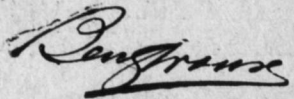


Out of Respect of the Late Michael Strouse THE GLOBE Will Be Closed Tuesday Afternoon



Stradivarius Violin Pawns For Dollar

St. Louis, March 19.—Frank Orff, 8707 Locust street, identified his violin stolen a week ago, in a second-hand shop, where it had been sold for \$1.

BAD SPRAINS OR MUSCLE STRAIN

Rub pain, ache, soreness and swelling right out with "St. Jacobs Oil."

Rub it on a sprained ankle, wrist, shoulder, back or a strain or strain anywhere, that's when you realize the magic in old, honest "St. Jacobs Oil,"

Get a small trial bottle of "St. Jacobs Oil" right now at any drug store.

Advertisement for Mack's Dental Offices, featuring a roofless plate and dental services.

STATE CHAMBER TO FOLLOW ACTS

Secretary Littlefield Arranges to Keep Tabs on Business Legislation

Paul Littlefield, Secretary of the Pennsylvania State Chamber of Commerce, announces that the Chamber has decided to make a study of the proposed legislation introduced from time to time in the Senate and House.

The State Chamber will be glad to hear from any of the members and others interested in bills of general interest, especially in proposed acts affecting the cost of living and regulating business customs, and to give municipalities more power for local self-government.

Alba B. Johnson, president of the State Chamber, said in an address before the York Chamber of Commerce recently, in speaking of the necessary co-operation of businessmen with the agricultural interests: "It has seemed to me that there should be a closer union of all of the business interests of the State, to the end that when the farmer perceives the legislative or other measures which are necessary to promote his interests, he may confidently count upon the interest and co-operation of the great commercial organizations in securing them."

Later the board of directors may take some action on pending legislation, and at present the aim of the Chamber is to give publicity to bills of general interest, and those inimical to business.

UNIVERSAL TRAINING PROMOTES DEMOCRACY One of the highly commendable features of the Chamberlain Army Plan, aside from its effectiveness as an instrument of national defense, is its essential democracy.

RAILROAD RUMBLES MORE TRACKS FOR COLUMBIA YARDS

Penny Is Filling in Old Canal Bed; Will Tear Out Old Tunnel

Columbia, Pa., March 19.—Plans under way for railroad improvements in this vicinity indicate a return of former activity here as a railroad center. The Pennsylvania Railroad it is said will shortly start work on yard and track improvements, the total cost of which is estimated at \$250,000.

The big improvement will be in the west yards, where three miles of new track will be put down. It is also said a hump will be erected for classification purposes.

The old Pennsylvania canal bed is being filled up to provide room for the new tracks and necessary office buildings.

Covers Big Space This new addition will cover a large area. It is 1760 yards in length, 320 feet wide and 23 feet deep. This space will allow room for 12 tracks. Slag is being guse dtd fill in and already 400 car loads have been dumped into the canal bed. The work of filling in will be finished early in April.

The plans also include the cutting out of the tunnel west of this place, and to fill in Kerbough Lake. This will increase the space for additional storage tracks.

It is said when completed a new arrangement for handling trains will be announced and that additional freight crews will be located here.

McCrea Heirs Richer Through Frick Purchase

Norristown, Pa., March 19.—James McCrea, late of Lower Merion, and at the time of his death, president of the Pennsylvania railroad, had a personal estate of \$1,066,774.13 in securities and cash amounting to \$4,076.80 according to an adjudication of the first account of the testamentary trustees handed down by Judge William A. Solly, of the Orphans' Court Saturday.

A curious feature of the adjudication was the revelation that stock held by the decedent in the Farraday Coal and Coke Company had been inventoried by the appraisers at the nominal sum of \$1.

It is sold by the trustees for \$100,000, or just one hundred thousand times the amount of the inventory.

After the first filing of the sons of Mr. McCrea was in New York. He there met Henry C. Frick, the Pittsburgh multi-millionaire, in the course of conversation, Mr. Frick asked about the Farraday papers. Mr. Frick told the younger McCrea that years ago he had given to Mr. McCrea these holdings and said that he would buy it back for \$100,000.

The total balance for distribution is \$1,138,310.04 which is awarded to the testamentary trustees.

NIGHT SCHOOLS ARE THRIVING

Report Shows That There Are 25,000 Persons Attending Such Schools

Forty-eight school districts of the state have night schools, according to a report compiled for the State Board of Education by Dr. J. George Becht, its executive secretary. These districts have 125 schools with a total attendance of 21,164 persons, of whom 8,265 are women or girls.

