURE IT OUT-



Jerry on the Job







