THE PENNSYLVANIA RAILROAD COMPANY.

General Office, Broad Street Station, Philadelphia, Pa., February 23rd, 1916.

The Board of Directors herewith submit to the Stockholders of The Pennsylvania Railroad Company a synopsis of their Annual Report for the year 1915:—

CONDENSED INCOME STATEMENT.

Railway operating revenues		$196,628,170.1
Railway operating expenses		142,736,560.83
Net revenue from railway operations		$53,891,609.27
Railway tax accruals	$7,594,403.88	
Uncollectible railway revenues	46,280.71	7,640,684.
Railway operating income		$46,250,924.68
Non-operating income:		
Income from securities, accounts and sinking and other reserve funds	$17,692,180.57	
Rent income, etc.	2,683,140.09	20,375,320.66
Gross income		$
Deductions from gross income		24,200,923.02
Net income		$42,425,322.32
Disposition of net income:		
Income applied to sinking and other reserve funds,	$1,946,341.16	
Dividend of six per cent.	29,952,219.00	
Income appropriated for road and equipment, improvements, etc.	10,526,762.16	$42,425,322.32

CONDENSED GENERAL BALANCE SHEET.
December 31st, 1915.

Assets.	
Investments:	
Investment in road and equipment	$495,856,202.30
Improvements on leased railway property since June 30th, 1907.	18,287,534.34
Sinking funds	2,077,922.37
Miscellaneous physical property	2,132,020.73
Securities owned and advances to affiliated companies	350,599,077.73
Current assets	93,256,004.48
Deferred assets including insurance and other funds	30,490,309.36
Unadjusted debits	2,241,464.14
	$994,940,535.45
Liabilities.	
Capital Stock	$499,203,700.00
Premium realized on Capital Stock from January 1st, 1909	7,254,247.63
Bonded debt and other obligations	256,01
Current liabilities	49,488,289.02
Deferred liabilities	224,377.77
Unadjusted credits including accrued taxes and depreciation reserves	31,510,897.09
Corporate surplus:	
Additions to property through income and surplus since June 30th, 1907	83,631,500.95
Miscellaneous fund reserves	34,592,720.41
Sinking fund reserves, etc.	5,026,896.13
Profit and Loss	27,991,499.74
	$994,940,535.45

GENERAL REMARKS.

Before reviewing the results of the past year, it may be well to remind the stockholders that April 13th, 1916, will be the Seventieth Anniversary of the enactment by the State of Pennsylvania of the Act incorporating The Pennsylvania Railroad Company. Notwithstanding many financial and business vicissitudes in that long period, the Company has endeavored to discharge its duty to the public by maintaining an adequate, safe and high standard of transportation service; by encouraging the development of the territory served by its lines and connections; and by safeguarding the interests of the stock and bondholders, and the welfare of its employes. Since its incorporation the Company has paid a return upon its capital stock in every calendar year, and has pursued the sound financial policy of devoting many millions of dollars of its income to provide betterments and improvements to its railroad and equipment, instead of issuing capital stock or bonds to procure the funds therefor.

Income Statement.

The total operating revenues for 1915 show an increase of five per cent. over 1914, but were smaller than those for 1913. Satisfactory conclusions cannot be derived from comparisons with the results of 1914, unless it be considered that in that year and during the early months of 1915, the industries of the Country were suffering from a general depression. Since then, however, nearly all classes of industry in this Country have experienced an increasing prosperity.

While the increase in your freight revenues (principally in the Merchandise traffic) can be attributed largely to the transportation of supplies for Europe, the advance of approximately five per cent. in certain Merchandise freight rates, which became effective in the early part of 1915, was also helpful. So far as can be estimated, the advance in these freight rates increased the total freight revenues 2.96 per cent.

Operating Expenses decreased 1.1 per cent. compared with 1914. This decrease was entirely in the Transportation Expenses, due to an accounting change by which these expenses are relieved from freight charges on the Company's lines for transporting material and fuel used by it; and also to a reduction in the fuel consumed resulting from the more extensive use of locomotive superheaters, and to increased efficiency.

Railway Operating Income increased 31.2 per cent., compared with the unsatisfactory results of 1914, and 18 per cent. compared with 1913.

The Net Income for 1915 amounted to $42,425,322.32, an increase of $8,334,557.59, compared with the previous year, out of which appropriations were made to Sinking and Other Reserve Funds, Cash Dividends were paid, aggregating six per cent. on your Capital Stock, and certain Additions and Betterments were provided on lines owned, leased and operated.

The Profit and Loss Account was charged with $3,885,855.73, consisting principally of the discount and expenses in connection with the issue and sale of your General Mortgage Bonds, and the cost of replacement betterments on the equipment of the Northern Central Railway Company, which is leased by your Company.

Freight and Passenger Rates.

