RAILROAD NEWS

COAL BUSINESS HEAVY THIS YEAR

Figures For June Show Big Increase in Anthracite Business

The shipments of anthracite for the month of June, 1916, as reported to the Anthracite Bureau of Information at Wilkes-Barre, amounted to 5,636,975 long tons, as compared with 5,547,899 tons in May of this year, and with 5,459,610 tons in June, 1915. The increase in June, 1916, over the same month of 1915, was 177,365 tons, and as compared with May, 1916, the increase was 89,76 tons.

The total shipments for the six months ended June 30, 1916, have amounted to 33,421,665 tons against 32,328,991 tons in 1915, the increase for this year being 1,092,674 tons.

The total shipments for the year 1915 amounted to 67,883,776 long tons of which 39,539,236 tons, or 58.25 per cent. were from the Wyoming or Northern region; 10,304,652 tons, or 15.18 per cent. were from the Middle or Lehigh region, and 18,039,888 tons, or 26.57 per cent. were from the Southern or Schuylkill region.

In 1914, 59.64 per cent. was shipped from the Wyoming region; 13.30 per cent. from the Lehigh, and 27.06 per cent. from the Schuylkill.

Coke Business Shows Increase During June

A gain of 199,126 tons of coke is the out-standing feature of the June report of the amount of coal and coke carried by the Pennsylvania railroad. Fuel shipments generally, including both anthracite and bituminous coal, show healthy increases. Coke shipments totaled 1,189,602 tons, or a gain of more than 10 per cent. Bituminous coal aggregated 3,744,647 tons, a gain of 79,944, with anthracite showing 907,892 tons, an increase of 64,839. Total fuel shipments amounted to 5,842,141 tons. For the six months up to June 30 combined shipments show 37,480,971 tons, the bulk of which, or 24,269,137, was checked up to bituminous.

Railroad Notes

Seashore excursions over the Pennsylvania this week were well patronized.

Both the Pennsylvania Railroad and Philadelphia and Reading are planning winter excursions to Texas if the troops remain there.

Reading firemen are getting extra help because of the heat. Three men were overcome yesterday on trains enroute east to Reading.

Both the Pennsylvania and Reading freight officials report a freight congestion at Coatesville. It is said the Pennsylvania has 700 cars side-tracked. Siding facilities it is said are lacking at that point.

The Philadelphia and Reading Railway had an excursion up the Hudson river to-day. Harrisburgers to the number of 50 left early this morning and joined the regular excursion train at Reading.

HARRISBURG SIDE

Philadelphia Division—Crew 112 to go first after 2.15 p. m.: 123, 111, 127, 126, 127, 125, 129, 130, 108, 121, 104, 109, 106, 102, 122, 113.

Engineers for 108, 123.
Firemen for 105, 108, 116, 112, 126.
Flagmen for 109, 129.
Brakemen for 102, 104, 108, 125.
Engineers up: C. E. Albright, Yeater, Wenrick, Martin, Miller, Hogentogler, Eshelman, Streeper, Baer, I. H. Gable, Smeltzer, Lober, Smith, Black, McGuire, Grass, Simmons, Kautz, Lefever.
Firemen up: Cover, Brymesser, Kugle, Finnegan, Morgan, Faddis, Baker, Finkenbinder, Slider, Lutz, Johnston, Everhart, C. C. Naylor, Jackson, Newman, Eckman, Achey, Walker.
Flagman up: Brown.
Brakemen up: G. H. Mummaw, Purnell, Knupp, Hoover, Coulter.

Middle Division—Crew 221 first to go after 2.30 p. m.: 17, 24, 19, 28, 21, 18.
Preference, 6.
Engineer for 6.
Fireman for 24.
Brakemen for 17 (2), 19, 28, 18.
Engineers up: Shirk, Albright, Willis.
Firemen up: Sheaffer, Colyer, Steele, Hepner, Reeder, Beisel.
Conductor up: Heiner.
Brakemen up: Foltz, Reed, Henry, Klick, Edwards, Wright.

Yard Crews—Engineers for 6, 1st 8, 2d 8, 20, 2d 24, 28.
Firemen for 2, 6, 2d 8, 14, 18, 28, 36.
Engineers up: Landis, Beiver, Blosser, Snyder, Loy, Leiby, Fulton, Fells, McMorris, McDonnell, Wise.
Firemen up: Graham, Fry, Eyde, Ewing, Hitz, Peiffer, Fleisher, Burger, Wagnerfl Richter, Keiser, Ferguson.

ENOLA SIDE

Philadelphia Division—The 210 crew first after 2 p. m.: 215, 205, 209, 203, 212, 217, 226, 228, 213, 207, 208, 210.
Engineer for 226.
Firemen for 210, 215.
Conductor for 228.
Flagman for 209.
Brakemen for 203, 209, 212, 218.
Conductors up: Hooper, Murlatt.
Brakemen up: Yost, Malseed, Long.

