

# PIN HOPE ON LAST HOUR CONFERENCE

(Continued From First Page)

reported had already been communicated informally to the managers and had met with unofficial approval.

Samuel Gompers, appointed as one of the mediators, failed to appear at the conferences and his whereabouts were unknown.

New York, March 17.—The mediation committee was still in conference with the brotherhood chiefs at 1.15 o'clock. At that hour Daniel Willard, one of the mediators, asked for reservation in the hotel where the conferences are taking place, of a room to accommodate thirty people. This was taken to mean that a joint conference between the four mediators, the four chiefs, the railroad managers' committee and the railroad executives was contemplated.

New York, March 17.—The mediators without Samuel Gompers being present, resumed the conferences, meeting the four brotherhood chiefs shortly before 10.30 o'clock. Samuel Gompers, one of the four mediators, did not arrive at the hotel where his colleagues are stopping and his whereabouts this morning were unknown to them.

Secretary Lane, declining to discuss last night's meetings, was asked if any specific plan was under consideration to-day looking toward an adjustment. He replied:

"There are various plans before us. We want to find out what will be acceptable to both sides. They have been fighting it out with a great deal of ability on both sides between themselves for some time. We are working sincerely and earnestly to find a solution of the problem. After we have talked to the brotherhood chiefs we will see the representative of the railroads again."

Mr. Lane said it had not been determined whether both sides would meet with the mediators in a general conference. He indicated this was a possibility. When asked whether there has been a "get together spirit" manifested by both sides, his only reply was:

"There has been on my part."

# PRESIDENT SEEKS LITTLE CHANCE MEANS TO PREVENT LEFT TO AVERT GENERAL STRIKE RAILWAY STRIKE

### May Resort to Drastic Steps Country's Commerce to Be if Mediation Fails of Paralyzed Unless the Unexpected Happens

Washington, D. C., March 17.—President Wilson early to-day began a study of ways of stopping the strike if mediation fails.

The legal experts of the government have informed the President that there is no specific law giving him authority to use drastic steps, but it was realized that in times of national crisis the power of the President is such that he can do almost anything in the public interest.

In this connection a conversation between Mr. Wilson and ex-President Cleveland years ago was recalled to-day. At the time Mr. Cleveland, who settled the railroad strike in Chicago, and Mr. Wilson were discussing at Princeton a threatened strike like the anthracite coal fields of Pennsylvania. Mr. Cleveland remarked that if he were President he would stop the strike. Mr. Wilson asked him under what authority. Mr. Cleveland replied that he did not know, but that he would find the authority.

# BAUPAME FALLS TO BRITISH ARMY

(Continued From First Page)

This week the British forces stood at the very doors of the town, occupying the commanding ridge lying just west of it. Its fall was then considered a matter of the choice of a time for the British assault.

## Of Vital Importance

Bapame is considered a position of vital importance in the Franco-Belgian front. It lies at the limit of the Artois hills which afford support for the defense in attacks from the west and south, for beyond it lay the plain of Flanders, with Cambrai, Valenciennes and Douai in view. The capture, it has been held by military writers, will probably serve to make the Franco-Belgian front a single continuous line, and render St. Quentin an unsafe place for the shelter of the German staff.

Bapame is connected with Cambrai, eighteen miles further east by a railway passing through the town, and also by a road of superior construction running in a direct line between the two towns known as the Rouen-Valenciennes route.

The town which had a population of 3,000 before the war, is a place of historical note. It was the scene of a hard battle between the French and Germans during the Franco-Prussian war in January, 1871. The Germans after the struggle falling back behind the Somme. Armies have struggled in or near it in wars since the time of Louis XI.

# 200-Horsepower Aircraft Motor by Packard Co.

The 200-horsepower aircraft motor which the Packard Company has been developing in the past two years is about ready for flight. The process of installing the engine in specially constructed planes is now going on rapidly, and the first ascension probably will be witnessed within a fortnight.

Final work on the motor has been hastened by developments in the international situation that may create an urgent need for aircraft in America.

The flying tests of the new engine will be made at the Joy aviation field, near Mt. Clemens, Mich., where there are unusual facilities for trials over both land and water.