Philadelphia is shown to have the largest number of night schools, its record being 31, with a total attendance of 7,806, 4,864 being males and 2,942 females. Scranton comes next with 9 schools and 2,489 attendance, Erie with 7 and Reading with 5.

Among other districts having night schools are Allentown, 4; Altoona, 1; Bradford, 1; Chambersburg, 3; Chester, 1; Corry, 2; Easton, 2; Harrisburg, 3; Juniata, 1; Johnstown, 1; Lancaster, 1; McKeesport, 2; Lebanon, 1; Norristown, 3; Mount Carmel, Shamokin and Shenandoah, 1 each; Wilkes-Barre, 4; Williamsport, 3; Throop and Warren, each, 4.

Some of the townships have given much attention to such schools, among them being Hazleton township, Lu-

Philadelphia Division—The 124 crew first after 3.40 p. m.: 116, 106, 121, 122, 120, 113, 114. Engineers for 124, 123, 114. Firemen for 106, 121, 114. Conductors for 124, 121, 123. Brakemen for 116 (2), 121, 120, 113, 114. Engineers up: Yeater, Baer, Maxwell, May, Black, A. Steffy, Gray, S. Steffy, Seller, Dolby, Andrew, Firemen up: Boversox, Earhart, Walkage, Redman, Dohner, Baker. Conductor up: Myers. Brakemen up: Reese, Essig, Buchanan.

Middle Division—The 18 crew first after 3 p. m.: 245, 222, 217, 229, 250, 241. Preference, 1, 6. Engineer for 18. Firemen for 18. Engineers up: Snyder, Nickles, Badorf, Brink, Numan, Albricht. Firemen up: Bitting, Kiner. Conductor up: Klotz. Brakemen up: Blessing, Murray. Yard Crews—Engineer for 20. Firemen for 3d 8, 5th 8, 16, 2d 22, 2d 24, 3d 24. Engineers up: Cless, Ewing, Starner, Morrison, Monroe, Beatty, Feas, Kautz, Wagner, Shupe, McCord. Firemen up: Ross, Cocklin, Walters, Bruau, Zeigler, Vuchity, Rodenhauer, Smith, Howe, Dunbar, Shoemaker, Rothe, Hassler.

ENOLA SIDE Philadelphia Division—The 208 crew to go first after 3.45 p. m.: 244, 209, 223, 227, 228, 228. Firemen for 225, 237. Brakemen for 23, 25 (2), 29, 37, 39 (2), 44. Brakeman up: Yost. Middle Division—The 224 crew to go first after 2.20 p. m.: 109, 235, 221. Conductor for 109.

Yard Crews—Engineers up: Rider, Hill, Boyer, Anspach, Kling, Smith, Bryanan, Bretz, Kaufman. Firemen up: Brandt, Backenstoe, Murray, Books, Walsh, C. H. Hall, Rice, Guilermin, M. S. Hall, Eichelberger, Hinkle, Haubert, Myers, Reed. Engineers for 2nd 126, 110. Firemen for 1st 108, 1st 126, 128, 132, 110.

PASSENGER SERVICE 12.01 P. M. Middle Division—Extra enginemmen for 29, 17, 59. Extra firemen for 5, 663. Extra enginemmen up: T. D. Crane, G. G. Kelsor, S. H. Alexander, W. D. McDougal, O. Taylor, R. M. Crane, O. L. Miller, D. Keane, F. McC. Buck, H. P. Krepps, W. C. Graham. Extra firemen up: F. Dyingner, H. D. Bowman, E. E. Koller, J. M. Hopkins, H. M. Corbroy, O. L. Holtzman, R. M. Lyter, N. G. Gater, W. O. Bealor, C. W. Winand, H. O. Hartzel. Philadelphia Division—Extra enginemmen: None. One Philadelphia crew here. Extra firemen: None. One Philadelphia crew here. Extra enginemmen up: V. C. Gibbons, J. C. Davis, C. R. Osmond, W. W. Crisswell, J. G. Bless, B. F. Lippi, W. S. Lindley, H. Smeltzer. Extra firemen up: E. E. Horstieck, H. S. Copeland, H. M. Bleich, B. W. Johnson, P. L. Floyd, M. G. Shaffner, C. D. Burley, J. S. Lenig, J. M. White.