Middle Division—The 110 crew first after 3.15 p. m.: 102, 116, 115, 112, 105, 111, 108.
Engineers for 115, 111.
Firemen for 116, 115, 112, 111.
Conductor for 111.
Brakemen for 112, 108.

Yard Crews — Engineers for 130, 3d 124, 101.
Firemen for 134, 130.
Engineers up: Branyan, Reese, Trout, Anthony, Nuemyer, Rider, Hill, Boyer, Kling.
Firemen up: Moyer, Bickhart, Kline, L. C. Hall, Hinkle, Brown, Eichelberger, C. H. Hall, Handiboe, Bruaw.

THE READING

Harrisburg Division—24 crew first to go after 6 a. m.: 10, 3, 15, 19, 1, 5, 8, 7, 12.

Eastbound — 61 crew first to go after 11 a. m.: 68, 65, 70, 69, 57, 64, 53, 71, 62.
Engineers for 61, 71, 4, 8.
Firemen for 57, 61, 69, 4.
Conductors for 62, 4, 5, 24.
Brakemen for 61, 62, 69, 3, 4, 7, 19, 24.
Engineers up: Morrison, Barnhart, Tipton, Bonawitz.
Firemen up: Heisler, Brougher, Miller, King, Stoner, Nowark, Sherman.
Conductors up: Danner, Bashore.
Brakemen up: Ware, Paxton, Felker, Davis, Warren, Smith, Woland, Pletz, Heckert, Hamm.

CHICAGO CATTLE

Chicago, Ill., July 22. — Cattle — Receipts, 500; steady. Native beef cattle, $6.75@10.40; western steers, $7.75@8.90; stickers and feeders, $5.00@8.00; cows and heifers, $3.30@9.20; calves, $8.50@12.00.

Sheep — Receipts, 2,000; strong. Wethers, $6.75@8.25; lambs, $6.50@10.25.

Hogs — Receipts, 10,000; 5c to 10c under yesterday's average. Bulk of sales, $9.25@9.80; light, $9.10@9.85; mixed, $9.00@9.95; heavy, $8.95@10.00; rough, $8.95@9.10; pigs, $7.50@9.10.

SIX TRAWLERS SUNK

Berlin, July 22 (by wireless).—Six British trawlers were sunk by German submarines off the English east coast on July 17, says a German admiralty statement to-day.

RELIC HUNTERS DESERT CANOES

Lack of Camp Sites Necessitates Radical Change in Indian Seekers' Plan

Lack of suitable camping sites necessitated a change in the plans of Dr. William K. Moorehead, of Andover, Mass., and his party of archaeologists who are seeking Indian history and relics along the Susquehanna river. This announcement was made to-day by Dr. George P. Donehoo, secretary of the Pennsylvania Historical Commission, and historian with the exposition.

The large boats built for the expedition have been sent back to Cooperstown, N. Y., and the trip between Harrisburg and Chesapeake Bay will be made from town to town along the river. Dr. Moorehead and party will remain in Harrisburg until next week. It is probable they will return to Harrisburg at intervals. Duncan's Island was visited yesterday and valuable relics and data were found.

This morning the archaeologists attended a meeting of the Pennsylvania Historical Commission. Secretary Donehoo made a partial report of the Susquehanna expedition and announced that he would give a complete report later.

The commission decided to make an additional appropriation for the Colonel William Crawford monument at Connellsville. Further plans for placing a tablet at Fort Hunter, near Harrisburg were considered. A tablet will also be placed at Coudersport, in honor of David Zeisberger. The secretary was authorized to purchase some valuable collections of Indian relics for the State museum. After the business session the commissioners received Dr. Moorehead and A. B. Skinner of the Susquehanna expedition party.

NATIONAL AID TO BE SECURED SOON

[Continued From First Page]

al Aid Good Roads bill is the construction of rural roads and this is construed in the act to mean any public road over which the United States mails are or may hereafter be transported. The Act excludes every street and road in a place having a population of 2,500 or more except that portion of any street or road long which the houses average more than 200 feet apart may be considered.

For the fiscal year ending June 30, 1917, the Federal bill appropriates $5,000,000 for use throughout the Union; for the year 1918 $10,000,000 will be expended; for the year 1919, $15,000,000; 1920, $20,000,000,000 and for 1921, $25,000,000. This totals $75,000,000 of the $85,000,000 appropriated, the other $10,000,000 being specifically reserved for the annual development of roads in National forest reservations.

Pennsylvania's share in the Federal distribution for the five years is $3,858,750, this State being third in the list of those receiving the moneys. Texas receives the greatest amount with New York coming next in line, followed by Pennsylvania, Illinois, Ohio, Missouri, California, Iowa, Michigan and Kansas in order.

While Commissioner Black and Chief Engineer Uhler have, as yet, made no definite selection of the roads to be recommended to the Federal government for improvement, it is known that the roads on existing State highway routes will receive first consideration from the department. Wherever it is possible to secure federal aid in the improvement of a Pennsylvania highway, important State highway routes forming a position of the main arterial lines of the Pennsylvania highway system will in all probability be selected first.

