

HOW TO GET RID OF CHRONIC DANDRUFF

The only sure way to get permanently rid of either oily or dry dandruff is to remove the conditions that cause it and then keep the hair and scalp in a permanent, clean, healthy, vigorous state so dandruff will never return.

FARMERS LOSING MUCH FERTILIZER

State Authorities Call Attention to Lack of Economy on Farms Nowadays

Farmers of the State are declared to be losing, throwing away or otherwise not getting the use of thousands of dollars worth of valuable fertilizer every month by agents of the State Department of Agriculture who have been engaged in looking up the fertilizer situation since the European war dislocated the potash situation.

On many farms the liquid manure of the farm livestock goes down through the floor of the stable or otherwise lost to the land and with it goes immense value to the farmer.

Most farmers have an exaggerated idea of the value of potash fertilizer in the soil. What is needed more is a knowledge of how to make use of the plant food already in the soil.

Daniels Modifies Naval Wireless Censorship Rule

Washington, March 2.—Changes in the naval wireless censorship regulations were announced today by Secretary Daniels. A strict interpretation of the regulations as they were given when the censorship of radio naval censors at Sayville and Tucker prohibited the censors from passing for publication in the United States the German official statements if they made reference to movements or locations of war or other vessels of belligerents.

This operation to prevent Germany's statement of the result of many operations being received direct from Germany, although they were received by cable via London after having passed through the British censorship.

The regulations as now modified by Secretary Daniels provide: "The reason as to movements of war or other vessels of belligerents will not apply to messages received from belligerent shore radio stations. It applies only to Germany, as Great Britain is using the cables.

TO STOP TERRIBLE RHEUMATIC PAINS

Get a box of true Mustarine in the original yellow box for about 25 cents. It cures rheumatism, neuralgia, sciatica, lumbago, and all other pains of muscles, and that almost unbearable agony will stop at once.

Stock Transfer Ledger

The Pennsylvania Stock Transfer Tax Law (act of June 4, 1915) which is now in effect, requires all corporations in the State, no matter how large or how small they may be, to keep a Stock Transfer Ledger.

The Telegraph Printing Co.

Printing—Binding—Designing Photo Engraving HARRISBURG - PA.

NEWS OF STEELTON STATE INQUIRY IS CLOSELY WATCHED

Condition of the Foreigners Throughout Industrial Districts Is Observed

More than state-wide attention has been attracted to the investigation which the State Department of Education is planning to make into the conditions surrounding the ability of foreign-born children in this State to speak English and to what extent their children are learning the language spoken in this country.

This inquiry, which was authorized by the board some time ago, is to be carried out by Dr. J. George Becht, one of the best posted men on Pennsylvania school matters.

Before any such sale may be conducted in the borough, should the ordinance pass as it now stands, the promoters will be compelled to take the license school license is issued in the month that the sale is to be given.

The new measure also sets license fees for amusement places. Theaters with a capacity to seat 1,000 will pay \$75 a year and houses seating from 500 to 999 will pay \$25.

Counties Are Slack.—Some of the counties of the State have not only failed to insure their own employes but also to insure their liability to the State Compensation Board for exemption, but also seem to have little or no insurance against liability being taken out by their business people.

Institutes Closing.—The open weather of the last few days has caused a home stretch of the farmers' institutes to be largely attended in every county in which they have been held.

Attending Congress.—Chief Engineer W. D. Chier of the State Highway Department, is attending the road congress at Pittsburgh.

Will Be Big Hearing.—The hearing of arguments on the full crew case to be held March 15 in the State Highway Commission will be a big gathering. Half a dozen railroads will send attorneys to argue their sides.

May Start Action.—Proceedings in the movement to secure freeing of roads near Scranton from toll roads are expected to be held in Scranton.

Music Monday.—A musical and athletic program will be held in Frey's Hall, Monday evening, under the auspices of Class 17 of St. John's Lutheran Sunday School.

To Give Ball.—Under the auspices of St. Mary's church, a ball will be given in Croatian Hall, Second and Washington streets, Tuesday evening.

Masquerade Ball.—The German Knights of the Masquerade will give a masquerade ball in German Hall, Front and Washington streets, Monday evening.

