

SLIGHT BREEZE ENABLES GUARDS TO STAND HEAT

Two Privates Keel Over but Speedily Get All Right; Many Family Picnics

Occasional puffs of air this morning helped to make life and drilling just a little more tolerable for the boys on the island. Two prostrations resulted from the heat yesterday afternoon. Privates Benjamin Towler and Earl J. Swartz were both made incapable of duty for several hours by the heat. Both were treated at the hospital, and today are able to resume their duties.

MI-O-NA STOPS ALL STOMACH DISTRESS

Why suffer with that uncomfortable feeling of fullness, heartburn, dizziness, sour, gassy, upset stomach, or heartburn? Get relief at once—delays are dangerous. Buy to-day—now—a 50c box of Mi-o-na Tablets. There is no more effective stomach remedy.

For sale at H. C. Kennedy's.

- 1--Character
2--Mellowness
3--Uniformity

These are three of the many reasons for which

King Oscar 5c Cigars

have been called good friends by smokers for 26 years.

John C. Herman & Co.

a whole have been satisfied with the fare they have received, but then they say there isn't a restaurant in the world that can compare with the things that mother makes. Bringing baskets to the boys has become such a fad that families go to the island and have small picnics, inviting some unfortunate as an extra treat. The men were looking forward to the coming of the paymaster late this afternoon. Some of the men say when at the border they were so far "broke" it was almost impossible to borrow money even from an officer.

Private Edward Wilson is in the Harrisburg Hospital in a serious condition from accidental poisoning late last night. Wilson complained of having the headache and went to the hospital tent for medicine. In mistake a rookie gave him bichloride tablets. A few minutes later he was seized with violent cramps. It was then discovered that poison had been given him. It will not be known for some time what effect the poison will have.

The close of the month at the army recruiting station showed a higher number of enlistments than had been expected by even the officers. When all reports are totaled, it is expected the enlistments for this month will total almost 1,600 men. Many of the men enlisting still continue to prefer the medical corps. Recruiting officers endeavor to show men who have had no training in that line that the medical corps is no guarantee of not getting into the front line. It is said that men in the medical corps stand as good an opportunity of getting near, if not nearer, to the enemies line than a man who carries a gun. Nevertheless, a large percentage of the men want to take a chance at carrying a stretcher in preference to riding in one.

New Soft Coal Rates Include Pennsy Fields; Effective in September

Washington, D. C., Aug. 1.—General readjustment by September 15 of rates on bituminous coal from mines in Pennsylvania, Maryland, West Virginia, Kentucky and Ohio to Lake Erie ports for trans-shipment by vessels was ordered to-day by the Interstate Commerce Commission. The commission held that because of abnormal conditions prevailing at present it could not determine the reasonableness of rates in effect, but ordered the following adjustments:

From the Cambridge, Hoeking and New districts, Ohio, three cents less than from the Pittsburgh district. From the Connellsville district, six cents more than from the Pittsburgh district. From the Altoona district, 22 cents more than from the Pittsburgh district. From the Fairmont district in West Virginia, 18 cents more than from the three districts named in Ohio. From the Meyersdale district, Pennsylvania, 16 cents more than from Connellsville. From the Cumberland-Piedmont district in Pennsylvania, Maryland and West Virginia, 12 cents more than from the Fairmont district. From the Kanawha, Kenova-Thacker and Kentucky districts, 28 cents more than from the three Ohio districts. From the New River and Pocahontas districts in Virginia and West Virginia, 15 cents more than from the Kanawha, Kenova-Thacker districts.

Charges for line haul and dock service, at present lumped in one figure, were ordered shown separately in the new tariff.

