BRITISH MEET ARAB ALLIES AT JERICHO'S FALL

Assistance Welcome After Long Contest Against Superior Enemy Numbers

ON BANKS OF JORDAN

General Allenby Now Free to Choose a Line For Advance

London, Feb. 23.—Much importance is attached to the arrival of the British on the banks of the Jordan, Reuter's Limited learns from an authoritative source. General Allenby's advance from Jerusalem was carried out under great difficulties. It was made during heavy rains and when the British had to march over hills comparable only to masses of slippery soap.

Possession of Jericho is an important step toward establishing touch between the British and their Arab allies. The British will be in direct contact with the Arabs for the first time, which should be a great encouragement to them as they have fought a long and hard contest against superior enemy numbers.

British Position Defined

General Allenby's force is now encamped along the Jordan, which probably is fairly high. It is a swift, deep and narrow stream with a very treacherous current and is in a country which will supply food and fodder. With the latest advance the British position is quite well defined. The right flank rests on the Dead sea and the left in the Mediterranean, so if the enemy wishes to attack he can only make a frontal assault. The British now control the Dead sea and have access to the rich lands east of the sea. They also menace the railway running toward Damascus, while the country has better roads than that around Jerusalem.

Capture of Jericho, the military correspondent of the Daily Telegraph says, deprives the enemy of one of the chief local points in his defensive scheme in Palestine.

Motor Flotilla Endangered

"The advance," the writer adds, "should result in the clearing out of the enemy from west of the Dead Sea since it gives the British a line right across Palestine. It endangers the enemy's motorboat flotilla which has had its base at the mouth of the Jordan, and cuts off from any Turks now left west of the Dead Sea, as well as from those on the east where they are exposed to the bold raids of the Hedjaz Arabs, their means of support from this source.

Arabs East of Dead Sea

It must not be forgotten that the Arabs are working their way up the Hedjaz railway and already have been in action directly east of the Dead Sea. Turkish forces acting in Hedjaz and southern Arabia already virtually are cut off from the outside world. General Allenby, having scattered the Turkish forces concentrated west of Jericho, now is free to choose a line for an advance northward by whatever route seems best."

The Daily Chronicle in its editorial comment says:

"Much depends on how the Jericho advance is followed up. So far it has been pushed forward with most encouriging rapidity in spite of the handicap of rainy weather. We may perhaps hope that the impetus of General Allenby's movement will carry him forward much farther."

The newspaper adds that the first troopers to water their horses in the historic Jordan were Austrian cavalry.

New Cumberland Is Making Bid For Big U. S. Military Depot

New Cumberland, Feb. 23.—New Cumberland hopes to be considered in the matter of locating big government warehouses near this place and has been assured by the War Department that the site in this vicinity will be decided purely on its merits.

At a meeting last evening plans were discussed as to how to meet the local housing problem should the depots be located near this town and a committee was appointed with that in view. At the session in the firehouse a New Cumberland Municipal League was formed with S. N. Straub as president; Kirk Wire, as secretary, and Luke Butt, as treasurer.

The New Cumberland speakers expressed the opinion that the site near that place is superior to the others under consideration and will lay their views before any government agents who may be sent here to seek them.

HOUSEWIFE NOT LOYAL AS THE HOTEL MAN

[Continued from First Page.]

meat and 878,000 pounds of flour during one month.

Room For Improvement

"If the housewives of the state were nearly as willing to help win this war as the resturant men, Pennsylvania's food saving would be several times as great as the above report shows," says Mr. Frazier. It is estimated by Washington that fifteen per cent of meals eaten in the United States are served in public eating places, so that until we obtain the heartiest co-operation of the women in the kitchens of 22,000,000 homes of America, we cannot hope to reach a maximum of food conservation."

The food administration to-day issued the following definition of "Meatless, Wheatless and Porkless" days:

Wheatless—On "wheatless" days and in "wheatless" meals of other days, use no crackers, pastry, macaroni, breakfast or other cereal food containing wheat, and use no wheat flour in any form except the small amount that may be needed for thickening soups and gravies or for a binder in corn bread and other cereal bread. If you bake your own bread use other cereals than wheat. If you buy it, buy only Liberty bread. Do not put bread and butter on the table until the first course is served. Make the portion of bread and butter as small as possible and serve additional bread and butter only upon request.