Under the provisions of the Federal Act the State Highway Department furnishes to the secretary of agriculture statements setting forth the proposed construction of any rural post-road on which it desires Federal aid. After the secretary of agriculture approves the project, the State Highway Department then furnishes surveys, plans, specifications and estimates for the road. On the approval of the secretary of agriculture, he notifies the State Highway Department and certifies the fact to the secretary of the treasury of the United States, whereupon the secretary of the treasury sets aside the share which the United States is to pay for the proposed improvement which in no case is to exceed fifty per cent. of the total cost of the improvement.

The State Highway Department then proceeds with the construction of the highway under its own supervision in accordance with the plans and specifications approved by the secretary of agriculture and when the aforesaid road is completed, the secretary of agriculture shall cause to be paid to the State the amount set aside for the project.

There is a provision in the Federal bill which makes possible the adoption of the same system of payments which the late State Highway Commissioner Cunningham instituted in Pennsylvania, namely, that the government's share of the Federal aid construction can be paid on monthly estimates furnished by the State, thus relieving the State from the necessity of financing the entire operation until completion. In Pennsylvania it was found that the State Highway Department was financing on all State-aid operations until after their completion at which time the applying counties, townships and boroughs contributed their payment to reimburse the State. After consulting with the Attorney general's department, the late Commissioner Cunningham put a ruling into effect compelling these applying parties to pay their share pro rata based on the monthly estimates furnished them and in this way the State Highway Department was relieved from the necessity of financing the entire operation until completion. There is a proviso in the Federal bill which covers this point exactly and the United States is authorized to pay its share to the States on estimates from time to time.

The Federal bill becomes effective at once, but the opening section states "that no money apportioned under this Act to any State shall be expended therein until its legislature shall have assented to the provisions of this Act, except that, until the final adjournment of the first regular session of the Legislature held after the passage of this act, the assent of the governor shall be sufficient."

Just as soon as word is received from the secretary of agriculture, the State Highway Department of Pennsylvania will make announcement of the roads to be recommended to the Federal government for federal aid and it is expected that at least all the preliminary work thereon may be finished before the close of the present working season.

MISS FISHER'S FUNERAL

Funeral services will be held at 2 o'clock, Monday afternoon for Miss Elizabeth Fisher, at her home, 410 Strawberry street. Burial will be made in the East Harrisburg cemetery. Miss Fisher died Thursday evening at the Harrisburg hospital.

MARKETS

METALS FEATURE OF TRANSACTIONS

U. S. Steel Rises to 86 1-2; Bethlehem Drops Ten Points; Tobacco Gains

By Associated Press

New York, July 22. — Short covering accounted largely for the activity of to-day's operations, although trading was again wholly professional and limited to speculative favorites. United States Steel was the foremost feature, rising to 86½, its best price of the week, on transactions embracing numerous 1,000 to 2,000 share lots. Automobile stocks were prominent at advances of three to ten points, the latter for General Motors, and Munitions were moderately better with substantial gains in minor steel and metal issues. Bethlehem Steel lost ten points. Tobaccos showed additional advances with some inquiry for Beet Sugar and similar issues. Railways played no part in the day's business, aside from a four-point decline in Wisconsin Central. The closing was strong. Bonds were steady.

NEW YORK STOCKS

Chandler Bros. & Co., members New York and Philadelphia Stock Exchanges, 3 North Market Square, Harrisburg; 1338 Chestnut street, Philadelphia; 34 Pine street, New York, furnish the following quotations:

New York, July 22, 1916.

Allis Chalmers	21⅝	22½
Amer Beet Sugar	88⅞	89⅞
American Can	55¼	56⅜
Am Car and Foundry Co	58⅛	59⅜
Am Ice Securities	28½	28¾
Amer Loco	65¼	67¼
Amer Tel and Tel	129⅛	129⅛
Anaconda	78⅞	79½
Atchison	104⅝	104½
Baldwin Locomotive	73¾	73⅛
Baltimore and Ohio	89	89½
Butte Cop	68	69⅞
California Petroleum	21¼	20½
Central Leather	54⅝	54⅝
Chesapeake and Ohio	61¼	61¼
Chi Mil and St Paul	97	96½
Chicago R I and Pacific	20⅜	20⅞
Chino Con Copper	47¾	47⅝
Col Fuel and Iron	44½	45
Corn Products	14⅛	14½
Crucible Steel	70	71
Distilling Securities	46½	46⅜
Erie	35⅝	35¾
General Motors	500	500
Great Northern pfd	118⅝	118¾
Inspiration Copper	48⅝	48¾
Kennecott	46⅛	46½
Lackawanna Steel	70½	72
Lehigh Valley	78¼	78¼
Maxwell Motors	77½	79¾
Merc Mar ctfs	24½	24¾
Merc Mar ctfs pfd	85½	86
Mex Petroleum	100	100⅝
Miami Copper	35	35
Missouri Pacific	7¼	7⅛
New York Central	102¾	102¾
N Y N H H	61¼	61¼
Norfolk and Western	127¾	127¾
Northern Pacific	111⅝	111⅝
Pennsylvania Railroad	56¾	56¾
Press Steel Car	49⅛	49½
Railway Steel Spg	44½	45¼
Ray Con Copper	22¾	22⅞
Reading	97½	98⅜
Republic Iron and Steel	47	47¾
Southern Pacific	97¼	97½
Southern Ry	23½	23½
Studebaker	127¼	128⅝
Tennessee Copper	25⅛	25½
Union Pacific	137⅛	137¼
U S I Alcohol	114	114⅝
U S Steel	85⅝	86⅜
U S Steel pfd	117¾	117¾
Utah Copper	76½	77
Virginia-Carolina Chem	38½	38⅜
Westinghouse Mfg	57⅛	57⅞