RAILROAD NOTES

Wendell Fackler, local manager for the Union News Company, is confined to his home, 1628 Market street, on account of sickness. Charles R. Killian, ticket examiner and usher at the Pennsylvania Railroad station, has returned from his vacation. He spent most of the time at Atlantic City. Plans for the electrification of the Lehigh Valley Railroad have been completed. From the Wilkes-Barre anthracite district, reports show 208 cars mined each day. A. H. Kyle, freight brakeman for the Pennsylvania Railroad, is off duty on account of illness. James J. Nolan, a brakeman on the Reading, is off duty nursing an injured hand. He was adjusting a coupler when his hand was caught. He resides at Port Carbon. Heavy Government business, along with the big summer rush, is taxing both the Pennsylvania Railroad and the Reading Railway. Motive power is scarce and engines are doing continuous service. Some of the Pennsy engines are only given time to coal. Work on the new homes for Pennsylvania Railroad employees at Perdis is progressing rapidly and a number of the cottages will soon be ready for occupancy.

RAILROAD RUMBLES

HEAT TUMBLES MANY SOLDIERS

Parents, Friends and Sweethearts Attend the Farewell Review at Philadelphia

Many friends of soldier boys in the Nineteenth Regiment, Railway Engineers, went to Philadelphia yesterday to bid them God speed. It is the belief this unit will leave within a few days for France. Yesterday a farewell review was held on Belmont plateau. It was made an occasion for a final visit of parents, sweethearts and friends. In this regiment are a number of Pennsylvania Railroad employees from Harrisburg, New Cumberland, West Fairview, Peabrook, Lucknow, Rolsville, Marysville and other points.

Many Heat Prostrations It was a hot day. Fifty or more members were prostrated by the heat during the review before Brigadier General William M. Black, chief of the Engineer Corps, U. S. A. The men, sweating in heavy woolen winter uniforms and woolen shirts, got their first taste of soldiering in tropical temperature, but swung past the reviewing officer with a vim that was commendable under the circumstances.

The regiment, with its full six companies of 200 men each, commanded by Colonel Herbert Deakney, was inspected by General Black and a number of officials of the railroad and National Guard officers. In the party which was headed by General Black, was Major General Charles M. Clement, commanding the Pennsylvania Division of National Guard; W. W. Atterbury, vice-president of the Pennsylvania Railroad; L. F. Love, president of the Delaware and Hudson Railroad; S. M. Felton, president of the Chicago Great Western, and Sir Francis Dent, a member of the English Royal Commission.

Every square foot of shade under the trees fringing the plateau was used by the Medical Corps of the Engineers in treating prostrated men. Instead of a peaceful military ceremony the affair took on the appearance of a pitched battle, with the wounded strewn over the field. The light cotton summer uniforms, or khaki, have not been issued to the men of this regiment, despite the fact that midsummer is reached and the men of the Regular Army and National Guard are so equipped. Despite the discomfort of their perspiring march, the men of the Nineteenth Engineers were complimented for their appearance and drill by General Black and the other members of the party. This regiment is recruited from the highest skilled railroad shop men. S. M. Felton, of the Chicago Great Western, and a member of the Railroad Commission, was also pleased with the appearance of the men.

INCREASE FREIGHT CAPACITY

Reports just compiled by the war board show that the railroads have already effected an extraordinary improvement in the amount of coal handled in the country as a whole. The first important official act of the board was to direct that railroads give preference to the movement of coal. In June the railroads handled 750,223 cars of bituminous coal, an increase of 26.2 per cent. over June, 1916. Unfilled car orders showed a reduction on June 30 of nearly 50 per cent. compared with the preceding month.

HONOR ROLL HAS MANY VETERANS

Station Agent William H. Wilson, of Marysville, Retires

Of fifty-six employees of the Pennsylvania Railroad who completed their active service on July 1, and under the operation of the pension regulations took their places on the railroad's "roll of honor," forty-three were connected with lines east of Pittsburgh, according to an announcement made yesterday by the company. Two of the honored pensioners had been in the service for more than half a century each, while twenty-eight others served the railroad for more than forty years. Employees on lines east of Pittsburgh who were placed on the pension list on July 1 are:

- Honor Roll Men
Curtis Kirk, clerk, Wilmington, Del.
Henry S. McIntyre, engineman, Greensburg.
Camden Cook, watchman, Kittanning, Pa.
William C. Lester, assistant baggage agent, Monmouth Junction, N. J.
Thomas Welsh, drafter, Wilmington, Del.
James H. McMurray, engineman, Altoona.
Samuel F. Miller, Mann's Choice, Pa.
Adolph M. Hindle, Philadelphia.
John Hrinisey, assistant weighmaster, Philadelphia.
Jacob Ott, blacksmith, Altoona.
John Talbot watchman, Philadelphia.
Benjamin Strauss, watchman, South Amboy, N. J.
William Ingram engineman, Philadelphia.
Robert W. Gamble, baggagemaster, Philadelphia.
Samuel Shenberger, brakeman, Columbia, Pa.
Isaac P. Wilson, engineman, Kittanning, Pa.
Joseph H. Pryor, painter, Baltimore.
John W. McGinley, Philadelphia.
John McElroy, engineman, Altoona.
Lewis B. Legg, brakeman, Wilmington, Del.
William Parker, watchman, Whitehall, Md.
P. W. Carlson, shoplodan, Renovo, Pa.
Swante S. Johnson, watchman, Mayville, N. Y.
One From Marysville
Louis Hauser, cabinetmaker, Verona, Pa.
Thomas Finneran, watchman, Jersey City.
John Jochin, store attendant, Erie, Pa.
Albert Tyson, inspector, Philadelphia.
Demetrius A. Hads, shophand, Altoona.
Frank R. Barr, storehouse, attendant, Martinsburg, Pa.
John Mullen, switchman, Philadelphia.
George P. American, oiler, Sunbury, Pa.
Frank Kramer, laborer, Altoona, Pa.
John W. MacDonald, gang leader, Philadelphia.
Albert D. Horn, laborer, Stockton, N. Y.
James Conley, janitor, Buffalo, N. Y.
Henry A. Snow, signalman, Newark, N. J.
John Barnes, machinist, Wilmington, Del.
Charles W. Ort, carpenter, Wormleysburg, Pa.
Charles W. Nagle, assistant foreman, Reading, Pa.
John W. Fisher, inspector, Mount Holly.
John R. Carson, signal fitter, Trenton.
Charles L. Freeborn, watchman, Mahanog, Pa.
James E. Roche, clerk, Philadelphia.
William H. Wilson, agent, Marysville.
John Sullivan, captain, New York City.
Andrew Graham, ship carpenter, Camden, N. J.

Penny Car Repairers Strike For More Salary

Pittsburgh, Aug. 1.—Their demand for an increase in wages refused 600 car repairmen in the Scully yards of the Pennsylvania yards at Thornburg, a suburb, went on strike after holding a meeting and adopting a resolution that they would aid Uncle Sam by assigning workmen to repair cars which carried any government consignments of foodstuffs. The strike threatens seriously to cripple the Panhandle division of the Pennsylvania, inasmuch as the yards are equipped with cars awaiting repairs. The dearth of cars on the division will become greater, unless the strike ends quickly, it was stated to-day, because the heavy tonnage at present is crippling many cars daily. Repairmen, who have been receiving 25 cents per hour, a 9 1/2-hour day are demanding 45 cents an hour. Laborers and car inspectors are also demanding an increase.

Standing of the Crews

- HARRISBURG SIDE
Philadelphia Division—The 111 crew first to go after 1 o'clock; 129, 108, 103, 110, 126, 116, 102, 121.
Engineer for 102.
Firemen for 108, 121.
Conductors for 108, 110, 121.
Flagmen for 103, 110, 111.
Brakemen for 108, 110, 111, 116, 126.
Engineers up: Shocker, Albright, Wiker, May Weaver, Sellers.
Firemen up: Bohr, Schefmeister, Reese, Brymmer, Brosious, Kinter.
Conductors.
Flagmen up: Zorger, Martz, Krow.
Brakemen up: Gilbert, Essig, Howard, Miller, Carper.
MIDDLE DIVISION—The 31 crew first to go after 1:30 o'clock; 34, 23, 28, 35, 33, 19, 21, 29, 22, 24.
Preference crews: 4, 5, 4.
Laid off: 20, 16, 17, 30.
Firemen for 31, 23, 28, 19, 29, 22, 24.
Conductors for 33, 29.
Brakemen for 34, 23, 22.
Engineer up: Peters.
Firemen up: Leo Smith, T. C. Colyer, Anderson, Kenady.
Conductors up: Cort, Bennett.
Brakemen up: Bender, Miller, Arnold, Arter, Clemm, Bowers, Sneider, Row, Corl, Brown, Hineman.
MIDWEST DIVISION—The 24 crew first to go after 1:30 o'clock; 17, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24.
Engineer for 26C.
Firemen for 5C, 1st 7C, 2nd 7C, 3rd 7C, 11C, 1st 15C.
ENOLA SIDE
Philadelphia Division—The 234 crew