Meatless—"Meatless" means without any cattle, hog or sheep products. On other days use mutton and lamb in preference to pork.

Porkless—"Porkless" means without pork, bacon, ham, lard or pork products, fresh or preserved. Use in place of these, fish and sea foods of all kinds, poultry, eggs and game, or substitutes procurable in local markets.

RAILROAD RUMBLES

PENNSY EXTENDS "SHIPPING DAY"

All Divisions East of Pittsburgh Are Now Included in the Order

The "shipping day" or "sailing date" plan for accepting and forwarding less-than-carload freight on the Pennsylvania railroad has been extended to cover the service on all of the twenty-five divisions east of Pittsburgh and Erie. Schedules providing "shipping days" for each division have been worked out and the new method placed in actual operation on all portions of the eastern lines.

Harrisburg Included in the Order

While the management of the Pennsylvania railroad believes that further study of less-than-carload traffic, and longer experience with the "shipping day" plan will probably point the way to additional economies, beneficial results have already been achieved, with the general co-operation of the shipping public in making the plan successful.

Reports from all divisions, which have just been compiled, show that a total of 654 cars are being saved daily in the transportation of less-than-carload freight on the lines east of Pittsburgh, through the operation of the "shipping day" plan. In addition, twenty-five distributing local freight trains per day have been discontinued altogether, by substituting tri-weekly or semi-weekly "pickup" service for daily service on divisions and branches where traffic is light. The crews of these trains have been transferred to other and more essential duties elsewhere in the freight service, and the locomotives and cars are being similarly utilized.

Started in September

The "shipping day" or "sailing date" plan for handling less-than-carload freight was first put into effect by the Pennsylvania railroad on September 4, 1917, when it was inaugurated in this city. It was shortly afterwards established in Baltimore, Buffalo, New York, Pittsburgh and other great traffic centers, and was then extended as rapidly as practicable, to cover all portions of the Pennsylvania railroad east of Pittsburgh.

The purpose of the plan is, as far as possible, to concentrate less-than-carload freight automatically into carloads, each for a single destination, at the point of origin. With this object in view, shipping days have been established for each station, to various specified destinations. Less-than-carload freight is accepted only on the dates named and the cars "sail" at definite hours as per published schedules.

Five and a half months' experience with the "shipping day" plan has shown that it not only economizes in the use of car space, but gives shippers more regular service and reduces the length of time shipments are in transit. Moreover, by largely eliminating rehandling at freight transfer stations it has lessened loss and damage and the amount of freight going astray. It has also been effective in reducing congestion of teams and trucks at freight stations, and has economized in the amount of labor required, both by shippers and by the railroad, in handling less-than-carload freight.

700,000 Army Rifles Have Been Made Since U. S. Entered World War

By Associated Press

Washington, Feb. 23.—Seven hundred thousand army rifles have been produced in the United States since this country entered the war, says a statement made public to-day by the Ordnance Bureau of the War Department. During the week ending February 3, the daily production was 7,805 Enfields and 1,442 Springfields, or a total of 9,247 service rifles added to the stock every day. In addition the government received 13,115 Russian army rifles during the week, making a total weekly rifle output of 72,152 weapons of this class.

Summarizing the work on rifles, it is shown that $400,000,000 is being spent for that arm alone and that 200 army officers, 80,000 men and 10,000 women are employed on the manufacture of rifles and cartridges. There are two government and three private plants making rifles and one government and nine private plants making cartridges.

It is pointed out that the modified Enfield rifle has been fully tested and "more than justifies the claims that have been made for it." As to its accuracy of fire, it is noted that a regiment of colored troops made forty-four out of a possible fifty score with this weapon at short range, although many of the men had never fired a military rifle before.

No More Jumps in Salaries of R. R. Heads; McAdoo Makes Ruling

By Associated Press

Washington, Feb. 23.—A general order restricting the creation of new official positions by railroads or the raising of officers' salaries was issued to-day by Director General McAdoo.

Under the order a railroad may not fill a vacancy above the grade of general manager or even create such an office without the Director General's approval.