PHILADELPHIA STOCKS

Philadelphia, July 22. — Wheat — Higher; No. 2, red, spot and July, $1.17@1.19; No. 2, Southern, red, $1.15@1.17.

Corn — Higher; No. 2, yellow, local, 91½@92c; steamer, No. 2, yellow, local, 90½@91c.

Oats — Higher; No. 2, white, 49@49½c; No. 3, white, 46½@47½c.

Bran — Market quiet, but steady; city mills, [illegible] ern, winter, per ton, $26.50; soft, winter, per ton, $23.50@24.50; Spring, per ton, $22.00@22.50.

Refined Sugars—No market.

Butter — Market firm; western, creamery, extras, 20@30c; nearby prints, fancy, 32c.

Eggs — The market is firm; Pennsylvania and other nearby firsts, free cases, $7.65; per case; do., current receipts, free cases, $7.20@7.50 per case; western, extras, firsts, free cases, $7.80@7.95 per case; western, firsts, free cases, $7.20@7.50 per case.

Live Poultry—Dull; fowls lower, fowls, 19½@20½c; roosters, 13@14c; fowls, 19@19½c; roosters, 13@14c; Spring chickens, 20@27c; do., broilers, 30@38c; ducks, 14@16c; geese, 14@16c.

Dressed Poultry—Steady; fowls, fancy 21½@22c; do., good to choice, 20½@21c; do., small sizes, 18@20; do. roosters, 15c; broiling chickens, nearby, 30@36c; do., western, 25@29c; roasting [illegible] 20c; do., fair to good, 15@18c; Spring ducks, nearby, 19@20c; do., western, 12@18c, geese, [illegible]

Potatoes — Quiet, but steady; Eastern Shore, No. 1, per barrel, $1.75@2.00; No. 2, do., 75c@$1.00; do., culls, do., $1.00; Norfolk, No. 1, per barrel, $1.50@1.75; do., No. 2, do., 75c; Jersey, prime, per basket, 40@50c.

Flour—Quiet, but steady; western, straights, $4.90@5.15; do., patents, $5.15@5.40; Springs firsts, clear, $5.35@5.75; do., straights, $5.30@5.60; do., patents, $5.75@6.00; do., favorite brands, $6.25@6.50.

Hay — The market is dull and weak; No. 1, large bales, $21.50@22.00; medium bales, $21.00@21.50; No. 2, do., $18.00@20.00; No. 3, do., $15.00@16.00; light mixed, $17.50@18.00; No. 1, do., $16.00@17.00; No. 2, do., $14.00@15.00.

PHILADELPHIA STOCKS

Philadelphia, July 22. — Stocks closed steady.

General Asphalt	32
General Asphalt, Pfd.	69
Lake Superior Corporation	10¾
Lehigh Valley	78
Pennsylvania Railroad	56⅝
Philadelphia Electric	28½
Philadelphia Company	40
Philadelphia Company, Pfd.	37
Philadelphia Rapid Transit	19½
Reading	89
Storage Battery	63
Union Traction	43½
U. G. I.	87½
U. S. Steel	86⅜

NEW YORK BANK STATEMENT

By Associated Press

New York, July 22. — The statement of actual condition of Clearing House Banks and Trust Companies for the week shows that they hold $108,085,360 reserve in excess of legal requirements. This is an increase of $12,975,890 over last week.

The statement follows:

Actual Condition

Loans, discounts, etc., $3,184,946,000, decrease, $3,887,000.

Reserve in own vaults (B), $428,230,000; increase, $6,652,000.

Reserve in Federal Reserve Bank, $165,073,000; increase, $12,108,000.

Reserve in other depositories, $52,619,000; decrease, $5,596,000.

Net demand deposits, $3,124,748,000; decrease, $2,195,000.

Net time deposits, $185,263,000; increase, $5,169,000.

Circulation, $31,489,000; decrease, $24,000.

(B) Of which $359,146,000 is specie.