W. B. Stout, chief engineer of the Packard aircraft division, says that the machine will not be capable of more than 90 miles an hour, because of the peculiar construction of the planes made for it, but it will be capable of mounting quickly to great heights. His observation is that the machine promises ability to ascend with at least six persons.

# Mere Announcement of Operation Effects Cure

When Leroy Dixon, colored, 323 Market street, saw everything ready to operate on him he decided it was all wrong and that he wasn't sick at all. Dixon had been taken to the Harrisburg Hospital as a very sick man, so sick that he couldn't walk from the ambulance to the dispensary.

When the doctors examined him they could find nothing wrong. One of them suggested an operation. Dixon forgot about his inability to walk and started pacing the floor. However he decided the hospital would be a fine place to have a rest. He positively refused to leave. Patient George Petro was called, who saw that Dixon got home safely as soon as he was furnished with shoes.

# "BEFORE AND AFTER TAKING"



These young men joined the naval training station at Newport a few days since. The upper photo shows them, lean, lanky and without ambition. The lower picture shows the same four ten days after they had begun training. Note the difference. They are erect, clean and purposeful. In fact, in ten days they were almost made over.

# "SAKAFRAX TOM" BRINGS BREATH OF SPRING HERE

"Sakafrax Tom," one of the surest harbingers of Spring, was in town yesterday with his little packets of sassafras bark. Although he has quite a husky voice you can smell the fragrant odor of his burden long before he accosts you.

Tom Weaver, is really his name and Tom is quite an interesting character. He hails from Speeceville and has a real backwoodsman's distain for railroad trains, usually walking the entire distance.

Although morally not quite on a level with "The Harvester," he has many of his other traits. He carries his living almost entirely by harvesting the products of every root and bark that can be sold is cataloged long before harvest time comes. In huckleberry season George carries a big galvanized tank on his shoulders that holds thirty quarts. He sells them usually in Dauphin.

Tom had a little experience with a horse once that made him a confirmed pedestrian for life. Most of his neighbors had horses, so when Tom had a chance at a good bargain—only \$7 for a real live horse—he purchased the nag, but found that although he had life, he wasn't very lively.

He also purchased a good spring wagon cheap and set out on their way to his initial joy ride to the Capital City.

When Tom arrived he was advised on the outskirts of the city that the physical appearance of his nag wasn't exactly in conformity with the ideas accepted by the S. P. C. A. as regards trotting horses.

Knowing it wasn't necessary to tie the "nag," he allowed him to stand near Riverside. After trudging into the city to buy his monthly supply of "krub," he loaded the wagon and ported his outfit toward Speeceville. Not speaking of a burr that came off and dropped the one end of the wagon to the ground, everything went fine until the last crest of Red Hill had been surmounted.

The day was hot and the road was dusty, so Tom's horse decided to lay down for a rest. Tom's creed forbade deserting a comrade in distress. Not only that, a man accustomed to the stride that gets you there didn't like to stop for a rest. Tom's horse, however, was a different matter. Finally a brilliant idea dawned upon him. Why not load the horse on the wagon and pull the horse?

Securing a couple rails, Tom slowly pulled the tired animal to the wagon. Taking the shafts in his hands he set off in true coolie style for home. When he arrived the horse and wagon were disposed of at cost. Since that time Tom has taken his joy jaunts on foot.

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# POWELL SAYS HE IS "CHECKING UP"

### Auditor General Engages Outside Accountants to Go Over His Office Records

Auditor General A. W. Powell today said that expert accountants were going over the books of his department for the purpose of "checking up" but denied that they were out of balance with the State Treasury.

The Auditor General said that the books balanced every night, but he wanted to "check up" and asserted that there was nothing unusual in the work, although men are working until 11 o'clock at night.

How many men are employed on this work?" was asked. "I do not know. I turned that over to the head of the bureau, Mr. Brindley," answered Mr. Powell.

The Auditor General said that he did not know the men but understood that they had come from offices of Pennsylvania, the Elliott-Fisher Company and the International Harvester here. They came in after 4 o'clock in the afternoon when the regular force quit work, to do the "checking up."