Railroads also will be required to make monthly reports of increases in salaries, appointments to vacancies and creation of new positions involving salaries between $3,000 and $10,000, beginning with January, 1918.

Officials Court-Martialed For Death of Private

By Associated Press

Louisville, Ky., Feb. 23. — News dispatches received here to-day from Washington assert that Lieutenant Colonel J. H. Allen, medical reserve corps, and Major Milton Board, medical corps, officers at Camp Zachary Taylor, the new National Army cantonment near here, have been ordered by the War Department to appear before a court-martial for trial in connection with the death of Private Otto Murray, a selectman, from Cumberland county, Ky.

Murray, it was said, was ordered back into training before he fully had recovered from an attack of measles. The case against Lieutenant Colonel Allen is understood to be based on the technicality that as head of the medical reserve corps, he was responsible for the acts of his subordinates.

January Coal Record Lowest Since September

Bituminous coal production in the United States during January fell to the lowest rate since September, 1916, and this "alarming depression," as it is called in the bulletin of the United States Geological Survey, which gives the figures, is attributed to "unprecedented congestion of the transportation system of the country, induced in part by the unusually severe weather.

The January output, including lignite and coal made into coke, is estimated at 42,727,000 net tons, or but 57,000 tons more than the December output, though January had one more working day. The first month of this year is about 5,000,000 net tons behind January, 1917, in face of the fact that coal is now under government control and the need for it is greater than ever.

February, so far as the record goes—and it is carried up to February 15—indicates that production has been at the rate of 1,703,000 tons per working day. This is a distinct advance over the 1,642,000-ton average for January, but it is a falling off from the 1,777,000-ton average for February, 1917.

Standing of the Crews

HARRISBURG SIDE

Philadelphia Division — The 103 crew first to go after 4 o'clock: 129, 118, 124, 121, 108.

Fireman for 129.

Conductors for 129, 121.

Flagman for 108.

Brakemen for 121, 108.

Engineers up: Ryan, Shocker, Small.

Firemen up: Smith, Dressler, Watson, Briggs, Kuntz.

Conductor up: Stark.

Brakemen up: N. F. Miller, Harper, Pisle, Fritsch, McNelis, Buford.

Middle Division—The 17 crew first to go after 1 o'clock: 34, 217, 37, 256, 22, 16, 251, 250, 41, 221.

Engineers for 17, 34, 37, 41.

Firemen for 17, 34, 37, 32, 16.

Conductors for 22, 41.

Brakemen for 17, 16 (2).

Engineers up: Swigart, E. R. Snyder, Titler, Earley, Kistler, Leib, Mortz.

Firemen up: Rudy, Huss, Book, Lusk, Johnson.

Brakemen up: Walter, Sholley, Danner, Fenstermacher, Wolf.

Yard Board—Engineers for 2-7C, 4-7C, 32C.

Firemen for 4-7C, 5-7C, 2-14C, 1-15C.

Engineers up: Shelter, Barkey, Boyle, Heffleman, Buffington, Lackey, Bostdorf, Schiefer.

Firemen up: Parker, Wengel, Mehargue, Garman.

ENOLA SIDE

Philadelphia Division — The 223 crew first to go after 4.15 p. m.: 206, 225, 221, 210, 204, 241, 255, 253, 230, 240, 209.

Engineer for 255.

Firemen for 210, 255, 253, 230, 209.

Flagmen for 206, 241.

Brakemen for 225, 221, 210, 241, 255, 230.

Brakemen up: McKee, Tennant.

Middle Division—The 111 crew first to go after 1.15 p. m.: 105, 304, 235, 248, 110, 117.

Engineer for 110.

Fireman for 117.

Flagman for 110.

Brakemen for 111, 117.

Yard Board—Engineer for 3rd 129. Firemen for 2nd 126, 3rd 126, 135, 109.

Engineers up: Quigley, Lutz, Hinkle, McNally, Sheaffer, Bair, Herron, Hanlon, Bruaw, Gingfich, Zeiders.

Firemen up: Brubaker, Jones, Haverstick, Thompson, Morris, Conly, Whitehill, Eichelberger, White, Wickey, Garlin, Rider, Haubecker, Miller, Deitrick.