Aggregate reserve, $645,922,000.

Excess reserve, $108,085,360; increase, $12,975,890.

CHICAGO BOARD OF TRADE

By Associated Press

Chicago, Ill., July 22.—Board of Trade closing:

Wheat — September, 1.19; December, 1.21⅞.

Corn — September, 77⅞; December, 65¼.

Oats — September, 41¾; December, 43⅝.

Pork — July, 26.10; September, 24.87.

Lard — September, 12.85; October, 12.82.

Ribs — July, 13.45; September, 13.47.

EPIDEMIC TAKES HEAVIEST TOLL

39 Children, More Than in Any Day Yet, Die; 135 New Cases

New York, July 22.—There were more deaths in the epidemic of infantile paralysis during the last twenty-four hours than at any time since the inception of the disease four weeks ago. Since 10 a. m. yesterday the plague killed 39 children in the five boroughs of New York city. There were 135 new cases.

Impose Regulations of Increasing Severity

By Associated Press

New York, July 22. — Quarantine regulations of increasing severity due to fear of the spread of infantile paralysis were reported to-day from a number of cities and towns near New York.

At Mountain View, N. J., about 100 summer colonists from New York city, with a few from Newark, have been ordered to leave their bungalows along the Passaic river and return home. All houses where children from New York have visited were put under a month's quarantine.

The Erie railroad which serves thousands of commuters, has sent out a bulletin to all its station agents warning them to notify prospective passengers that children will be barred from most of the stations. A total of 239 cases of infantile paralysis was reported from New Jersey. The cases in Connecticut number 59. New York state outside of New York city has 195.

STRIKE SETTLEMENT HOPES ARE BLASTED

[Continued From First Page]

was resumed to Middletown and Paxtang by the cars and no serious disorders occurred. No other suburban points were reached.

In the city cars were operated and no disturbances were reported. The police and sheriff's deputies were stationed at places where the trouble started earlier in the week, but reported no trouble.

The cars will be kept on the lines as long as possible, according to Felix M. Davis, superintendent of transportation. They are being operated by alleged strike-breakers.

Arrest Five Hooters

Five men were arrested during the morning by County Detective James Walters because they hooted and jeered some of the crews on the cars passing in Market street. The strikers, who had pickets at all street intersections, made every effort to maintain order.

Company officials stated to-day that should the men not return to work before Wednesday, no further plans have been made. Both the company officials and the union men said to-day that they expect an early settlement of the strike, but are hinging the situation on union recognition.

To Get Union Money

The first strike pay, union men stated to-day, will be made next week, as the Amalgamated Association of Street and Electric Railways Employes does not pay out any money the first week that members are on a strike. Strikers stated that outside contributions have been received, together with assurances of aid from other organizations.

The regular meeting of the strikers was held this afternoon at 2 o'clock at headquarters, 26 North Third street, but nothing of importance occurred. The men were urged to be loyal and plans were started for another parade to be held next week.

Demand Quelling of Disorder

The most important development in the strike situation to-day from the standpoint of the public was the widespread demand all over the city for energetic action on the part of the authorities in quelling the outbreaks of disorder along the street railway lines. It is intimated that Mayor Meals is not in physical condition to handle the situation and as a result many of the patrolmen are showing utter indifference to the general welfare of the community. This is not true of all the officers and those who are honestly endeavoring to maintain order feel that they are handicapped by the attitude of other members of the force who have failed to appreciate the seriousness of open disorder on the part of the unruly element of the city.

District Attorney Stroup's declaration that those brought before him for violations of law will be prosecuted to the fullest extent of the law has had a tendency to call attention to the apparent indifference of some of the policemen. It is pointed out that the breaking up of noisy assemblages along the main streets and in those quarters where most of the trouble has occurred would go far toward preventing the outbreaks.

Strikers Greatly Concerned

All the strike officials and the strikers themselves are concerned over the situation. They see that public reaction is bound to follow a continuance of disorder and that instead of their cause being benefited, it is likely to be injured. So far as the public is concerned it doesn't seem to be a question of favoring one side or the other; it is more a demand for restoration of order and the enforcement of law against those who have seized the opportunity to do about as they please.

Jitneys Law Unto Themselves

Complaints were commencing to be made to-day of the inadequacy of the jitney service which has been brought into being by the interruption of trolley service and charges were heard that operators of unlicensed cars were acting as a law unto themselves. The police department, which encouraged the unlicensed jitney as a means of affording transportation in the present emergency is now being accused of failing to protect the public from overcharges, ignoring dangerous overcrowding and neglecting to require that men offering their cars for hire give proper service. The licensed jitney drivers, who have paid money to the city and given bond, as provided in the jitney ordinance, are also commencing to protest vigorously about the failure of the police to control the numerous cars in service.