THE READING Harrisburg Division—The 2 crew first after 2.45 p. m.: 2 of 17. The 69 crew first after 12.15 p. m.: 68, 55, 51. Engineers for 68, 5, 20, 22. Firemen for 55, 68, 69, 5, 17, 22. Conductors for 68, 5, 20, 22. Brakemen for 55, 69, 5, 17, 20, 22. Engineers up: Deardorf, Dittow, Kaufman, Fortney, Billig, Bordner, Fetrow, Hoffman, Walton, Frauenfelder, Barnhart, Schuyler, Bonawitz. Firemen up: Elcker, Zukowski, Erb, Low, Souder, Myers, Grunden, Falconer, Folk, Kirtland, Buffington, Peffer, Pottiger, Hoover. Conductors up: Patton, Griffey, Baxter, Derrick. Brakemen up: Smith, Detrick, Spertzel, Schreffer, Pletz, Keener, Grove, Sipe, Jones, Farmer, Kimmel.

BRIGHT FLOWERS GO UNDER THE BAN

Benchoff Bill Would Require Removal of All Blue and Yellow Weeds

Six of the brightest hued weeds are to be banned in Pennsylvania under the terms of a bill pending before the House as part of an effort to increase agricultural production. The bill was introduced by Representative L. F. Benchoff, of Franklin county, and would require not only road supervisors, but railroads and street railroads, to join in the weed destroying movement.

Under the terms of the bill the State of Pennsylvania formally declares noxious weeds the familiar bright-blue flowered chicory, or "blue devil," as it is known in the agricultural regions of the eastern counties; the Canada thistle, which has been a nuisance for dozens of years and never seems to grow less; the brilliant wild mustard with its flower the color of the buttercup; the sand brier, the blue weed and the hiebractum aurantiacum, which is called hawkweed for short and has an orange-colored bloom. These plants are to be banned and destroyed on sight by supervisors of all highways who are required to kill them before they bloom. The act then requires "all railroad companies, railway companies, turnpike companies and plank road companies to cut down and dig out before going to seed all noxious weeds growing upon or along their roads."

The bill has as many teeth as a rake and the chief penalty is a fine of \$50 for failure to do the work. It is estimated that the bill would cost transportation companies a year about thousands of dollars a year and put townships to big expense, but would exterminate some of the worst pests of the farmer in a decade.

PHILADELPHIA AND READING RAILWAY COMPANY

PRESIDENT'S OFFICE READING TERMINAL

TO ALL EMPLOYES IN TRAIN SERVICE:

March 17, 1917.

The action of the Brotherhood leaders in calling a strike at this time justifies an appeal to you to consider two vital issues.

FIRST: The Supreme Court of the United States has now before it for determination the questions of constitutionality and meaning of the "Adamson Act." If the law is held to be constitutional, the railroad employes subject to its provisions will receive the increased payments accruing under its terms from the first day of January, 1917. If the law is held to be unconstitutional, the whole question of your wages can at any time be re-opened between you and our Management and between the Brotherhoods and all the Railroads. Under these circumstances, can any citizen or body of citizens justify taking the law into their own hands and saying in effect: "We will have what we want regardless of the Supreme Court of the United States?" Do you think that public opinion—the final Court in such matters, which no man or body of men is strong enough to defy—will approve a course of action which, if followed uniformly by other citizens, would destroy the very foundations of law, order and free government?

SECOND: The delicate international situation justifies the assertion that there has never been a time in the history of our Country when it was of such vital importance to the Nation to have all Railroads efficiently operated to their maximum capacity. National Defense is the most vital issue before the Country today and preparations for defense will practically be halted if the Railroads are paralyzed by a strike. How can any patriotic citizen justify to his own conscience or to his fellow-citizens a course of conduct that may well be fraught with gravest peril to the Country. The Government and our fellow-citizens have a right to expect that all those engaged in the operation of our Railroads will, at this critical time, co-operate to the fullest extent to help prepare the Country for any eventuality. I confidently hope that you will see that the National Defense overshadows a wage controversy, that it is imperatively necessary for all to support the Government in rushing all preparations for defense, and that every Reading man will do his duty as a loyal American in helping to maintain every branch of our service.

I, therefore, appeal to you as employes and fellow-citizens to co-operate with the Management in keeping our Railroad working to its maximum capacity and to leave the question of wages, if it should not be settled satisfactorily to you by the decision of the Supreme Court, to be dealt with in an orderly way and without interfering with our Company's efficiency as an agency in forwarding preparation for National Defense,

AGNEW T. DICE, President,



Philadelphia is shown to have the largest number of night schools, its record being 31, with a total attendance of 7,806, 4,864 being males and 2,942 females. Scranton comes next with 9 schools and 2,489 attendance, Erie with 7 and Reading with 5.



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