

HERE'S THE TOBACCO YOU WANT

"American Navy" the Tastiest, Longest-Lasting Chew Ever Made

JUICY, SWEET, MELLOW

The men who know most about tobacco chew it—and the best judges of chewing tobacco say that for a solid, "chewy," long-lasting chew there's nothing like American Navy.

American Navy is made of choice, selected whole leaf, in a clean, sanitary factory. The leaf is the same kind as used in good cigars, pressed into plug form, forcing the pure, fruity juice through the entire plug, and not permitting a single drop of it to escape.

One chew of American Navy plug is enough to get your O. K. Such savory flavor you never tasted before—such sweet, juicy enjoyment you never found in any other chew.

Your dealer has American Navy in 5c and 10c cuts. Try it.

STEELE IN HIS EYE

Ralph Coble, aged 35, car repairman, on the Philadelphia and Reading Railroad, had a piece of steel removed from his right eye at the Harrisburg Hospital this morning.

BANK STATEMENTS

REPORT OF THE CONDITION OF THE STEELTON NATIONAL BANK, at Steelton, in the State of Pennsylvania, at the close of business on March 7, 1916:

RESOURCES	
1. Loans and discounts (except those shown on b.)	\$575,618 50
2. Overdrafts, unsecured	56
3. U. S. bonds:	
a. U. S. bonds deposited to secure circulation (par value)	150,000 00
4. Bonds, securities, etc.:	
a. Bonds	
b. Other securities	
5. Deposits:	
a. Savings deposits	\$24,818 75
b. Current deposits	
c. Other deposits	
6. Cash	\$12,019 29
7. Total	\$836,838 04
LIABILITIES	
8. Capital stock paid in	\$150,000 00
9. Surplus fund	150,000 00
10. Dividend profits	\$57,163 53
11. Less current expenses, in interest, and taxes paid	\$775 31
12. Circulating notes outstanding	48,388 22
13. Due to banks and bankers (other than included in 28 or 29)	150,000 00
14. Individual deposits subject to check	7,206 44
15. Certified checks, outstanding	692,432 91
16. Cashier's checks outstanding	13 12
17. Outstanding deposits	623 15
18. Postal savings deposits	15,513 06
19. Total	\$1,930,616 50
20. State of Pennsylvania, County of Dauphin, ss:	
21. I, N. W. Stubbs, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.	
22. Witness my hand and the seal of this bank this 14th day of March, 1916.	
23. N. W. Stubbs, Cashier.	
24. WILLIAM F. HOUSMAN, Notary Public.	
25. My commission expires March 25, 1917.	
26. Correct—Attest:	
27. J. E. RUTHERFORD, S. CAMERON YOUNG, M. A. CUMBLER, Directors.	

NEWS OF STEELTON

STEEL MARKET RUNNING AWAY

LEAGUE WANTS MORE BUILDING

Prices Still Soar, but Are No Longer a Factor; Some Huge Rail Orders Booked

"Any last vestige of doubt as to the runaway character of the steel market," says the Iron Age in its weekly review to-day, "is being rapidly swept out of the way."

"Prices reach new danger levels with each week, but demand does not halt on that account; it rather grows. And all the time it is harder to locate the market, \$5 a ton difference in quotations on the same material being common."

"Here is one large steel producer—the largest of all—917 rolling at Essex—some forms of finished steel for delivery through next year; another is out of the market entirely; a third is selling for the first time this year but unwilling to quote for the second half; still another puts its price on plates, shapes and bars at 3.50 for any delivery, thinking to reduce the pressure of new business."

"Railroads have no fears about buying rails for next year at half the price of bars, with assurance of desired rollings through in such contracts include 30,000 tons placed at Chicago, including 50,000 tons for the St. Paul, and 20,000 tons and 15,000 tons for other roads. For 1917 rolling at Essex, the Louisville and Nashville has ordered 47,000 tons and the St. Louis and San Francisco 46,000 tons."

"The steel bridge work is also an important factor and the week's rolling stock contracts have been good—about 4,500 cars and 275 locomotives. There is foreign inquiry for about 25,000 tons."

"There is thus far none of the tension in pig iron that has long been seen in the steel end of the market, nor are there signs of famine conditions, so called, though the upward tendency of prices continues."

Councilman A. J. Sellers Run Down by Automobile

Crossing North Front street to board a trolley car at Lincoln street, a few minutes before 7 o'clock this morning, Councilman A. J. Sellers, of the Fourth ward, was run down and struck by an automobile.