"Is the State going to pay the bill for this checking up?" was then asked. "Certainly," replied Mr. Powell with a smile.

The story has been going the rounds that the books of the Auditor General are out of balance on tax accounts a couple of hundred thousand dollars, but this was emphatically denied. There is no charge of shortage of cash.

It is said that the money for the payment of the expert accountants is contained in a deficiency bill, but State Treasurer Robert K. Young may ask the opinion of the Attorney General before paying for the extra work.

# Railways Company Files Its Reply In Linglestown Case

The Harrisburg Railway Company today filed an answer at the office of the Public Service Commission on the informal complaint of Dr. M. G. Schantz, Linglestown, who objects to a forty-minute schedule to Linglestown in that the company sets forth its new schedule and calls attention to the improvement in the service on that district.

By the new schedule says President Musser, the company has avoided the "bunching" of cars and there is now six-minute service to Penbrook Square, 12-minute service to Progress, 12 and 24-minute service to Paxtonia and 48 to Linglestown. The service, he explains, meets the demands of the greater part of the traveling population along the line better than ever before.

The average daily travel between Market Square and Progress he said, has been 6,969 since the change went into effect and the greater part is from Progress into the city and out again to that town. The six-minute service to Penbrook Square, he says, has increased from 1,700 to 2,700 a half suggested by the complainant.

As to service to Linglestown he says that it is the same as that to considerably larger towns which originate more traffic and that the forty-minute service did not work.

# Schumann-Heinke Will Fill Engagement in Fall

Fred C. Hand, of the Keystone Concert course, made this announcement to-day:

"The accident which compelled Madame Schumann-Heinke to cancel all engagements, naturally left a musical void in my Keystone Concert Course here which I confess I am unable to fill. I have considered other musical celebrities to fill the canceled date, but have not been able to make the place of Schumann-Heinke—and I feel therefore, that it is better to give up the concert entirely than to offer any other artist—no matter how good—because of an unconvincing and possibly less disappointment and dissatisfaction. I want to give the public what I promise—so it is with pleasure I announce that I have secured Mme. Schumann-Heinke for her appearance in Harrisburg next October to make good the cancellation due to her accident. The season tickets now out are good for and the greater part I keep that in mind. The closing number of the Keystone Concert Course for the present season will be the San Carlo Grand Opera Company, fresh from their greatest season of triumph which will appear at the Orpheum Theater in 'Rigoletto' on Friday evening, March 23. This is an opera that always creates an enthusiasm. It is worth going miles to see and hear—the music is by Verdi, a master composer. Holders of season tickets can secure an exchange of same by calling at Sigler's Music Store, 30 North Second street.

"I desire in this way to express my sincere thanks for the hearty support I have received at the hands of the music-loving people of Harrisburg and to assure them that in the future I shall strive as in the past to give them only the best of the world of music has to offer."

# Velle Makes Record Production of Bitwells

It has been considered an inherent factor of the automobile industry that any show of winter weather would result in placing their orders that they should store their cars away with the first approach of winter months.

In the case the eager purchaser was compelled to wait oftentimes until the season was all gone before his car as delivered to him; in the other, some of the most pleasant and invigorating motoring of the year was lost altogether.

But with the development of the automobile industry has come a change in the habits and thoughts of the used. Now, he places his order as unhesitatingly in the winter months as in the spring or summer, and as a result benefits through the prompt delivery and all-year driving.

Absolute evidence of this fact is shown in the deliveries of Velle "Bitwells" since the last three months, usually the lightest of the year, from the standpoint of shipments. December, January and February have proven the largest months in the history of the Velle Company with February capping the climax with a smashing record.

The mile of Velle factory at Moline, Illinois, has been working incessantly to keep up with the ever-increasing demand and shipments by trainroads to all points of the compass have become a daily occurrence.

# STREET CAVES IN

Melting snow and heavy rains during the last week caused a small cave-in in last night at Boas and Susquehanna streets, which will be repaired at once, city highway officials announce. About a month ago a water main under the street burst undermining the asphalt, which was removed. Owing to weather conditions this could not be properly repaired at once, it was explained.