The Public Service Commission of Pennsylvania ordered a reduction in the anthracite coal rates from the anthracite fields to Philadelphia. Believing the reduction to be unjust, your Company availed itself of its right under the law creating the Commission to appeal the case to the Common Pleas Court of Dauphin County, where it is now pending. If sustained by the Courts, the order will probably also force reductions in a large number of other anthracite rates, both intrastate and interstate, to points other than Philadelphia, and it is estimated will cause a loss in revenue of $1,500,000 per year.

Pursuant to the suggestion of the Interstate Commerce Commission that carriers might secure additional revenue from passenger traffic, tariffs of increased passenger fares were filed with that Commission and the State Commissions, and became effective, excepting advances in certain suburban fares out of Philadelphia and Baltimore which were modified by the Pennsylvania and Maryland Commissions, and advances in intrastate excursion and commutation fares in New Jersey, which were suspended and are being reviewed by the Board of Public Utility Commissioners of that State.

Traffic.

The number of tons increased 5.57 per cent., the tonnage mileage 3.37 per cent., while the freight train mileage increased only 0.43 per cent. The average revenue per ton per mile increased 3.57 per cent., and the average revenue per freight train mile increased 6.71 per cent., resulting from the increase in the trainload, the increased merchandise traffic, which bears higher rates than mineral traffic, and the advance in freight rates.

The number of passengers decreased 9.05 per cent. and passenger mileage decreased 6.76 per cent. Passenger train mileage however could be reduced only 3.09 per cent. The average revenue per passenger per mile increased 5.43 per cent. and average revenue per passenger train mile increased 1.5 per cent., both of which reflect, in part, the increased passenger rates.

Steamer Operations to be Discontinued.

In the enforcement of the provisions of the Panama Canal Act, the Interstate Commerce Commission, acting under its discretion conferred by that Act, has declined to permit the further operation of certain steamer lines, operated by or in connection with various Railway Lines.

The management of the following named companies, aided by your Company, endeavored, but without success, to retain the operation of their Steamers in connection with the railway lines in your System, in the belief that they were necessary to accommodate the public.

The Commission issued an order which in effect required the Erie and Western Transportation Company (the stock of which is owned by your Company) to discontinue the operation, in connection with your System, of its Steamers on the Great Lakes, effective December 15th, 1915, and that Company accordingly discontinued operations and sold its Steamers, and expects to sell, or otherwise dispose of its remaining property when satisfactory offers can be obtained.

The Commission also issued another order requiring the Baltimore, Chesapeake and Atlantic Railway Company to discontinue the operation of nearly all of its Steamers on Chesapeake Bay, effective April 1st, 1916, and the Maryland, Delaware and Virginia Railway Company, a company affiliated in interest with the Baltimore, Chesapeake and Atlantic Railway, to discontinue the operation of its Chester River Steamers on the Eastern Shore of Chesapeake Bay. The continued operation of the Steamers of the latter Company, and of the Baltimore, Chesapeake and Atlantic Railway Company on the Western Shore of that Bay, is subject to further investigation by the Commission. The practical result of these orders may require both companies to dispose of their Steamers, wharves and facilities, except those necessary for their railway ferry service.

Federal Transportation Inquiry

The President of the United States has recommended a Congressional inquiry into the transportation problem and regulation affecting the common carriers. This Company has clearly outlined in previous reports the necessity for increasing the strength and efficiency of public regulation and it is willing to render all reasonable assistance desired in connection with such an important National inquiry. Twenty-eight years have passed since the enactment of the original Interstate Commerce Law, during which radical changes have occurred in the commercial and financial conditions of the company, and in railroad management and operation, and Federal and State regulation has been extended to practically every department of the railroads. Public regulation has served many useful purposes, which it is desirable to continue, but there has been a notable lack of definite business policy and co-operation between the Federal and State Governments as to railroad legislation and regulation; heavy financial burdens have been imposed, and the powers consistent with responsible railroad management have been seriously curtailed. Further, the investment in railroad and equipment, provided for public service in recent years, has not been earning an adequate return, and consequently railroad expansion has been materially retarded, and the construction of necessary new lines prevented.

However, the time for complaint and destructive criticism has passed, and through this injury an opportunity is presented for formulating a constructive policy and insuring equitable treatment for the railroads, which will be sustained by public opinion, realizing that the railroads are a very essential factor in creating and continuing National prosperity. Then their owners and the investing public will be encouraged to provide in the future the large sums of private capital required to place our transportation systems in a position to meet the needs of an expanding commerce.

Full Crew Laws

The so-called Full Crew Laws, which are in effect extra-crew laws, are still effective in the various States through which your Company operates, and constitute a source of needless expenditure. A Bill to repeal the law was passed by both branches of the Legislature of the State of Pennsylvania, but was vetoed by the Governor.

Capital Stock and Funded Debt

On December 31st, 1915, the Company had 93,768 stockholders, whose average holdings were 106 shares.