Mr. Sellers was carried to the restaurant of William J. Daylor, Front and Lincoln street, and Dr. E. T. Dickinson was called. He was later taken to his home. Although badly bruised and cut about the head and shoulders, Mr. Sellers was not seriously hurt.

The driver of the automobile, a light delivery car, did not give his name.

ST. PATRICK'S DAY HERE

St. Patrick's Day will be observed here with a big social in the hall of Division No. 1, Ancient Order of Hibernians. The Hibernians will have for their guests members of the Ladies' Auxiliary and two branches of the Holy Name society. Addresses by prominent members and a literary and musical program will feature the affair which will close with a banquet.

FIRE AT WORKS

Fire, supposed to have been started by an electric heater, burned the interior of the cage box at No. 73 crane in the upper yards of the Pennsylvania Steel works at 12.35 this afternoon. An alarm was turned in from Box 51. The blaze was extinguished before much damage was done.

When Nervous and Run Down.

Corry, Pa.—"A lady next door recommended me to use Dr. Pierce's Favorite Prescription. I was in a nervous and run-down state. I had no disease that I knew of but was dragging around. I used 2 bottles of 'Favorite Prescription' and it did all I could expect and I got over my nervous, run-down condition. I always think well and speak favorably of Dr. Pierce's Favorite Prescription."—Mrs. O. W. Sample, 28 Brook St.

The mighty restorative power of Dr. Pierce's Favorite Prescription speedily causes all womanly troubles to disappear—compels the organs to properly perform their natural functions, corrects displacements, overcomes irregularities, removes pain and misery at certain times and brings back health and strength to nervous, irritable and exhausted women.

What Doctor Pierce's Favorite Prescription has done for thousands it will do for you. Get it this very day from any medicine dealer, in either liquid or tablet form, or write Dr. Pierce, Invalids' Hotel, Buffalo, N. Y., for confidential medical advice, free and without favor, or send for free book on Diseases of Women. If your druggist does not sell the Tablets send 50 cents to Dr. Pierce.

Doctor Pierce's Pellets are unequaled as a Liver Pill. Smallest, easiest to take. One tiny Sugar-coated Pellet a Dose. Cures Sick Headache, Bilious Headache, Dizziness, Constipation, Indigestion, Bilious Attacks, and all derangement of the Liver, Stomach and Bowels.

Efficiency

INCREASE the profits of your business by aiding your skilled helpers to do the best use of their time. Use the proper blanks, blank books, stationery and advertising matter. Get the right kind of designing, engraving, printing and binding at the right prices from

The Telegraph Printing Co.
Federal Square

Railroad Notes

Hiram McGowan Simmers, in charge of the supply department at the Enola yards, left this morning for Pittsburgh, Altoona, Renovo and other points on business for the company.

The annual meeting of the Schuylkill Valley Division Veteran Employees Association of the Pennsylvania Railroad will be held at Gettysburg this year.

General Superintendent R. L. O'Donnell, of the Pittsburgh division of the Pennsylvania Railroad, passed through Harrisburg yesterday en route to Philadelphia.

Charles T. Jones, engine inspector at No. 1 roundhouse, who has been on the sick list continues to improve. Rumors that John D. Rockefeller was again seeking control of Reading stock caused a big jump in Reading prices in stock markets yesterday.

The Pennsylvania Railroad is seeking more storage room for filing records and will use one or more rooms in the Cumberland Valley Railroad building at Fourth and Market streets.

The Interstate Commerce Commission will extend the investigation into lease rates for all railroads in the United States.

The big passenger locomotive No. 61 which went over the embankment at Mexico one week ago was placed in the Altoona repair shop yesterday.

An additional track is being put down in the vicinity of Levistown Junction, on the Middle division of the Pennsylvania Railroad.

Suit was begun at Scranton yesterday against the Lackawanna Railroad Company by the United States to collect fine of \$500 imposed by the Interstate Commerce Commission for violation of its rulings.

The Pennsylvania Railroad yesterday awarded to L. H. Focht & Co., of Reading, the contract for the erection of a double-track six-arch concrete bridge, 1,200 feet long, over the Schuylkill river at Poplar Neck, on the Schuylkill division.

The contract for encasing with concrete the stone bridge over Irish creek and abandoned mill race and placing railing on both sides was awarded by the Reading Railway to Fehr & O'Rourke, of Reading.

Fulver & Bro. were awarded the contract by the Pennsylvania Railroad for the removal of the old elevator B at Girard Point.