first to go after 11:50 o'clock; 241, 237, 240, 233, 222, 232, 205, 226, 214, 223, 211, 213.
Engineer for 229.
Fireman for 234.
Conductors for 05, 206, 214, 232.
Brakemen for 118, 115, 25, 23, 237, 240, 244.
Conductor up: Shirk.
Brakemen up: Tennant.
MIDDLE DIVISION—The 118 crew first to go after 2 o'clock; 106, 115, 114, 25, 101, 111, 103, 116, 105.
Laid off: 109, 110, 112, 120, 104.
Engineers for 115, 116, 114.
Fireman for 106, 114.
Conductor for 115.
Brakemen for 118, 115, 25 (2).
YARD BOARD—Engineers up: D. K. Hinkle, Holland, J. O. Hinkle, Sheaffer, Kapp.
Firemen up: Webb, Coldren, O. J. Wagner, Taylor, Hutchison, Montell, Sedler, Sweigart, Norf, Snyder.
Engineers for 1st 129, 2nd 129, 2nd 104, extra crew.
Firemen for 3rd 126, 132, extra crew.

PASSENGER DEPARTMENT

Middle Division—Engineers up: Crane, Alexander, Robley, McDougal, Crimmel, Miller.
Firemen up: Bowman, Hartzel, Koller, Gates.
Philadelphia Division—Engineers up: Gibbons, Bless, Welsh, Lindley.
Firemen up: Everhart, F. L. Floyd, Shafner, A. L. Floyd.
Engineer for 36.
Fireman for P 26.

THE READING

The 1 crew first to go after 12:30 o'clock; 19, 12, 6, 15, 4, 7, 10, 16, 23, 18, 2, 24, 3, 8, 21, 34, 102, 68, 55.
Engineers for 58, 4, 7, 8, 9, 16, 19, 21.
Firemen for 62, 68, 1, 2, 4, 7, 8, 9, 10, 12, 15, 16, 18, 19, 21, 23, 24.
Conductors for 1, 7, 8, 19.
Flagmen for 63, 7, 8, 10, 16, 23, 101.
Brakemen for 1, 2, 7, 8, 10, 16, 23, 24.

Engineers up: Barnhart, Griffith.
Firemen up: J. Corpan, Zubowski.
Conductors up: Levan, E. Bashore, McCullough, King, D. Bashore.
Brakemen up: Smith, Gates, Kauffman, Siler, Paxton.

CALLED TROOPS SCABS HANGED BY A MOB

[Continued From First Page.]
was in the employ of a detective agency and one theory was that he was the victim of the radical element of whom he appeared to be a member.

Taken From Bed
Little took a leading part in recent labor troubles in Arizona. He addressed a letter to Governor Campbell of Arizona protesting against the deportation of I. W. W. members from Bisbee. This letter was written from Salt Lake. Governor Campbell replied, telling Little he resented his interference and his threats. Little was understood to have the endorsement of William Haywood, secretary of the I. W. W. national organization, and was regarded here as one of Haywood's confidential agents.

On Little's body was a card bearing the words: "First and last warning. Others take notice. Vigilantes." Little was taken out of the building in which he was lodged by a party of masked men, who took him away in an automobile. He was not given time to dress.

Schools Must Teach Civics to Children

Boston, Aug. 1.—An act passed by the last legislature, making it mandatory for public school teachers to instruct their pupils in the duties of citizenship went into effect to-day. The law contemplates the establishment of miniature cities and states within the schools, in order to give the boys and girls training in the actual workings of government.