BEAT UP ISRAEL BROWN Charged with beating up Israel Brown, two negroes, recently arrived in the borough from the South, were arrested yesterday by High Constable Still and Constable Gibb and committed to jail for hearing before a local justice.

WILL HOLD DANCE The Highspirers band will hold a dance in Croatian Hall, Second and Washington streets, this evening. An interesting program of dances has been arranged.

MIDDLETOWN Firemen Working Hard to Hold Successful Fair

Members of the committee in charge of arrangements for the firemen's convention to be held in Middletown next July are working hard to complete arrangements for a fair and festival to be held March 15-17 to raise funds to defray some of the convention expenses.

MIDDLETOWN NOTES The Women's Missionary Society of the United Brethren Church will hold an open meeting this evening in the church. An interesting program has been arranged.

Church to Drop License Signers From Membership At a meeting of the official board of the Highspirers Church of God last evening a resolution was passed forbidding any member of the church to sign an application for a liquor license or to use intoxicants in any form.

Can Build Bridge.—The State Water Supply Commission granted permission to Union county commissioners to build a bridge over Laurel creek at its junction with the Pennsylvania State society on the Indiana and State conservation, was today complimented by State officials upon his suggestions.

EMPLOYEES WILL CONDUCT STORE Hagerstown, Md., March 2.—The Union Supply Company has been organized here by employees of the Western Maryland Railroad with a capital stock of \$20,000 for the purpose of conducting a co-operative store in the western section of Hagerstown. The stock is divided into four thousand shares of five dollars each.

GRANT RATE REHEARING Washington, March 2.—Rehearing of the proposal of eastern railroads to establish slightly increased rates on grain and other freight from points in the Middle West and Wisconsin, Iowa, Missouri and Kentucky to Atlantic coast ports for export was granted today by the Interstate Commerce Commission. The proposed increase of rates is to be effective December 1.

Freight Traffic Slumps During Shortest Month Freight traffic on the Pennsylvania railroad showed a slump in February, but the total movement past Lewistown Junction increased 31.5 per cent. The total movement between Altoona and Harrisburg was 19,487. Of this number \$2,465 loaded cars were sent east, and 19,565 west. The total number of cars passing Columbia showed an increase of 21,444 cars.

Businessmen Plan to Help Embargo Troubles Fearing a shutdown of many of the largest industrial plants in Philadelphia unless businessmen speedily take action to co-operate by unloading promptly freight consigned to them, managers of several representative firms here a conference yesterday urged haste in clearing and unloading cars consigned to them.

Standing of the Crews HARRISBURG SIDE Philadelphia Division—116 crew first to go after 3:40 p. m.: 104, 123, 125, 115, 118, 124. Engineers for 104, 113. Firemen for 104, 113. Conductors for 123, 124. Flagmen for 116, 104.

ENOLA SIDE Philadelphia Division—211 crew first to go after 3:45 p. m.: 251, 249, 251, 225, 228, 205. Engineer for 249. Firemen for 211, 249, 205. Conductor for 211. Flagman for 251, 249. Extra for 211, 249, 205. Brakemen for 251, 249, 205. Middle Division—254 crew first to go after 4:05 p. m.: 251, 20, 16, 34. Engineer for 254. Firemen for 254, 20, 16, 34. Conductor for 254. Flagman for 254. Extra for 254, 20, 16, 34. Brakemen for 254, 20, 16, 34. Middle Division—254 crew first to go after 4:05 p. m.: 251, 20, 16, 34. Engineer for 254. Firemen for 254, 20, 16, 34. Conductor for 254. Flagman for 254. Extra for 254, 20, 16, 34. Brakemen for 254, 20, 16, 34.

ENOLA SIDE Philadelphia Division—211 crew first to go after 3:45 p. m.: 251, 249, 251, 225, 228, 205. Engineer for 249. Firemen for 211, 249, 205. Conductor for 211. Flagman for 251, 249, 205. Extra for 211, 249, 205. Brakemen for 251, 249, 205. Middle Division—254 crew first to go after 4:05 p. m.: 251, 20, 16, 34. Engineer for 254. Firemen for 254, 20, 16, 34. Conductor for 254. Flagman for 254. Extra for 254, 20, 16, 34. Brakemen for 254, 20, 16, 34.