# Keboch Closes Big Contract For Jackson Cars in State

P. H. Keboch, factory representative of the East for the Jackson motor cars, closed a distributing contract with E. O. Hobbs, of Pittsburg, for Western Pennsylvania. This contract calls for two hundred cars, fifty of them for immediate delivery. This business totals \$52,312.50. For one day's work, that is not bad, eh? Peter?

# GAS INSPECTION DELAYED

Inspection of all gasoline measuring pumps used at city garages will be started next week by Harry D. Reel, inspector of weights and measures. Inspector Reel planned to start this work two weeks ago, but delay in the delivery of an automobile for his department prevented him from beginning the inspection.

# LOCAL OFFICIALS READY FOR STRIKE; P. R. R. EMBARGO

### While both Pennsylvania Railroad and Philadelphia and Reading Railroad officials said they firmly believed there would be no general strike, every precaution is being taken to guard against trouble. Many steps are being taken to prepare for eventualities.

Members of the four brotherhoods in Harrisburg are watchfully waiting. They refuse to talk. Engineers, conductors and trainmen who are vitally interested in the struggle now going on in New York and Washington are silent, too. The usual groups of railroad men are not to be found. Lodge rooms were opened this afternoon and the brotherhood men, it is said, will await orders behind closed doors.

Officials of both railroads called attention to the embargo orders issued last yesterday and expressed belief that there would be no serious tie-up in the transportation of foodstuffs. Indications are that if a strike comes along industries may be obliged to shut down until a reorganization of train forces is affected and freight shipments can be handled promptly.

Effective Here Monday According to the plans outlined by the brotherhood heads, Pennsylvania and Reading employees are scheduled to quit at 6 o'clock Monday night. This means 48 hours to clear the yards of all important freight, and the Pennsylvania and Reading crews will be kept moving to-night, to-morrow and Monday. Harrisburg men who intend to go out on a strike must return to this city before going out. The embargo orders issued by the Pennsy follow.

The P. R. R. Embargo Effective close of business Friday, March 16, on account of threatened strike, Pennsylvania Railroad, Philadelphia, Baltimore and Washington Railroad, and the West Jersey and Seashore Railroad embargo all freight of all kinds from all points for all to be furnished to the stock and foodstuffs for human and animal consumption (domestic), shipments consigned to officers of the United States Government, fuel and supplies for the Pennsylvania and Reading Railroad and affiliated lines, and news print paper.

All freight as above described which may be in transit will not be accepted from the New York, Philadelphia and Norfolk Railroad, Cumberland Valley Railroad, Cornwall and Lebanon Railroad, Susquehanna, Bloomburg and Branch Railroad, Pennsylvania lines west of Pittsburgh, or other connecting lines at any junction point after date and hour above named, regardless of date on which shipment was accepted as indicated by date on billing.

"All bills of lading issued on and after Saturday, March 17, 1917, and until further notice, must bear the following notation: 'This shipment accepted subject to delay, loss and damage account of threatened strike.'"

It is the belief of the management of this railroad that the placing of this food supplies, if the strike permit the clearing up of the lines, and afford the best opportunity to reorganize the service with the greatest practicable speed, in case it is interrupted by a strike. The embargo, in that event, will be modified to permit the acceptance of additional freight as rapidly as it is possible to construct the operating force. In the event that the strike is averted, the embargo will be cancelled by wire immediately upon receipt of definite information to that effect.

No closing industries may be obliged to shut down until a reorganization of train forces is affected and freight shipments can be handled promptly.

Reading Guarding Bridges The first steps by the Reading were taken to-day when special officers were ordered out to guard the bridges on the Lebanon Valley Branch and Main Line. In the event of a strike Reading railway property will be closely guarded and employees who will have access to the property, will be given special orders. Orders have been issued to keep outsiders off railroad property. The Reading Company has also called in surplus passenger cars to be fitted up for housing purposes.