The General Mortgage, to which reference was made in the last annual report, was duly executed and recorded. Under its terms provision has been made for the refunding of all underlying mortgage debts of this Company, including those on properties of acquired companies, the payment whereof has, by agreement with the Trustees of the respective mortgages, been assumed by your Company. In accordance with the authority granted by the stockholders at the last annual meeting, the Company issued and sold thereunder the $65,000,000 of Four and One-half Per Cent. Bonds on a 4.72 per cent. interest basis. The sale of these bonds and of the $49,000,000 of Consolidated Mortgage Four and One-half Per Cent. Bonds furnished the money to refund the $86,827,000 Convertible Bonds that matured October 1st, 1915, to meet other maturing obligations, and to make additions and betterments to your railroad and equipment.

Road and Equipment

The important expenditures for Road and Equipment embrace the following items:—

The electrification of the Main Line suburban zone from Broad Street Station to Paoli was completed, and the operation of multiple-unit electric trains was inaugurated September 4th, 1915.

Work was continued on the improvement of your passenger and freight facilities in Philadelphia. Under the agreements with the City of Philadelphia, considerable progress has been made in the proposed elimination of grade crossings in South Philadelphia, and also in the northeastern section of the city.

The reconstruction of the bridge over the Allegheny River between Kiskiminetas Junction and Freeport, the bridge over the Schuylkill River at Phoenixville, and two bridges over the Delaware and Raritan Canal in Trenton, was completed and they were placed in service during the year. The bridges at Manayunk and Frick's Lock, Schuylkill Division, Croydon, New York Division, Diamond Street, Philadelphia, and others over the Delaware and Raritan Canal Feeder, in Trenton, are being rebuilt and will be finished in 1916.

The track elevation through the City of Johnstown will be completed during 1916. All of the bridges necessary for the elimination of grade crossings have been completed and placed in service, and the work of rebuilding the passenger station is proceeding satisfactorily.

The elimination of grade crossings and the construction of a new passenger station in the Borough of Wilkinsburg was continued and will shortly be completed.

The Turtle Creek Branch, Pittsburgh Division, and the Yellow Creek Branch, Conemaugh Division were extended during the year to reach new coal openings, and the branch from Gilberton to Mahanoy Plane, Sunbury Division, was completed and placed in service.

The change of line and grade between Freeport and Butler Junction was begun; this includes the elimination of grade crossings and new passenger and freight stations in the Borough of Freeport.

The shortening and double tracking of a portion of the route between Pittsburgh and Buffalo via the Allegheny Division and the Western New York and Pennsylvania Railway is nearing completion. The tunnels at Wood Hill and Kennerdell have been completed and placed in service and the East Brady tunnel will be finished in the early part of 1916.

The enlargement of the freight facilities in Harrisburg and Allegheny continued during the year, and it is expected will be completed in 1916.

That part of your six-tracked system on the New York Division, between Colonia and Bay Way (just west of Elizabeth, N. J.), is now completed. Fifteen grade crossings were eliminated by the elevation of the four original main tracks and the two additional elevated tracks, and improved station facilities at Rahway, N. J., were also constructed.

With the view of adequately providing for the accommodation of your traffic, your Company early in the year availed itself of the opportunity to purchase new equipment so as to take advantage of the low prices prevailing at that time for labor and material, by ordering for the Lines East of Pittsburgh 144 locomotives; 146 passenger cars and 9,745 freight cars, all of which were for replacement account.

The proposed electrification of the Main Line across the Allegheny Mountains, between Altoona on the eastern slope and Conemaugh on the western slope, received further consideration. Electric traction would facilitate the heavy traffic movement on this difficult section of your Main Line and effect a saving in operating expenses, but the Company prefers to obtain the benefit of the experience of other lines in the use of electric traction for heavy freight trains, and to see a further expansion of its own revenues before procuring the new capital required for this important project.

Road and Equipment—Affiliated Companies

It is expected that the construction of the New York Connecting Railroad, the connecting link in New York City, between the Pennsylvania and New Haven Systems, will be completed and in operation in the early part of 1917.

The masonry work for the double track steel bridge, over the Delaware River south of Trenton for your Company and the Pennsylvania and Newark Railroad, was finished during the year. This latter road will ultimately be extended as a two-track line to a connection with your six-track system near Colonia, N. J., a distance of about 40 miles, with a branch to the New York and Trenton Divisions, in the City of Trenton.

On the New York Bay Railroad, at Greenville Yard, New Jersey Division, extensive improvements, consisting of additional tracks, a covered pier and the erection of two 30-ton electric cranes, are now being made to accommodate the traffic to and from New York Harbor and New England.

On the Connecting Railway work has begun on the elimination of three grade crossings on the Chestnut Hill Branch, by the City of Philadelphia and that Company. This work is being done preparatory to actively proceeding in 1916 with the electrification of the line from West Philadelphia via North Philadelphia to Chestnut Hill.