ENOLA SIDE Philadelphia Division—211 crew first to go after 3:45 p. m.: 251, 249, 251, 225, 228, 205. Engineer for 249. Firemen for 211, 249, 205. Conductor for 211. Flagman for 251, 249, 205. Extra for 211, 249, 205. Brakemen for 251, 249, 205. Middle Division—254 crew first to go after 4:05 p. m.: 251, 20, 16, 34. Engineer for 254. Firemen for 254, 20, 16, 34. Conductor for 254. Flagman for 254. Extra for 254, 20, 16, 34. Brakemen for 254, 20, 16, 34.

ENOLA SIDE Philadelphia Division—211 crew first to go after 3:45 p. m.: 251, 249, 251, 225, 228, 205. Engineer for 249. Firemen for 211, 249, 205. Conductor for 211. Flagman for 251, 249, 205. Extra for 211, 249, 205. Brakemen for 251, 249, 205. Middle Division—254 crew first to go after 4:05 p. m.: 251, 20, 16, 34. Engineer for 254. Firemen for 254, 20, 16, 34. Conductor for 254. Flagman for 254. Extra for 254, 20, 16, 34. Brakemen for 254, 20, 16, 34.

RAILROAD RUMBLES

P. R. R. MOTIVE POWER OFFICIALS



An army of rosters will line up for the coming baseball season to take care of all games in which the Pennsylvania Railroad Motive Power team plays. Officials met yesterday and talked over plans.

Reading from left to right, back row: C. B. Gray, Enola, vice-president; C. H. Andrus, master mechanic, Philadelphia division, president; front row: G. A. Wynn, assistant secretary, and J. G. Hoover, secretary.

NAME BOARD FOR CHIEF DYNAMITER M. P. ASSOCIATION ON HONOR ROLL

C. H. Andrus, Master Mechanic, Emanuel Bare Who Tore Away Hills Retires After Long Service

The official board of the Motive Power Department Athletic Association of the Philadelphia division, Pennsylvania railroad, met yesterday afternoon, and discussed plans for the coming baseball season. The president, C. H. Andrus, master mechanic, appointed a board of directors who will meet with the officers to-morrow afternoon to discuss the details.

It is planned to have one representative from each branch on the board, for every 100 members. A constitution and by-laws will be considered to-morrow and rules and regulations adopted for all games and sports. One committee will be assigned to each branch of sport. The new Board of Directors named yesterday includes the following:

- Board of Directors: C. E. Lebo, smith shop, Lucknow; G. A. Jones, bolt shop, Lucknow; R. E. Fisher, airbrake shop; E. G. Cunkle, airbrake shop; H. E. Finnen, erecting shop No. 2; J. H. Buffington, erecting shop No. 1; J. E. Stroh, pipe shop; J. G. Darrah, machine shop; L. W. Keller, blacksmith shop; J. P. Adams, enginehouse No. 2; J. H. Bowermaster, boiler shop; C. L. Janner, Enola enginehouse; E. Bachman, Enola enginehouse; J. H. Hoover, car shops; H. M. Simmers, Enola car shop; G. W. Spangler, Enola car shop; G. A. Yeager, Enola car inspectors; B. A. Jones, oilhouse; W. H. Kunk, pipe shop; E. G. Groves, enginehouse No. 1; F. E. Jacoby, Maclay street; J. J. Shilling, cabinet shop; W. F. Shade, plumbing shop; N. G. Manahan, paint shop; W. N. Faust, electrical department; H. Haller, fall shop; G. W. Fisher, passenger station.

Worked at Lemoyne The veteran railroader was in charge of the work of removing the rock from the cut at Lemoyne, along the west bank of the Susquehanna river.

When there was danger of a portion of the roof of Howards' tunnel, south of Brillhart, giving way, Bare was put in charge of the work of dynamiting out the rock preparatory to the explosion. His injuries were only slight and he was removed to a hospital.

Medical Treatment Free to Pennsylvania Employees In furtherance of its policy to conserve the life and limb of its vast army of employees and passengers, the Pennsylvania railroad yesterday sent to every employe a list of prominent physicians who will treat all employes and their families free of charge at the railroad's expense. The notice was sent out by G. W. Creighton, general superintendent of the Eastern Pennsylvania division.