MORE WORK FOR BALDWIN

The Baldwin Locomotive Works has received orders for the following locomotives: One 2-6-2 type for Industrial Lumber Company, one consolidation type for Sierra Railway of California, one 0-6-0 type for Sun Company, one Mikado type for Humboldt Lumber Company, one 2-6-2 type for Mellen Lumber Company and one 10-wheeled type for Union Cypress Company.

MIDDLETOWN

PARTY FOR MILEY SCHAEFFER

A birthday surprise party was held Tuesday evening at the home of Mr. and Mrs. Miley T. Schaeffer, Spring street, in honor of Mr. Schaeffer's twenty-seventh birthday. One of the features of the event was a burlesque party. A buffet luncheon was served by the following: Misses Elva Wolf, Mary Wise, Sarah Brandt, Nettie Kauf, Pauline Reitzel, Martha Schaeffer, Kurtz, Miss Beachler, Ida Beaverson, Mary Stipe, Pearl Slack, Clara Beck, Romaine Kennard, Mr. and Mrs. Harry M. Hess, Mr. and Mrs. Miley T. Schaeffer and daughter, Loretta; Mrs. Maggie Palmer, William Caldwell, Ira Behney.

BRANDT'S ENTERTAIN

Mr. and Mrs. J. S. Brandt, Spruce street, entertained a number of young people Tuesday evening, in honor of their daughter Helen's twelfth birthday. Refreshments were served to the following: Jean Brest, Mary Beard, Romaine Klingler, Sarah Lindemuth, Mildred Parthenore, Hazel Wiedner, Hazel Houser, Elizabeth Yeaker, Helen Grace, Edith and Annie Brandt, George Laverty, Harold Gerberich, Harold Gilbert, Ralph Hoffman, Frank Snavely, Foster and Edith Wheeler, Norman Stuckey, Joseph Brandt, Jr., Mr. and Mrs. D. M. Ney, Mrs. Adeline Brennenman.

THIEVES PAY SECOND VISIT

For the second time within a few weeks thieves visited the home of David Selders, in Water street, early yesterday morning. The noise made by the intruders awakened Mr. Selders and when he descended the stairs, they fled. Nothing was taken.

REPRESENTATIVE IN READING

Howard Truckman, of the new store of Wm. Strouse & Co., spent Wednesday in Reading, viewing the various displays of Reading merchants in the Spring Fashion Show now being conducted there.

GERMANS AGAIN PAUSE IN ATTACK

Continued From First Page.

oning in the intensity of the bombardment has been reported. Apparently there is anticipation on the part of the French that the next German move may be made to the southeast of the fort, in a flanking operation, as the French position has been extremely active along the heights of the Meuse overlooking the Woivre plain.

To-day's German official conforms with that from Paris as to the unchanged situation north of Verdun. Its text, however, apparently indicates that possession of Dead Man's Hill on which the Germans yesterday reported an advance, is claimed by the German War Office. The statement speaks of further attempts by the French "to dispute our position."

Apart from the Verdun region, there has been little infantry activity on the western front except in the Champagne. There the French made several attacks on the German position near St. Souplet, west of the Souain-Somme-Py road which Berlin claims were without success, the French losing more than 150 men taken prisoners, besides two machine guns.

Easy Way to Remove Freckles and Eruptions

Some women have skin of such texture that they occasionally are annoyed by the sudden appearance of freckles, slight eruptions or fine lines. March winds usually play havoc with skins of that kind. In such cases if one will procure an ounce of common mercerized wax at any drug store apply a small amount of it before retiring. Like cold cream, she can easily overcome the trouble. When the wax is washed off next morning, flaky skin particles come with it. The entire outer cuticle is removed in this way in wash with all its defects. No bleach could so effectively remove freckles or blemishes. The new surface is smooth, clear and free looking. No pain or inconvenience accompanies this simple treatment.

In case of wrinkles which sink beneath the outer skin, a solution of powdered salicylic acid, dissolved in 15 pt. witch hazel, makes face bath which is wonderfully effective.—Advertisement.

ALL THE NEWS OF THE RAILROADS

Freight Car Jumps Track; Blocks Line at Selinsgrove

Early trains from the North were delayed two hours this morning as a result of the derailment of a car near Selinsgrove. The car was attached to a freight train en route to Lewistown and jumped the track, spreading across the two main tracks. The Buffalo flyer, due here at 6.45 this morning, was two hours late. The passengers were held at Sunbury and given their breakfast at that place.