On the Northern Central Railway, work was begun on the reconstruction of Charles Street Bridge, Baltimore. The coal pier and adjacent tracks at Canton, Baltimore, are also being reconstructed with modern unloading equipment for the export coal traffic at that point.

On account of the large increase in the grain business of the Girard Point Storage Company, the stock of which is owned by your Company, it was necessary to advance funds to that company to construct additional bins for the elevators in South Philadelphia with a capacity of 1,000,000 bushels.

On the Western New York and Pennsylvania Railway, the work of revising the grades and alignment and the construction of additional facilities between Oil City and Buffalo, via Chautauqua, was continued during the year. This work, in connection with that along the Allegheny Division, between Pittsburgh and Oil City, is of an extensive character and involved a large outlay, but the increasing traffic and the advantages of the shortened route between Pittsburgh and Buffalo fully justify the expenditure.

The total expenditures for Road and Equipment on the owned and leased lines, were $15,963,834.67, of which $10,526,762.16 was charged to Income, $5,278,215.82 to Capital Account and the balance to Profit and Loss.

Federal Valuation

Your Company is co-operating with the Valuation Division of the Interstate Commerce Commission in the valuation of your Lines. The expenditures on the System Lines East of Pittsburgh were $186,833, and the total expenditures to December 31st, 1915, were $292,814.

Return on Property Investment

Attention is directed to the return on the property investment, namely, the amount expended for Road and Equipment placed at the service of the public by the Pennsylvania Railroad Company and its affiliated lines, viz.: the Philadelphia, Baltimore and Washington Railroad and West Jersey and Seashore Railroad and lines directly operated by them. In 1914, on a total property investment of $1,062,698,652, the Net Operating Income earned was equal to only 3.72 per cent. In 1915 the total property investment was $1,076,989,236, and the Net Operating Income equal to 4.73 per cent. thereon.

SAMUEL REA,
President.

STOCKHOLDERS MAY OBTAIN COPIES OF THE ANNUAL REPORT COMPLETE, BY APPLYING TO OR ADDRESSING

LEWIS NEILSON, SECRETARY,
BROAD STREET STATION, PHILADELPHIA, PA.

ALFRED PANCAKE DEAD, AGED 87

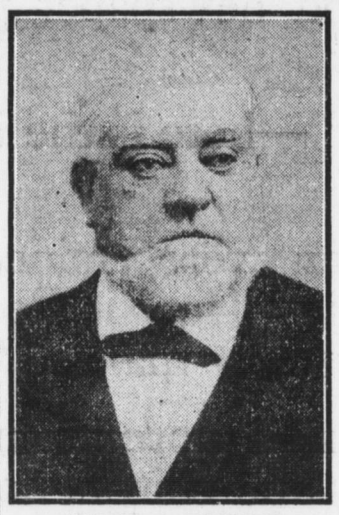
Ran First Locomotive From Harrisburg to Pittsburgh; Traction Stockholder

Alfred A. Pancake, aged 87 years, one of Harrisburg's most widely known residents, died this morning at 6.30 o'clock at his home, 1501 North Second street. Mr. Pancake was an invalid for sixteen years.

The survivors are a widow, Mrs. Emma Pancake; two granddaughters, Mrs. George William Hill, Jr., and Miss Martha E. Snavely, and one brother, Edwin Pancake, 109 Boas street.

The funeral will be held Saturday afternoon. Services will be conducted at the home at 2.30 o'clock by the Rev. Edwin E. Curtis, pastor of Westminster Presbyterian Church. Burial will be made in Harrisburg Cemetery.

Alfred A. Pancake, the oldest son of the late Jacob and Sarah Trullinger Pancake, was born June 22 in South Front street near Mulberry, where the home of Lerue Lemer now stands. Jacob Pancake, his father, was associated with Samuel Hayes in the saddlery business in Market Square a century ago; later he engaged in the lumber and coal business, being one of the first coal dealers in Harrisburg.



ALFRED A. PANCAKE

One of Harrisburg's Oldest Citizens, Who Died This Morning.

He was educated in the private schools of this city and at the age of 16 went to Tremont, near Pottsville, to learn the trade of machinist. After serving two and a half years as an apprentice his employer released him from his indenture to enter the service of the Pennsylvania Railroad Company, then in its infancy in Harrisburg.

Mr. Pancake took the first locomotive from Harrisburg to Pittsburgh, crossing the mountains by ten inclined planes, and from Johnstown to Pittsburgh on a canal boat. He ran the first train from Pittsburgh to Altoona through the Gallitzin tunnel.

In 1865 Mr. Pancake returned to this city to engage in the lumber and planing mill business with his uncle, George Trullinger, and his brother, George Pancake, under the name of Trullinger & Co., at 500 Race street.

Mr. Pancake retired from business in 1887 and owing to ill health had led a retired life for the past sixteen years. He was a trustee and contributing member of the Westminster Presbyterian Church and a stockholder in the City Passenger Railway Company, East Harrisburg Railway Company, Harrisburg Traction Company, Harrisburg Railways Company and the Harrisburg National Bank. He was at one time a director of the latter institution.