Girls Sit on Men's Laps

The conditions last night between 5 and 6 o'clock with a thunderstorm at hand furnished an excellent illustraton of the irresponsibility of unlicensed jitney drivers. Some of them demanded three times the ordinary fare of a nickel, other refused point blank to take persons to outlying districts even when offered five times the usual fare, others permitted six, eight and even ten persons to jam cars. Girls sitting on men's laps were not an uncommon sight in Market street.

Striking trolleymen, who have been endeavoring to secure jitney service for the public by acting as volunteer dispatchers at corners, tried to get such accommodations for women as would not offend decency and to induce jitney operators to take people to their homes, but they were unable to accomplish any more than those who wanted to ride. Policemen appeared to consider that their sole duty was to keep traffic moving to the right.

Licensed jitneymen who went to markets this morning for regular customers had to compete with operators who preempted curbs, "barked" for trade and demanded high prices and crowded cars beyond the safety limit. Their complaints and those of the people who refused to stand for extortionate rates and indecent crowding fell on deaf police ears.

Jitney Complaints On Capitol Hill

Complaint was made at the offices of the Public Service Commission today by a woman who said that she lived in Steelton and had been charged a dollar by a jitney operator. The number of the car was furnished and if it is found that the operator has no State certificate a test case, which will have far-reaching effect upon the present uncontrolled operation of jitneys, is possible.

Pending formal action by the complainant, no names were given out.

Should information be made that any jitney is operating without a State certificate or city license, magistrates would be required under the law to entertain the case despite any attitude the city police might take.

McLaughlin Complains

Hugh L. McLaughlin, chairman of the grievance committee of the strikers, to-day complained to the Public Service Commission that the Harrisburg Railways Company employes were violating Rule 5 of the Commission, requiring cars to come to a full stop at grade crossings.

It was charged that cars were run over the Eighteenth street crossing without the precautionary stop. Formal blanks for a complaint were given to Mr. McLaughlin, who will act in the case.

Pickets Act as Jitney Dispatchers

Although seventeen cars were sent out on the city lines of the company, before 7 o'clock this morning, few people traveled in them.

At the city markets, pickets from the carmen's union acted as dispatchers for the many jitneys being operated, and assisted many of the women in getting in the autos with their baskets. Scores of women lined the sidewalks at the Chestnut street and Verbeke street markets waiting for jitneys, and many of them were compelled to walk home with their heavily laden baskets, because of the long wait for autos.

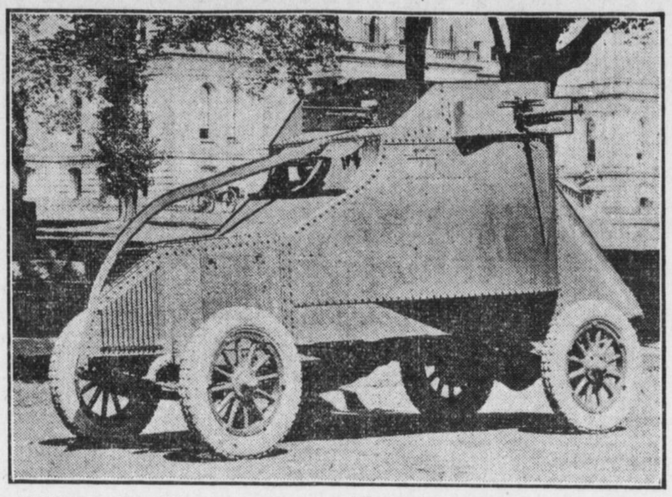
The majority of the women were afraid to ride in the cars because of the disorder during the week, and many complaints were heard because of the strike.

The Public Suffers

Last night the public realized the seriousness of no car service when the storm broke over the city. Jitneys rushed to and fro over the city streets, many of them violating traffic rules and hauling eight and ten passengers crammed in the front and back seats. The people could not be accommodated, and many were drenched walking home in the rain. The jitney drivers in some instances were unprepared for the downpour, and the rain came in at the sides, drenching the passengers. As no cars were running the hundreds of people going to their homes, were either compelled to walk in the rain, or wait on a jitney. Criticisms were heard on all sides because of the strike and lack of car service.

Lewis Burkhart, who said he was a strike-breaker from New York, was fined $25 and costs yesterday afternoon by Alderman James DeShong on a charge of making insulting remarks to Miss Bertha M. Henry, South Thirteenth street.

REO IN FIGHTING TRIM



"While we Reo folk are not in any way belligerent nor eager for any kind of war orders, either foreign or domestic, nevertheless we have, like many other patriotic citizens, made a study of the various implements of war, and especially such of them as naturally come within our immediate sphere," says Horace T. Thomas, Chief Engineer of the Reo Company, and designer of the armored truck which was recently presented by the Reo Motor Truck Company to the State Militia, and delivered at the concentration camp at Grayling last week.

"Many of our ideas as to what constituted an effective fighting machine on wheels have been radically revised since the beginning of the European war," continues Mr. Thomas, "and this Reo armored truck is the result of some of those revisions.