Commuters from Millersburg and intermediate points were obliged to wait for the Lykens Valley accommodation. The main line was reported clear at 7.31.

TRAIN KILLS BRAKEMAN

B. W. Hoffman, of Smithfield township, Huntingdon county, employed as a brakeman on the Middle division of the Pennsylvania railroad, was killed yesterday afternoon east of Huntingdon. He was struck by a passenger train and was dead when picked up. It is the belief that the cold weather prevented him from hearing the warning of the approaching train. Brakeman Hoffman was 33 years of age and is survived by his widow. He has been in the employ of the company for seven years.

Standing of the Crews

HARRISBURG SIDE

Philadelphia Division—260 crew first to go after 11 a. m.: 116, 103, 130, 112, 125.

Engineers for 112, 125.

Brakemen for 116.

Engineers up: J. M. Gemmill, Martin, Seligson, Brooks, Baldwin, Gray, Bissinger, Brubaker, Maxwell, Layman, Huber, Anderson, Baer, Ryan, Gehr, Owens, Sipe, Sterner, Kimberling, Miller, I. H. Gable, S. K. Steffy, Shoaff, W. C. Albright, Ream, Mohr.

Brakemen up: H. H. Peters, Campbell, Morris, Dohner, Brown, Hoover, Shook, Stambaugh, St. Germain, Hoffman, Bixler, Hepper, Paul, Taylor, A. Peters, Groff, Smith, Shawfield, Heider, Strickler, Walters, Malley, J. C. Clark.

Plagmen up: Buyer.

Engineers up: Kilgore, Edwards, Border, Wright, Weibner, Penner, Purnell, Kersley, Gillet, Dowhower, Looker, Owens, Sipe, Sterner, Kimberling, Crosby, Fiskel, Hoover, Smith, Ashenfelder.

Middle Division—219 crew first to go after 1:40 p. m.: 33, 24, 120, 214, 215.

Fireman for 24.

Brakeman for 33.

Engineer up: Doede.

Fireman up: Helbish.

Conductor up: Helbish.

Plagmen up: Fries, Hackenberger.

Engineers up: Powell, Seibert, George Campbell, Edwards, Shively, Fleck, Doyle, Jr., Messimer, M. M. Cramble, Cameron, Prosser, Ralsner.

Yard Crews—

Engineers for 16, 28, 46, fifth 8. Three extra.

Firemen for first 8, first 22, 26, 28, 64, fifth 8. Three extras.

Brakemen up: McMorris, Leiby, Fulton, Fells, McMorris, McDonnell, Tunkle.

Engineers up: Wagner, Richter, Kolsner, Ferguson, Six, Cumber, Cain, Williams, Warner, Myers, Steele, Hardy, Wilhelm, Moyer, Walters, Bruus, Begner, Ebye.

ENOLA SIDE

Philadelphia Division—260 crew first to go after 1 p. m.: 202, 210, 234, 221, 252, 216, 203, 228, 242, 204, 221, 229, 207, 227, 213.

Engineers for 261, 202, 204.

Fireman for 201, 231, 237, 226.

Conductors for 218, 237.

Brakemen for 202, 215, 231, 234, 252.

Conductors up: Carson, Marlat.

Brakemen up: Eichelberger, Seabold, Cole, Fitzsimmons, Yost, Bainbridge, Guise, Kearney, Marks, Coulter, Essis, Hevel, Stauffer, Lick.

Middle Division—19 crew first to go after 3:30 p. m.: 117, 232, 230, 238, 219.

Conductor for 117.

Plagmen for 117.

Brakemen for 19, 117.

Yard Crews—

Engineers up: Second 108, first 124, 122, 134.

Firemen for first 108, first 126.

Brakemen up: Hill, Boyer, Kling, Smith, Branvon, Kaufman.

Firemen up: Geilling, Handboe, Brown, Sellers, McDonald, Hankle, L. C. Hall, Biechler, Eichelberger.

Drop in Temperature Keeps Penns Trackmen on Duty

The big drop in temperature last night kept the Pennsylvania Railroad track foremen busy. They had their labor forces on duty all night, fearing a tie-up as a result of snowdrifts and freezing up of switches. No trouble was reported on the main line outside of delayed schedules due to late connections from the West at Pittsburgh.

On the Northern Central line between Rockville and Williamsport and on the Lewis and Sunbury branch heavy snowdrifts in the cuts from four to six feet deep were reported.