LEGAL NOTICES

NOTICE is hereby given that all of the outstanding First Mortgage Five Per Cent. Sinking Fund Gold Bonds of Sterling Consolidated Electric Company, secured by Mortgage to Harrisburg Trust Company, dated April 21, 1909, are hereby called for payment at the office of the said Trustee, Harrisburg Trust Company, Harrisburg, Pa., on the first day of April, 1916, at 105 per cent. of the principal thereof, with accrued interest to said date, after which date interest shall cease.

LYKENS VALLEY LIGHT AND POWER CO., Successor to Sterling Consolidated Electric Company.

PUBLIC SALE
THURSDAY, MARCH 23, 1916,
At 10 o'clock A. M.

In the District Court of the United States, for the Middle District of Pennsylvania — In Bankruptcy, No. 3069 — In the matter of the estates of Harry R. Bauder and Charles S. Bauder, sometimes trading as Bauder Bros. and as the Middletown Carriage Works, and Harry R. Bauder and Chas. S. Bauder, individually, Bankrupts.

THE undersigned Trustee of the Estates above named will expose to Public Sale, at the above date, in the rear of the Farmers' Hotel in the Borough of Middletown, Pa., all the following mentioned personal property, leaseholds, and real estate of said bankrupts, to wit:

A lot of wagons, new and old, consisting of buggies, buckboards, McCall wagon, surreys, light spring wagon, market wagon, furniture wagon, bread wagon, racing sulky, sleighs, wagon-bodies and tops new and old, wheels, storm-fronts, springs, axles, misc. lumber, consisting of heavy sills (about 20 ft.), oak planks, ash planks, hickory boards, axle wood, oak ties for tongues, and other coach-making supplies, 1 share Middletown Fair Ass'n stock.

(a) A house and lot of land, situate on East Main Street, Middletown, said lot fronting 30 feet on said street and extending in depth 210 feet or more to an alley; thereon erected a 2½-story double frame dwelling house, numbered 224 East Main Street.

(b) A lot of land fronting 100 feet, more or less, on St. Peters avenue, in the Borough of Middletown, and extending in depth, same width, 254 feet, more or less, to another avenue; being west of Union Street, and convenient to greenhouses.

(c) Indentures of lease from the Emaus Orphans' House for the term of 99 years from February 1, 1893, in and to 4 adjoining lots of land situate on the east side of Union Street, Middletown, each froting 20 feet on said street, and extending in depth same width 100 feet to North Avenue; together subject to a rental of $56.00 per annum. Thereon erected 4 greenhouses stocked with a general line of plants, office building, and steam heating plant.

(d) Indenture of lease from the Emaus Orphans' House for the term of 20 years from April 1, 1911, in and to 3 adjoining lots of land situate on the east side of Union Street, Middletown, adjoining above mentioned leaseholds on the north, each lot fronting 20 feet on said street and extending in depth same width 100 feet to North Avenue; together subject to a yearly rental of $20.00.

(e) Indenture of lease from the Emaus Orphans' House for the term of 99 years from October 1, 1894, in and to a lot of land situate on the northeast corner of North Avenue and St. Peters Avenue, Middletown, fronting 20 feet on North Avenue, and extending along St. Peters Avenue 90 feet, more or less, to Penn Street; subject to a yearly rental of $8.00. Thereon erected a small greenhouse connected with heating plant of main greenhouses.

(f) Indenture of lease from the Emaus Orphans' House for the term of 20 years from April 1, 1911, in and to 3 lots of land situate on the north side of High Street, Middletown, together fronting 60 feet on said street and extending in depths 100 feet to St. Peters Avenue; subject to a yearly rental of $6.00. Thereon erected a frame lumber shed.

All the said real estate and leaseholds will be sold free from and clear of all liens and encumbrances except rent, etc., accruing upon leaseholds after confirmation of sale.

Terms of sale for personal property, except leaseholds, Cash.

Terms of sale for leaseholds and real estate: 10 per cent. on day of sale; balance on confirmation of sale by the Court.

A. R. GEYER,
Trustee.

YOUR SICK CHILD IS CONSTIPATED! LOOK AT TONGUE

Hurry, Mother! Remove poisons from little stomach, liver, bowels.

Give "California Syrup of Figs" if cross, bilious or feverish.

No matter what ails your child, a gentle, thorough laxative should always be the first treatment given.

If your little one is out-of-sorts, half-sick, isn't resting, eating and acting naturally—look, Mother! see if tongue is coated. This is a sure sign that its little stomach, liver and bowels are clogged with waste. When cross, irritable, feverish, stomach sour, breath bad or has stomach-ache, diarrhoea, sore throat, full of cold, give a teaspoonful of "California Syrup of Figs," and in a few hours all the constipated poison, undigested food and sour bile gently moves out of its little bowels without griping, and you have a well, playful child again.