"In designing it we had in mind several things, first of which, of course, was standardization. It is essential that any part of such a vehicle may be replaceable at the earliest possible moment and with the least possible delay under conditions that certainly are not ideal. This armored truck is therefore mounted on a standard Model F Reo truck chassis. The engine is the world famous 35-horsepower four-cylinder Reo motor — standard for now longer than any other in the world.

"Lightness and speed are other requisites, and so this Reo war truck, which has room for four machine guns and their operators, beside the chauffeur, weighs only 420 pounds complete, and is capable of speed up to 35 miles per hour.

"An interesting feature of this machine is the thinness of the plate with which it is armored. Looking at it superficially, one would naturally suppose that the plate must be at least half an inch thick, and therefore be very heavy. As a matter of fact, in our experiments we discovered a peculiar thing — that the modern high velocity rifle steel coated ball would easily penetrate a half-inch of case-hardened steel, and, for that matter much greater thickness. After experimenting for sometime we conceived the idea of using two thin plates of steel separated by an air space, and when we did that a peculiar phenomenon was witnessed.

"The same rifle ball shot at a plate a fraction over an eight of an inch thick and separated from another plate by about three-eights of an inch, penetrated the first plate but was stopped by the second one. The answer is simple — the impact against the first plate flattened the bullet so that it was easily stopped by the second one.

"While capable of turning any rifle or machine gun bullet, this Reo truck is very light and therefore speedy.

"In addition to the portholes for the machine guns there are other portholes for the use of regular army rifles in "sniping" and similar operations. The protection of the machine gun portholes permits the operation to "sweep" this territory in a half circle, the porthole covering working on spring hinges. The driver is completely protected and yet able to see his road. The radiator is so constructed that bullets, hitting this part of the truck, are deflected, without damaging it. A canvas top is used to protect the gun crew from storms. The turrent is entered from the rear by a steel door, which fastens down tightly. A powerful dirigible electric light permits the driver to see all points of the road as well as to detect the "enemy" from a distance and in any direction. Light for operating the guns is also furnished in the same manner.

"For actual warfare conditions steel discs may be added to the wheels to protect the spokes. The curved steel bar which extends from the radiator to the point above the driver's head is designed for cutting barbed wire entanglements."

County Must Stand Share of Expense of Trolley Strike

Wages of the deputie sheriffs, cost of repairs to damages of trolley cars, and other property of the Harrisburg Railways' company will not be the only expense that Dauphin county's taxpayers will have to bear as a result of the trolleymen's strike, county officials pointed out to-day.

That the county must necessarily pay for what damage has been done to cars and other property is generally conceded. The county commissioners will take up that problem Monday.

The biggest item however will be the costs of criminal prosecutions. Following the strike of 1877 arrests were made of rioters and would-be rioters, the names of the offenders having been taken during the disturbance although the prosecutions were not made until months afterward. And the majority of these men were jailed.

"STRIKE" DISAPPOINTMENTS

Conference of Playground Teachers and Several Picnics Have to Be Postponed

Weekly conference of the girl instructors of the city playgrounds and Supervisor J. K. Staples which had been scheduled for to-day, was called off because of the inconvenience to which the teachers would have been subjected owing to the trolley strike.

Two picnics incidentally have had to be called off for the same reason. Both outings had been scheduled for Paxtang Park. The Mutual Benefit Association had planned its annual picnic at the park to-day. "Larkin Day" had been scheduled for last Monday and had to be postponed.

Hughes Watches Waves Pound Stranded Bark

By Associated Press

Bridgehamton, N. Y., July 22. — Charles E. Hughes and wife and daughters motored to-day to Southampton Beach, ten miles away, to watch a heavy surf pound the four-master Norwegian bark, Clan Galbraith, which went ashore in a fog early to-day while enroute, in ballast, from Avonmouth, England, to New York.

High tide drew the ship within seventy-five yards off shore. She rolled heavily, broadside to the sea and appeared sometimes about to capsize. Her crew, of about fifteen, remained aboard.

WARSPITE NOT SUNK

By Associated Press

London, July 22. — Doubts concerning the fate of the British battleship, Warspite, which may have been caused by German assertions that she was sunk in the Jutland battle, were dispelled when a representative of the Associated Press and other neutral correspondents visited, this week, a British port where the squadron of Vice Admiral Sir David Beatty was viwede. The entire squadron, with light cruisers and destroyers, was aligned ready for work, and no scars were visible.

Try Telegraph Want Ads

FRONT-MARKET HAS VARIETY

Specialties For Motorists of Every Kind Makes Interesting Study

Life or mechanical action of some kind always attracts more attention than objects that are inactive. Upon this theory T. B. Wildermuth of the Front-Market Motor Supply Company has arranged an attractive window display with Lubriko grease with the transmission of motor car working submerged in grease. Lubriko grease is among the many motor car specialties distributed by this local company. Others include the Atwater Kent igniting system, which has displaced the magneto on thirty representative American cars. The claims for the Atwater-Kent system is that it is a scientific ignition system which produces a single hot spark, uniformly hot and exactly alike in each cylinder, no matter whether the motor is being cranked slowly or running at forty-five miles an hour.