Pennsylvania Railroad to Help in Boosting Altoona

Altoona, Pa., March 2.—For the first time in the city's history the Pennsylvania Railroad company has announced for the benefit of the public its policy toward Altoona and more than fifteen thousand workmen employed by the Pennsylvania Railroad system.

In a letter to the Altoona Chamber of Commerce, G. W. Creighton, general superintendent of the Eastern division, tells of the new passenger station plans and gives notice that all work possible will be given to Altoona shops. Preference will also be given to young men residing and educated in Altoona in giving positions, and every effort made to provide an adequate Y. M. C. A. building.

Freight Traffic Slumps During Shortest Month

Freight traffic on the Pennsylvania railroad showed a slump in February, but the total movement past Lewistown Junction increased 31.5 per cent. The total movement between Altoona and Harrisburg was 19,487. Of this number \$2,465 loaded cars were sent east, and 19,565 west. The total number of cars passing Columbia showed an increase of 21,444 cars.

EMPLOYEES WILL CONDUCT STORE Hagerstown, Md., March 2.—The Union Supply Company has been organized here by employees of the Western Maryland Railroad with a capital stock of \$20,000 for the purpose of conducting a co-operative store in the western section of Hagerstown. The stock is divided into four thousand shares of five dollars each.

GRANT RATE REHEARING Washington, March 2.—Rehearing of the proposal of eastern railroads to establish slightly increased rates on grain and other freight from points in the Middle West and Wisconsin, Iowa, Missouri and Kentucky to Atlantic coast ports for export was granted today by the Interstate Commerce Commission. The proposed increase of rates is to be effective December 1.

Businessmen Plan to Help Embargo Troubles Fearing a shutdown of many of the largest industrial plants in Philadelphia unless businessmen speedily take action to co-operate by unloading promptly freight consigned to them, managers of several representative firms here a conference yesterday urged haste in clearing and unloading cars consigned to them.

Standing of the Crews HARRISBURG SIDE Philadelphia Division—116 crew first to go after 3:40 p. m.: 104, 123, 125, 115, 118, 124. Engineers for 104, 113. Firemen for 104, 113. Conductors for 123, 124. Flagmen for 116, 104.

ENOLA SIDE Philadelphia Division—211 crew first to go after 3:45 p. m.: 251, 249, 251, 225, 228, 205. Engineer for 249. Firemen for 211, 249, 205. Conductor for 211. Flagman for 251, 249, 205. Extra for 211, 249, 205. Brakemen for 251, 249, 205. Middle Division—254 crew first to go after 4:05 p. m.: 251, 20, 16, 34. Engineer for 254. Firemen for 254, 20, 16, 34. Conductor for 254. Flagman for 254. Extra for 254, 20, 16, 34. Brakemen for 254, 20, 16, 34.

ENOLA SIDE Philadelphia Division—211 crew first to go after 3:45 p. m.: 251, 249, 251, 225, 228, 205. Engineer for 249. Firemen for 211, 249, 205. Conductor for 211. Flagman for 251, 249, 205. Extra for 211, 249, 205. Brakemen for 251, 249, 205. Middle Division—254 crew first to go after 4:05 p. m.: 251, 20, 16, 34. Engineer for 254. Firemen for 254, 20, 16, 34. Conductor for 254. Flagman for 254. Extra for 254, 20, 16, 34. Brakemen for 254, 20, 16, 34.

ENOLA SIDE Philadelphia Division—211 crew first to go after 3:45 p. m.: 251, 249, 251, 225, 228, 205. Engineer for 249. Firemen for 211, 249, 205. Conductor for 211. Flagman for 251, 249, 205. Extra for 211, 249, 205. Brakemen for 251, 249, 205. Middle Division—254 crew first to go after 4:05 p. m.: 251, 20, 16, 34. Engineer for 254. Firemen for 254, 20, 16, 34. Conductor for 254. Flagman for 254. Extra for 254, 20, 16, 34. Brakemen for 254, 20, 16, 34.