STEEL EARNINGS \$144,498,076 NET

June Quarter Exceeds by \$31,376,158 Those of the March Quarter

New York, Aug. 1.—The net earnings of the United States Steel Corporation for the June quarter total \$144,498,076, exceeding by \$31,376,158 the net earnings of the March quarter, which were the largest in the history of the company until that time. Out of the earnings of the last quarter the corporation deducted \$53,918,872 as an allowance for the excess profits tax for the three months. With allowances also for ordinary repairs and maintenance of the plants and interest on bonds of the subsidiary companies, the total earnings remaining were \$90,579,204.

Other Deductions

There was a further appropriation of \$14,317,399 for the depreciation and replacement and \$1,806,762 was set aside for sinking fund purposes. This reduced the net income to \$74,425,953. With deductions for interest on the quarter on the fund, the net income for the quarter was \$74,425,953. From this was declared the regular quarterly dividend of 1 1/2 per cent. on the preferred and 1 1/4 per cent. on the common stock, requiring \$12,658,700 and \$15,979,204, an extra dividend of 3 per cent. on the common stock. Based on the balance for dividends remaining after the excess profits tax, which were equivalent to about 48 per cent. for the year.

The earnings for the three months greatly exceeded Wall Street's estimates, which ranged from \$120,000,000 to \$135,000,000. As usual, the interest was displayed throughout the financial district in the quarterly earnings. When the first bulletin came out, giving the net earnings of \$144,498,076, there was a gasp of dismay. The traders saw visions of a great smash, but there was relief when the explanation came that the directors had deducted \$53,918,872 for excess profit tax and \$33,865,000 from the earnings of the first quarter of the year for the excess profits tax, which left a total surplus for the six months after all deductions of \$71,854,717.

\$45,000,000 For New Work
During the six months ending June 30, 1917, \$45,000,000 was expended on account of additions and new construction. Clarence Gary told the newspaper me that a great part of the appropriation for new construction was to equip the corporation for government work. Including this appropriation was \$12,000,000.

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Both Men and Women

Suffer with backache, pain in kidney and bladder regions, headache, vertigo, dizzy feelings and sometimes fail to recognize where the trouble lies. Congested kidneys cause lot of distress, and should never be neglected. Take

BALMWORT TABLETS

right away if you would be well and free from distress after urination, such as burning, scalding, pain and other agonies.

Only Slight Increase in Number of Marriages

Only nine more marriage licenses were issued this year during July than last year in the same month, according to a report by License Clerk Alvord in the county recorder's office. This shows that there are not many "snacker" marriages here. Because of the fact that during June the same number as last year were taken out, the increase came as a surprise, as officials anticipated a drop in the applications. This year during July 113 couples took out certificates, while last year 104 applied.

CONQUERS RHEUMATISM IN A VERY FEW DAYS

It is an established fact that a small dose of Rheumal taken once a day has driven the pain and agony from thousands of racked, crippled and despairing rheumatics during the last five years. Potent and sure; quick acting, yet harmless and inexpensive, Rheuma gives blessed relief almost at once. The magic name has reached every hamlet in the land and there is hardly a druggist anywhere who cannot tell you of almost marvelous cures. You are tortured with rheumatism or sciatica, you can get a bottle of Rheumal from H. C. Kennedy or any druggist, and the understanding that if it does not completely drive rheumatic poisons from your system money back.—Advertisement.

Was Always Hungry But Couldn't Eat

Nervous Indigestion Tortured Her Until She Was in the Depths of Despair

TANLAC BROUGHT RELIEF
"I am so grateful to Tanlac that I don't know how to express myself," says Miss Minna Stephens, of North Sixth street, Harrisburg, Pa. "Oh how I suffered. If I could describe the torment that I went through, if I could tell you in words how utterly miserable I was maybe you would realize how delighted I am to find myself at last well and free from pain."