Mothers can rest easy after giving this harmless "fruit laxative," because it never fails to cleanse the little one's liver and bowels and sweeten the stomach and they dearly love its pleasant taste. Full directions for babies, children of all ages and for grown-ups printed on each bottle.

Beware of counterfeit fig syrups. Ask your druggist for a 50-cent bottle of "California Syrup of Figs;" then see that it is made by the "California Fig Syrup Company."—Advertisement.

GRAND OPERA FOR HARRISBURG

San Carlo Grand Opera Company Coming Here on March 28 and 29

The announcement that this city is to hear three elaborate and complete grand opera productions in the near future has set musical hearts a-flutter and the victrolas and talking machines of the community and its environs have been put to working overtime. The object is plain—the owners of these modern educators in music desire to thoroughly familiarize themselves with the great arias, the choruses, the thrilling duets and ensembles of the masterworks of song before listening to the noted songbirds that are to come, and thereby doubly enjoy the works that are the popular favorites of the song world.

Local music enthusiasts have heard numerous fine concerts this season, orchestral and otherwise; lectures and musicales, and the amusement season has not suffered perceptibly from unusual dullness, and now that grand opera is to constitute a feature of the city's cultural life the city takes on a more important air upon the musical atlas of the country. The San Carlo Grand Opera Company, that superb group of artists which was this season selected to reopen the famous Boston Opera House, is to be brought to Harrisburg, with its entire numerical strength of one hundred artists. The organization numbers upon its roster of principals twenty of the noted artists of the operatic domain whose names will be given out later and carries its own complete grand opera orchestra and a large and brilliantly efficient singing chorus. Elaborate scenic, costuming and stage property effects and traditional stage settings will feature the three productions here, which, it is understood, will be as follows: Tuesday evening, March 28, Donizetti's three-act masterwork, "Lucia di Lammermoor;" Wednesday matinee, "Carmen;" Wednesday evening, the famous double bill, two operas, "Cavalleria Rusticana" and "Pagliacci." The first two named will be sung by two different and distinct casts of principals, while the double bill will bring forward upon the same stage and evening two further casts of the company's leading artists. The repertoire has, therefore, been arranged so that the entire twenty stars will be heard during the company's visit here. The operas will be given at the Chestnut Street Auditorium and the regular seat sale will open on Thursday, March 23. The mail orders will be received from this time on at Sigler's music store.

ROTARIANS HOLD BIG 'PROSPERITY DINNER'

President Harrisburg Rotarians

Two hundred Rotarians, their guests and their ladies were entertained in lavish style by the Harrisburg Rotary club in the Masonic Temple at the annual Ladies' Night celebration of that live wire organization last evening. It was the most elaborate and enjoyable entertainment in the long line of delightful social events given by the club from time to time.

The Rotarians called it a "Prosperity Dinner," but the dinner was really only a small part of the affair as a whole. The celebration was held on the "extra" day of the year — February 29 — which was celebrated yesterday all over the land as "Prosperity Day" and many of the features of the evening were carried out along these lines. The entertainment went with snap and vim from the very start until the Sara Lemer orchestra played "Home Sweet Home" at midnight.

The auditorium of the Masonic Temple was beautifully decorated with potted plants and palms and the orchestra played in a bower in one corner. The tables were spread the length of the hall and they too were gay with flowers and candelabra. At the speaker's table where President and Mrs. Arthur D. Bacon had the seats of honor, were former presidents John S. Musser, William S. Robison and William S. Essick, and their wives, together with present officers of the club, past officers, the Rev. James D. Bullitt, who said grace; the Rev. A. L. Miller, of Bloomsburg, a former member of the Harrisburg club; Miss Nora Lippi, and Russell Lowry, who won Rotary club prizes for essays on thrift by High School students.

ARTHUR D. BACON

"Serpentine" Introduction

President Bacon started off the evening by breaking the ice of formality through a "serpentine" introduction, each guest introducing himself or herself to each other guest, all present in constituting a "reception" line. Then a flashlight picture was taken with the guests seated at the tables. The serving of dinner was accompanied by songs and "music" on all manner of toy instruments provided for the purpose, the guests making a picturesque appearance in hats of all periods and all nations. The dinner favors were beautiful and varied.

Immediately following the repast President Bacon announced that at the request of the Rotary club 1350 boys and girls of the Central and Technical High schools had written essays on Thrift, and that two prizes, one of $10 and the other of $5, had been awarded to the winners of the contest. He introduced first Miss Lippi and then Mr. Lowry, of the Technical school, who read their essays. Dr. Bullitt presented Miss Lippi with the ten dollar prize and Mr. Lowry with the $5 prize.

After a brief address by President Bacon, in which he dwelt upon the necessity of thrift as an adjunct to prosperity, the Rev. Mr. Miller was introduced. Mr. Miller was a charter member of the Rotary club and be marveled at the growth of the organization since its early days when many predicted failure for it because they said "there was no room for another club in Harrisburg."