A Dann Insert consists of a perforated anti-friction and nonshock-conducting metal, packed with a special graphite lubricant and inserted between each spring lear. It prevents rust and the consequent squawk, and practically eliminates vibration.

The Goodyear is distributed by the Front-Market Motor Supply Company. This tire is among the best known of the leading makes, and has found ready sale in this territory. The klaxon coansnrd etaoin ufirew aterict doGo horns and klaxet needs no introduction. It introduces itself on every highway of the country with its distinctive note. This is another of the standard specialties found in the variety of articles displayed in this large accessory house.

Being the official Bosch supply station for this territory, a full line of Bosch products and share parts are carried in stock. Factory testing apparatus, manned by factory trained expert mechanics and provided with factory facilities for the prompt execution of any adjustment or repair is a feature of the establishment. Leak-Proof Piston Rings is another simple little device that fits tight as a drum yet elastic as rubber. It consists of two concentric unit members of equal size, strength and value fitting one around the other to form a complete concentric ring, thus saving power, fuel and oil by preventing leaks. The Hess-Beight Ball Bearings are pioneers among the leaders of ball bearing devices and great friction savers and come in all the standard sizes and many special wishes may be had. This feature has contributed to the easy running qualities of motor cars. Gabriel Snubbers is a device intended to keep you on the seat when the roads are rough. As the car-springs compress, the spring within the coil expands and takes up the slack in the belting, then, as the rebound commences, the coils of belting begin to tighten and create friction on the band of brass between them, thus forming a resistance that in action steadies and controls the car springs, and causes them to regain their normal position gradually without jolts or abrupt stop.

Vacuum Mobiloils are among the well known lubricants that are featured by this concern and Hartford Shock Absorbers, A-C Plugs, Johnson's Cleaner and wax, Carter Carburetors, Raybestos Brake Lining, Red Seal Batteries and White Star Extra Quality Motor Oil are among the many other standard specialties distributed or retailed by this accessory house.

Rains Postpone Opening of "Port" Until Monday

Severe storms of last night prevented the formal opening dance at the "Municipal Port," the new boathouse managed by George K. Reist, which has been anchored off South street, and the big event has been postponed to Monday evening.

An awning has been stretched on the pretty little roof garden, porch furniture has been installed, the railing has been strung with vari-colored lights and arrangements have been made to serve refreshments every evening to boatmen. Expected guests include Mr. and Mrs. E. J. Stackpole, Mr. and Mrs. E. S. Gross, Mr. and Mrs. V. Grant Forrer and George W. Reily. Messrs. Stackpole, Gross and Forrer are the president, treasurer and secretary, respectively, of the recently organized "navy" and Mr. Reily is chairman of the executive committee.

JOHN PITCAIRN DIES

Philadelphia, July 22.—John Pitcairn, a wealthy manufacturer, known throughout the state as a leader in the development of the Swedenborgian colony in Montgomery county, died at his home at Bryn Athyn, near here, to-day. He was 75 years old. He was a director of many manufacturing corporations in the state.

STEWART AT PHILADELPHIA

Philadelphia, July 22. — Adjutant General Thomas J. Stewart called upon Captain Albert A. King, of the United States army at recruiting headquarters here to-day.

Pennsylvania is about 8,000 men short of its war footing on the Mexican border, and the purpose of the adjutant general's meeting with Captain King was to adopt some plan to get met to enlist faster.

Negotiating For Belgium Evacuation?

Amsterdam, via London, July 22 — Posters have been posted on the walls of barracks in Ghent stating that negotiations have been opened between the United States and Germany for the evacuation of Belgium, according to the Echo Belge. Acording to the posters Germany is prepared to withdraw from Belgium on the payment of an indemnity of 40,000,000,000 marks.

The Echo Belge comments sarcastically on this proposal, terming the proposed indemnity "a mere bite."

KILL THE GERMS—SAVE THE TEETH
See Your Dentist Twice Yearly
Use SENRECO Twice Daily

SENRECO, the tooth paste that REALLY CLEANS, has been put to every test, and pronounced good by hundreds of dentists, many of whom are using it in their daily toilet in preference to other dentifrices. SENRECO is particularly destructive to the germ of Pyorrhea--exceptionally good as a remedial agent in the treatment of soft, inflamed, bleeding gums, excess acidity of the mouth, etc. Embodies specially prepared soluble granules unusually effective in cleaning away food deposits.

Go to your dealer today and get a tube of SENRECO—25c. Learn what REALLY CLEAN teeth mean. Get the new idea of mouth cleanliness. A copy of the folder, "The Most General Disease in the World" together with a liberal size trial tube of SENRECO will be sent you for 4c in stamps. The Sentanel Remedies Co., Inc., Dept. A., Masonic Temple, Cincinnati, Ohio.