At midnight reports indicated serious trouble and the emergency cars, twenty in number, were put in readiness for service at Sunbury. These cars, rebuilt from old Pullman sleeping cars, were constructed for the accommodation of extra trackmen who are required to be on duty along the various divisions during snowstorms and other trouble. They were not needed, as the regular forces kept the road open.

KELLY—SILENTLY—IT CAN'T BE DONE

YOU KNOW ME—I LIKE THE GAME FOR THE FUN NOT THE MONEY—SOME PEOPLE SEEM TO BE IN IT FOR MONEY—AT SPOILS IT FOR ME

DO WE PAY A DIME TO THE GUY THAT PUTS US DOWN—HOW 'BOUT IT HARRY?

LISTEN HARRY—A QUARTER GAME IS A BIT STIFF—TEN CENT ANTE AND NICKLE FOR SCRATCHES MAKES IT INTERESTING FOR ALL—IS 'AT RIGHT? IS 'AT RIGHT HARRY OR NOT

WE'LL STARTER OFF TEN CENT ANTE AND SEE HOW IT GOES? HEY 'AT MAKES A NICKLE GAME

I'M NOT STRONG FOR A JITNEY FOR SCRATCHES NIX

WELL—ALL RIGHT AL—L—L—RIGHT I DON'T CARE MAKE IT A TEN CENT GAME—I WANTA DO WHAT'S 'GREEABLE TO TH' REST OF YA—'D RATHER PLAY A QUARTER ANTE

LISTEN JOE—HOW 'BOUT A JITNEY 'AT TH' FIVE TEN AN' FIFTEEN GAME

By BRIGGS

FORMER FLAGMAN HEAD OF READING

Agnew T. Dice Starts Railroad Career With Pennsylvania; Has Rapid Rise



AGNEW T. DICE

From flagman to president of the Philadelphia and Reading Railway Company tells of a rapid rise of Agnew T. Dice who was yesterday elected to succeed the late Theodore Voorhees. The unanimous selection by the board of directors created no surprise, as General Manager Dice has been in charge of the company's affairs since the illness of the late president.

Mr. Dice was born on November 2, 1862, at Scotland, Pa. He entered the railway service in 1881 as a flagman in the engineering corps of the Pennsylvania Railroad and later served as rodman and assistant engineer. From 1887 to 1888 he was assigned to special work on signals at Altoona, and from 1888 to 1890 was assistant supervisor; from 1890 to 1892 he was a supervisor of the Pennsylvania.

From January 1, 1892, to 1893 he was superintendent of signals of the New York Central and Hudson River, and the following year was made assistant superintendent of the Hudson division of the same road.

Mr. Dice entered the service of the Reading as superintendent of the Atlantic City Railroad on April 1, 1894, and on January 1, 1897, as was made superintendent of the Reading division in charge of freight terminals in Philadelphia. February 1, 1897, to May 1, 1903, he was superintendent of the Shamokin division, and on May 1, 1903, he was made general superintendent of the Reading. On January 1, 1910, he was made general manager, and on January 1, 1913, was named a vice-president as well as general manager.

He at present resides in Reading, but it is expected that with his election to the presidency Mr. Dice will move to Philadelphia in order to be in close touch with all officials of the road.

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P. R. R. ATHLETES TO ENTER MEET

Big Event Takes Place at Baltimore on April First

Athletes of the Pennsylvania Railroad east of Pittsburgh and Erie will join with the Baltimore Division Athletic Association in a big championship indoor athletic meet to be held April 1 at Baltimore. Harrisburg expects to have at least 100 entries and will send by a special train a crowd of 300 rooters.

Local athletes will represent the construction and transportation and maintenance of way departments and the motive power department athletic associations. They are now in training for the big event. The track and field events will be held in the Fifth Regiment Armory. The meet will start at 10 o'clock in the morning with bowling and pool contests at the Arcadia. In the afternoon at the armory the program will include indoor baseball, volleyball, rifle shooting and tug-of-war.

The night program calls for two special contests between the Fifth Regiment athletes at tug-of-war and wall scaling. The railroad athletes will compete in 100-yard dash, 220-yard dash, 850-yard dash, running high jump, 12-pound shot put, mile relay race, basketball and finals in tug-of-war. Cups and medals will be given winners in all events.

RAILROAD MAN HAS HARD LUCK

Special to the Telegraph

Altoona, Pa., March 16.—One misfortune after another has followed Charles E. Schoonover, Pennsylvania Railroad shophan, during the past forty-eight hours.

While he was watching at the bedside of his son, Ralph, 4 months old, a defective flue set fire to his home, from which the roof was partly