Exquisite Hair Tinting

There is a new preparation on the market that is so entirely harmless and so easy to use that there is really no excuse for any woman (or man) to longer tolerate gray or streaked hair. "Brownatone" meets and overcomes every objection heretofore found to hair coloring agents. It is uniformly splendid results that are obtained within a few months made thousands of friends who could not now be induced to use anything else.

"Brownatone" is the result of most exhaustive experiments and is absolutely guaranteed in every way. It positively can not be detected, will not rub off or wash off, and is harmless, and permanent in every way.

Prepared in two shades—one for golden or medium brown—the other for dark brown or black. Also in two sizes.

A trial size and an interesting booklet will be sent upon receipt of ten cents, or we will fill your orders direct. Your druggist insists upon substituting.

Insist upon "Brownatone" at your hairdresser's. Made only by the Kenton Pharmaceutical Co., 672 E. Pike St., Covington, Ky. Sold and recommended in Harrisburg by Clark & McLean, 300 Market St.—306 Broad St.—Advertisement.

More Engine Orders For Baldwin Locomotive Plant

The Baldwin Locomotive Works has received orders for the following locomotives: One 0-6-0 type for the New Jersey Zinc Company, one 0-6-0 type for the Milwaukee Contracting Company, one Milwaukee type for the Arizona Lumber and Milling Co., one 2-6-2 type for the West Lumber Company, seven 0-4-0 type for Sloss-Sheffield Steel and Iron Company, 50 Milwaukee type for the Baltimore and Ohio Railroad Company, one 0-4-0 type for Great Lakes Stone and Lime Company.

William C. Stearns, Pennsylvania railroad draughtsman of Altoona, retired yesterday, was presented with a gold watch and chain by his fellow employes.

Walter McCord of Juniata, a Pennsylvania railroad engineer, injured two weeks ago, is recovering.

O. H. White, car inspector for the Pennsylvania railroad, who underwent an operation at Altoona several weeks ago, is recovering.

Dr. J. C. Hunter has been appointed a Pennsylvania railroad surgeon to succeed the late Dr. R. E. McCauley, at Altoona.

W. J. Lee, head of the Brotherhood of Railroad Trainmen, announced yesterday that the result of the ballot on the wage question would not be made public until March 8.

The Middle and Philadelphia divisions of the Pennsylvania railroad will receive this week, six new steel cabin cars.

The leading officials are using all new equipment promptly. Pensioners placed on the Pennsylvania railroad honor list yesterday numbered 46 for the entire system.

Additional freight tonnage has been given Waynesboro by the Cumberland Valley Railroad.

The Dupont Powder Company has complained to the Interstate Commerce Commission that the Pennsylvania company has overcharged in freight rates to the extent of \$2,625.

Combined earnings of the New York Central railroad and its subsidiary lines for January, issued today, show an increase in operating revenues of \$6,022,000 and in net of \$4,977,000. The New York Central main line increased gross revenues \$2,970,000 and net operating revenues by \$2,262,000.

New Freight Solicitor Is Union Line Representative

William McL. Pomeroy has been made solicitor for the Union Line of the Pennsylvania Railroad freight department for the Harrisburg district. He is connected with the office of William J. Rose, division freight agent, 413 Market street, and took charge today. He succeeds R. Adam Turner, promoted.

Mr. Pomeroy was formerly solicitor for the Empire Freight Line at Philadelphia. He has been in the employ of Pomeroy, of Chambersburg, Superintendent of Public Printing.

Standing of the Crews

HARRISBURG SIDE Philadelphia Division—116 crew first to go after 3:40 p. m.: 104, 123, 125, 115, 118, 124. Engineers for 104, 113. Firemen for 104, 113. Conductors for 123, 124. Flagmen for 116, 104.

ENOLA SIDE Philadelphia Division—211 crew first to go after 3:45 p. m.: 251, 249, 251, 225, 228, 205. Engineer for 249. Firemen for 211, 249, 205. Conductor for 211. Flagman for 251, 249, 205. Extra for 211, 249, 205. Brakemen for 251, 249, 205. Middle Division—254 crew first to go after 4:05 p. m.: 251, 20, 16, 34. Engineer for 254. Firemen for 254, 20, 16, 34. Conductor for 254. Flagman for 254. Extra for 254, 20, 16, 34. Brakemen for 254, 20, 16, 34.