About the local shops and yards of the Pennsylvania Railroad extra precautions were taken to-day to protect the property and men. Old Fall, will be used for housing yard men and other employees who remain loyal. Arrangements were made to-day to furnish food supplies. If the strike starts to-night on the New York Central, local firms will be busy to-morrow delivering coffee, vegetables and other food supplies to the Pennsylvania Railroad and Reading Railway at various points. Already large orders of canned goods have been delivered at the local shops of the P. R. R.

# SALESMEN'S CLUB PICKS OFFICERS

### Executive Committee Elected; Prominent Speaker Will Be Here Wednesday

Members of the Salesmanship Club of Harrisburg met last evening at the Board of Trade building and elected an executive committee that is to perfect the permanent organization by nominating officers. The names of the candidates will then be submitted to the members for balloting. This insures a club where every member has a voice in the selection of the officials that are to govern the club.

Four of the executive committee who are to serve two years are S. S. Miller, C. H. Hunter, C. K. Deen and C. W. Burnnett, and J. J. Shirley, John Herman and E. R. Eckenrode were chosen for one year. By this method there will always be men on the committee holding over after the first year thoroughly familiar with the affairs of the club. Pending the election of the permanent officers S. S. Miller will continue to act as president, E. W. Gilpin as secretary and Anton Benson as publicity manager.

A speaker of national repute will be here Wednesday evening. Lee Anderson, vice-president of the Hupp Motor Corporation, will address the members and all who are interested in salesmanship and business. The address will be given at the Industrial Institute of the world are welcome to attend this meeting. Mr. Anderson has for years been associated with the leading automobile industries of Detroit in executive capacities and is well qualified to impart information that any executive, sales manager or wide-awake salesman will be glad to hear. Men of this caliber are scarce and it is a privilege with an "open floor policy," which makes it possible to learn about salesmanship from all reliable sources.

Commencements will be held as follows: Teachers training school, Friday evening, June 8, Technical high school, Thursday evening, June 14, Central high school, Friday morning, June 22, Orpheum Theater.

No More Food Sales Because of the dissatisfaction resulting from the sale of canned food by pupils and teachers in the school buildings, the board has forbidden such sales after the close of the present term.

To prevent complications when the new teachers' salary schedule become effective in September the rules have been amended so that teachers already in service shall receive the new scheduled salary above that received in Harrisburg prior to April 1 of the previous year. It is provided, however, that should the new schedule give a teacher less salary than he received in the old system still in use, the increase will be made under present provision.

The board authorized Secretary I. D. Harshbarger to report how far he would consent to take legal action which would prevent dumping of ashes and refuse on the Shimmell school building grounds.

Students of Technical high school have sent a petition to the board asking the directors to give permission to establish in the school a military training organization. This was not presented for action.

Dr. F. E. Downes, city superintendent, in speaking of his recent trip to a convention of school superintendents, called the board's attention to the report on military training by a special committee and almost unanimously approved.

Dr. Downes explained why public schools was condemned, but a need of more physical education was pointed out. He reported that military training had been begun in the age of 19 years. Copies are being printed and will be sent to school boards all over the country.

# Mrs. C. W. Shelly Dies At Home of Daughter

Mrs. C. W. Shelly, aged 68, 1931 Green street, died this morning at the home of her daughter, Mrs. W. S. Black, of Washington Heights. Funeral services will be held Tuesday morning at 9 o'clock from the home, the Rev. William N. Yates officiating. Burial will be made in the Newberrytown cemetery.

Mrs. Shelly is survived by her husband, four daughters, Mrs. W. S. Black, Mrs. R. F. Baker, Worniesburg; Mrs. R. V. Ivy, Paradise, and Miss Mabel of this city; three sons, E. Ray, of Columbia; Silas A. Hunter, Sr. Harry, Tamaqua, and David A. of this city.

# THANK DONATORS

At a meeting of the Board of Directors of the Philadelphia Division Motive Power Athletic Association, last night, a resolution of thanks was extended to J. H. Troop for the use of a piano; Edward Holbert, for the use of decorations, and Floyd Hopkins, for a spotlight used in connection with the opening of the new gymnasium and reception for the soldiers of the P. R. R. Motive Power Department, held recently.