Eloquent Speaker

Mr. Miller is one of the most eloquent speakers the Rotary club has had in months and when he dropped into a defense of the "Preparedness" program now being considered by Congress, he "spread-eagled" all over the map and had his audience cheering vociferously as he made his several points, while the base drummer got so excited he pounded his drum energetically. It was a rousing speech and quite in harmony with the spirit of the occasion.

After the tables were cleared the prizes, as outlined by the Telegraph yesterday, were awarded to the ladies, every lady receiving a handsome present, together with a basket of souvenirs given by members. There was much hilarity while this was in progress and the tables being removed the purely social part of the evening was taken up. During the first dance dozens of toy balloons were turned loose in the hall and during the second dance each lady wore a gas inflated colored balloon tied to her left arm by a ribbon, giving a very pretty effect. Then came cabaret entertainment with talent from the Majestic Theater and after that more dancing with thousands of streamers of confetti shooting about the room and bursting in the air like toy shrapnel. One of the pretty figures of the evening was the grand march, led by Mr. and Mrs. Bacon, the ladies all carrying colored paper parasols and the men canes tipped with flares of crepe tissue in horse-tail shape.

The whole evening was enlivened with Rotary songs and much good fellowship and to-day the committee in charge, P. B. Edelen, chairman; A. E. Buchanan, P. G. Diener, A. L. Hall and C. L. Scott, were being heartily congratulated upon what many members pronounced the "most successful evening in Rotary."

In addition to the prizes awarded last evening each lady was presented with souvenirs given by A. D. Bacon, George W. Bogar, L. M. Bricker, H. L. Griffin, R. C. Jobe, J. H. Kreamer, W. Rufus McCord, Dr. John A. Sherger, Dr. Samuel Z. Shope, H. L. Holmes, John S. Musser, E. N. Hershey and the Telegraph Printing Company.

Rotarians Present

The following Rotarians attended, having with them the number of guests corresponding to the numerals following their names, in most cases their wives and daughters:

A. D. Bacon, 2; C. L. Baer, 2; L. F. Bass, 2; W. B. Bennett, E. B. Black, 1; G. W. Bogar, 2; J. W. Bowman, 1; D. Baily Brandt, George E. Bratton, L. M. Bricker, 1; G. W. Brinton, Harry Bruaw, A. E. Buchanan, 1; B. F. Burns, C. W. Burtnett, 1; Dr. E. E. Campbell, J. B. Cannon, T. P. Carey, 1; J. B. Christie, D. W. Cotterel, 1; C. C. Cranford, Preston Crowell, 1; F. J. Consylman, 1; H. K. Curll, Walter E. Davis, Professor Decevee, C. E. Diehl, 1; P. G. Diener, 3; C. A. Doehne, 1; R. W. Dowdell, 1; Dr. F. E. Downes, D. W. Ebersole, 1; S. W. Eby, 1; H. S. Echternach, P. B. Edelen, 1; G. T. Eldridge, G. W. Ensign, W. S. Essick, 1; J. G. Feltz, C. G. Fickes, C. M. Forney, 1; Edgar K. Frazer, 1; Howard C. Fry, 1; Henderson Gilbert, E. P. Gourley, 1; H. L. Griffen, 3; E. T. Grove, A. L. Hall, 1; D. D. Hammelbaugh, 2; E. F. Hawkins, John Heathcote, 1; E. S. Herman, E. F. Hershey, E. N. Hershey, 1; H. F. Hershey, C. A. Hibler, 1; E. J. Hockenberry, J. R. Hoffert, H. C. Hoffman, 1; A. W. Holman, 2; H. L. Holmes, 2; C. F. Hopkins, 1; S. H. Hughes, R. C. Jobe, 1; C. Harry Kain, 2; F. B. Kann, 1; H. M. Kinzer, C. H. Koch, J. H. Kreamer, 1; A. H. Kreidler, 1; C. M. Kaltwasser, 2; P. A. Kunkel, 1; F. S. Lachmer, F. S. Lack, 1; E. J. Lewis, H. E. Lindley, 1; Geo. F. Lumb, 1; R. H. Lyon, 1; E. L. McColgin, W. R. McCord, J. P. McCullough, 1; J. F. Maclay, Jr., the Rev. A. L. Miller, C. A. Miller, 1; H. W. Miller, H. C. Motherwell, A. W. Moul, 1; George W. Mumma, John S. Musser, 3; A. W. Myers, 2; C. Nauss, J. H. Nixon, J. C. Orr, 1; D. L. M. Raker, 1; W. G. Rauch, Andrew Redmond, Dr. Reese, F. E. Ridenour, 1; W. M. Robison, 1; J. W. Roshon, 1; E. F. Rowe, 2; S. S. Rutherford, 1; Bertram W. Saul, 1; C. L. Scott, 2; Dr. Sherger, 1; Dr. Shope, 1; C. M. Sigler, Dr. H. F. Smith, R. K. Spicer, W. G. Starry, 1; Gus M. Steinmetz, 1; C. J. Stevens, 2; Karl Steward, 1; A. B. Tack, M. B. Tate, G. P. Tillotson, Brook Trout, 1; Joseph Wallazz, E. F. Weaver, 1; Geo. E. Whitney, J. F. Whittaker, 1; A. Wildman, 2; D. H. Witmer, 2; C. J. Wood, Jr., 2; H. M. F. Worden, J. P. Yungel, 1; the Rev. Mr. Bullitt, 1.