ENOLA SIDE Philadelphia Division—211 crew first to go after 3:45 p. m.: 251, 249, 251, 225, 228, 205. Engineer for 249. Firemen for 211, 249, 205. Conductor for 211. Flagman for 251, 249, 205. Extra for 211, 249, 205. Brakemen for 251, 249, 205. Middle Division—254 crew first to go after 4:05 p. m.: 251, 20, 16, 34. Engineer for 254. Firemen for 254, 20, 16, 34. Conductor for 254. Flagman for 254. Extra for 254, 20, 16, 34. Brakemen for 254, 20, 16, 34.

ENOLA SIDE Philadelphia Division—211 crew first to go after 3:45 p. m.: 251, 249, 251, 225, 228, 205. Engineer for 249. Firemen for 211, 249, 205. Conductor for 211. Flagman for 251, 249, 205. Extra for 211, 249, 205. Brakemen for 251, 249, 205. Middle Division—254 crew first to go after 4:05 p. m.: 251, 20, 16, 34. Engineer for 254. Firemen for 254, 20, 16, 34. Conductor for 254. Flagman for 254. Extra for 254, 20, 16, 34. Brakemen for 254, 20, 16, 34.

ENOLA SIDE Philadelphia Division—211 crew first to go after 3:45 p. m.: 251, 249, 251, 225, 228, 205. Engineer for 249. Firemen for 211, 249, 205. Conductor for 211. Flagman for 251, 249, 205. Extra for 211, 249, 205. Brakemen for 251, 249, 205. Middle Division—254 crew first to go after 4:05 p. m.: 251, 20, 16, 34. Engineer for 254. Firemen for 254, 20, 16, 34. Conductor for 254. Flagman for 254. Extra for 254, 20, 16, 34. Brakemen for 254, 20, 16, 34.

ENOLA SIDE Philadelphia Division—211 crew first to go after 3:45 p. m.: 251, 249, 251, 225, 228, 205. Engineer for 249. Firemen for 211, 249, 205. Conductor for 211. Flagman for 251, 249, 205. Extra for 211, 249, 205. Brakemen for 251, 249, 205. Middle Division—254 crew first to go after 4:05 p. m.: 251, 20, 16, 34. Engineer for 254. Firemen for 254, 20, 16, 34. Conductor for 254. Flagman for 254. Extra for 254, 20, 16, 34. Brakemen for 254, 20, 16, 34.

ENOLA SIDE Philadelphia Division—211 crew first to go after 3:45 p. m.: 251, 249, 251, 225, 228, 205. Engineer for 249. Firemen for 211, 249, 205. Conductor for 211. Flagman for 251, 249, 205. Extra for 211, 249, 205. Brakemen for 251, 249, 205. Middle Division—254 crew first to go after 4:05 p. m.: 251, 20, 16, 34. Engineer for 254. Firemen for 254, 20, 16, 34. Conductor for 254. Flagman for 254. Extra for 254, 20, 16, 34. Brakemen for 254, 20, 16, 34.

ENOLA SIDE Philadelphia Division—211 crew first to go after 3:45 p. m.: 251, 249, 251, 225, 228, 205. Engineer for 249. Firemen for 211, 249, 205. Conductor for 211. Flagman for 251, 249, 205. Extra for 211, 249, 205. Brakemen for 251, 249, 205. Middle Division—254 crew first to go after 4:05 p. m.: 251, 20, 16, 34. Engineer for 254. Firemen for 254, 20, 16, 34. Conductor for 254. Flagman for 254. Extra for 254, 20, 16, 34. Brakemen for 254, 20, 16, 34.

ENOLA SIDE Philadelphia Division—211 crew first to go after 3:45 p. m.: 251, 249, 251, 225, 228, 205. Engineer for 249. Firemen for 211, 249, 205. Conductor for 211. Flagman for 251, 249, 205. Extra for 211, 249, 205. Brakemen for 251, 249, 205. Middle Division—254 crew first to go after 4:05 p. m.: 251, 20, 16, 34. Engineer for 254. Firemen for 254, 20, 16, 34. Conductor for 254. Flagman for 254. Extra for 254, 20, 16, 34. Brakemen for 254, 20, 16, 34.