"I was a victim of a particularly distressing form of nervous indigestion. I was always hungry but I couldn't eat without suffering intensely afterwards. My food would lie like a lump of lead in my stomach and I would belch up quantities of gas and acid and frequently I could not retain what I had just eaten. "One of my neighbors urged me to try Tanlac and the results were beyond my fondest hope. So quick and so complete. For now I can eat anything at any time and never suffer a minute. Tanlac is simply wonderful!"

Tanlac, the famous reconstructive tonic, is now being introduced here at Gorgas' Drug Store where the Tanlac man is meeting the people and explaining the merits of this master medicine. Tanlac is also sold at the Gorgas Drug Store in the P. R. R. Station; in Carlisle at W. G. Stephens' Pharmacy; Elizabethtown, Albert W. Cain; Greencastle, Charles B. Carl; Middletown, Colin S. Few's Pharmacy; Waynesboro, Clarence Croft's Pharmacy; Mechanicsburg, H. F. Brunhouse.—Adv.

The New Store of Wm. Strouse

Do You Feel Like This?

Well, you can do it with the aid of a New Store Palm Beach and Straw Hat. Every Palm Beach Suit \$7.25 Sizes to 48---Values to \$12.00 Every New Store Straw Hat at \$1.00 Values to \$4 All \$5, \$6 and \$6.50 Panama Hats, .. \$3.65

The War
Is being brought closer home every day. To us, who are in business, it is more apparent than to you that the man power of the country is being changed from business to the army and navy. We may as well look it in the face, for if we don't there will be a terrible shock later. It will be an invaluable asset to every retail merchant if their patrons would get the "carry habit" for small parcels. Let's try to make it fashionable. The New Store of Wm. Strouse does not intend to take this as an excuse to render less efficient service than heretofore—on the contrary we will ever strive to better our system of convenience to our customers. But we must be fair to you-and to ourselves. A new era has dawned for the period of the war. For every move costs dearly now. The Commercial Economy Board requests: 1. Deliveries reduced to a minimum. 2. The avoidance of C. O. D. purchases. 3. No "approvals." 4. All merchandise to be returned within five days of purchase.

Will You Help The New Store to Be The Store of Increased Efficiency? It Is a Patriotic Duty The New Store of Wm. Strouse

Why should A Few Old Fashioned Storekeepers Boost the Cost of Living?

JUST because some storekeepers insist upon delivering your merchandise by horse and wagon—or pleasure cars converted into delivery "trucks"—that is no reason why you should be forced to pay for these outworn and costly delivery methods.

There are business-like merchants in the U.S. A.—a great many of them—more than 22,000. They are the men who have discovered that horse and wagon equipment and converted pleasure cars don't pay. They are shooting orders to their customers' doors in husky, trusty, economical delivery cars—VIM Delivery Cars.

And their customers are getting the benefit of their delivery savings in better goods at lower prices.

The VIM Delivery Car is designed and built solely for merchandise delivery—without a pleasure car part in its whole sturdy make-up.

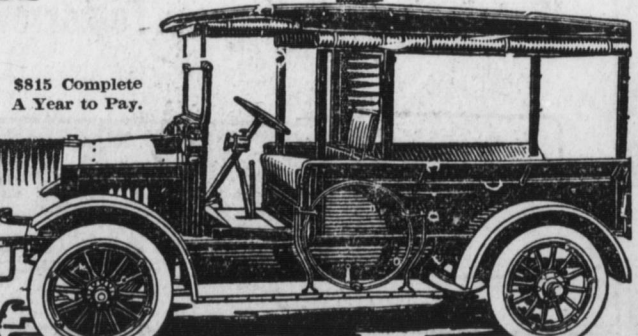
Easy on tires, economical in gas consumption, it is the cheapest delivery unit to operate.

And it is the easiest to buy—through the VIM Deferred Payment Plan. Full information on request.

Thoroughly equipped VIM Truck Sales and Service Station in this city for the benefit of VIM owners.

VIM DELIVERY CAR

The chassis sells for \$765. Complete with Open Express body, \$815; with Closed Panel body, \$845. Ten other standard types of body. All prices F. O. B. Philadelphia.



\$815 Complete A Year to Pay.

Andrew Redmond Third and Boyd Sts. Harrisburg.