SEND YOUR DIME FOR BIG BATTLESHIP

[Continued From First Page.]

Telegraph, from Boston to Sacramento are already on the advisory committee, and the scheme has assumed national proportions.

A thousand dollars is not ten million, but it is an indication of the enormous proportions to which such a fund might expand with the guiding hand of newspapers all over the United States leading the way. Concrete expression of the smouldering flame of patriotism which has been dormant for a time has found its outlet through the medium of contributions to this fund, and editors, knowing that enthusiastic adults were bound to follow suit, took up the campaign and have made it the most unique and talked of event of the day.

Central Penna. Will Do Her Share

The fund is rapidly growing. Will you contribute a dime, a quarter, or a million dollars? For every ten-cent piece or over that is sent to this office (in care of the Battleship Fund), the donor will receive from this newspaper a button bearing the legend "U. S. S. America." The Telegraph takes pleasure in paying for these buttons, which will be your receipt for a patriotic deed. If we know our city and surrounding towns aright, it will not be long before the button will be as much in evidence as is Old Glory on the Fourth of July.

The Telegraph will also print from day to day the names of contributors and the amounts contributed. Ten cent pieces are numerous and it does not take long for "the sum of all its parts" to make a huge whole. The growth of the fund will be constantly noted in this paper.

Just a Few Examples

There is a little girl in Haverstraw, N. Y., who is called "Marjorie Sterrett's Double," from the remarkable resemblance between the two girls. Her name is Mildred Topping, her age thirteen, and on one day alone last week she collected $7.75 for the fund. The following day she added $8 more and in addition drove over to other towns in her pony car and talked to the school children there about Marjorie's battleship. Her cousin, who is a boy, Frederick Newman Benson, a grandson of a Civil War veteran, turned in $10.10 to the fund after a few days' collecting. A boy in Waterbury, Conn., sent in $12 to the fund that is being raised in that city, because he wanted to break the record for contributions, which had previously been $10.

And there are many other similar cases, all of which go to show that the boys and girls and the adults of our country have just as much and a little more patriotism than ever before.

Send along your dime and demonstrate your patriotism.

PAIN GONE! RUB SORE, RHEUMATIC ACHING JOINTS

Rub pain away with a small trial bottle of old "St. Jacob's Oil."

Stop "dosing" Rheumatism.

It's pain only; not one case in fifty requires internal treatment. Rub soothing, penetrating "St. Jacobs Oil" right on the "tender spot," and by the time you say Jack Robinson—out comes the rheumatic pain and distress. "St. Jacobs Oil" is a harmless rheumatism liniment which never disappoints and doesn't burn the skin. It takes pain, soreness and stiffness from aching joints, muscles and bones; stops sciatica, lumbago, backache and neuralgia.

Limber up! Get a small trial bottle of old-time, honest "St. Jacobs Oil" from any drug store, and in a moment, you'll be free from pains, aches and stiffness. Don't suffer! Rub rheumatism away.—Advertisement.

Kidney Trouble Leads to Terrible Tortures

Hundreds of sufferers from pains in the back and sides, bladder and urinary disorders, lumbago, rheumatism, dizziness, puffy swellings under the eyes or in the feet and ankles, nervousness, tired or worn-out or headachy feeling, don't seem to realize that the greater part of all sickness to-day can be avoided by keeping the kidneys working properly. If you suffer from any of the many agonies that accompany weak, clogged-up or diseased kidneys, you should not neglect yourself another day and run the risk of serious complications. Secure a package of Solvax, the wonderful new kidney remedy, which is very inexpensive, yet acts quickly and surely on the seat of the trouble. You'll be surprised how entirely different you'll feel in a very short time.

It doesn't matter how long you have suffered, how old you are, or what you have used. The very principle of Solvax is such that it is practically impossible to take it into the human system without some beneficial results.

Solvax is pleasant to take, gives quick relief and has been so uniformly successful that H. C. Kennedy and other leading dealers in this vicinity will in future sell it under a positive guarantee of relief or refund the money. No other kidney remedy we believe ever had a large enough percentage of cures so that it could be sold in this manner. A guarantee like this speaks volumes for the merit of Solvax.

There is no time like the present to do a thing that ought to be done. If