PASSENGER DEPARTMENT

Middle Division—Engineers up: J. Crimmel, A. A. Delozier, R. M. Crane, G. G. Keiser, O. L. Miller, D. Keane, W. C. Graham, O. Taylor, J. J. Kelley, R. E. Crum, W. D. McDougal.

Firemen up: S. H. Wright, V. C. Ayers, A. H. Kuntz, G. L. Huggins, R. E. Look, H. Naylor, Roy Herr, J. N. Ramsey.

Engineers for 9, 19, 59, 601.

Firemen for 13, 25, 665, 19, 59, 11.

Philadelphia Division — Engineers up: C. R. Osmond, B. F. Lippi, A. Hall, W. S. Lindley, H. W. Gilliums, V. C. Gibbons, M. Pleam, B. A. Kennedy.

Firemen up: W. M. Welch, L. E. Everhart, J. Cover, F. H. Cook.

Fireman for 578. No Philadelphia crews here.

THE READING

The 24 crew first to go after 12.15 o'clock: 62, 16, 22, 63, 73, 12, 17, 9, 10, 1, 2, 70, 67, 65, 4, 19, 21, 57, 11, 55, 72, 68, 15.

Engineers for 55, 57, 63, 67, 70, 4, 11, 17.

Firemen for 55, 57, 62, 63, 73, 2, 4, 9, 12, 16, 17, 19, 21, 22.

Conductor for 72.

Flagmen for 55, 63, 70, 73, 4.

Brakemen for 55, 57, 62, 63, 70, 72, 73, 4, 9, 10, 17, 21, 22.

Engineers up: Bruaw, Minnich, Heckman, McKeever, Mentzer.

Firemen up: Stoner, Ellenberger, Kreisgre, Shaver, Miller, Looker, Huntz, James.

Conductors up: Keifer, Patton, Daub, Yard, Raisner.

Flagman up: Donley.

Brakemen up: Swope, Markley, Morrow, Long, Gallagher, Spies, Mathias, Adair, Swartz, Kirsh.

Residents of Stockyard Districts Spend $4,500,000 For Liquor, Says Report

By Associated Press

Chicago, Feb. 23.—Packers represented at the stockyards wage arbitration to-day introduced evidence bearing on welfare work done among their employes, pension systems and even summer resorts maintained for women employes.

Swift & Company, for instance, accommodated 900 women at Fish Lake, Ind., last summer.

Elbert Beeman, of Wilson & Company's welfare department produced a map of the polyglot section known locally as "Back of the Yards." The witness said only 40 per cent. of the residents of this district were employed in the yards. The map showed 225 retail food stores and 300 saloons.

Mr. Beeman read a report made by the Y. M. C. A. in 1912 showing gross receipts on their saloons averaged $15,000 a year. Residents of the district, he said, spend $4,500,000 a year in those saloons. Since 1912 he added, the number of saloons has increased 25 per cent.

WASHINGTON BANQUET

The annual banquet of the Washington Chemical Hose Company was held last evening at the Elks Clubhouse. Mayor Daniel L. Keister, Colonel H. C. Demming, Clark Diehl, DeWitt Fry, Howard Holstein and A. L. Patton, president of the Veteran Firemen's Union, and A. Stevenson, of Lock Haven, were speakers. The banquet is held on Washington's Birthday each year.

HARDSCRABBLE IS ARGUED AGAIN

All Legal Points in Park Case Are Gone Over in Court

All the legal points which have been reserved in the Hardscrabble proceedings were argued before Judges Kunkel and McCarrell this morning by attorneys for the property owners and by City Solicitor John E. Fox.

George R. Barnet, counsel for some of the owners, was the first to take up the various points of law in connection with the city's proceedings to open Front street from Herr to Calder street.

While Mr. Barnet discussed most of the phases in question, he devoted much of his argument to the applicability of the act of 1871 and also as to its constitutionality. He quoted conflicting statements from proceedings at that time, one showing that Front street was to be only sixty feet in width, the other that it should go to the low-water mark. The report of one board of commissioners fixing the width at the low-water mark has never been finally approved, it was argued.

William M. Hargest was the next to take up the argument for the owners, devoting much of his talk to the unconstitutionality claims. He declared the act of 1871 deprives all owners from property rights and from receiving sufficient damages for structures built on public highways after that date. Decisions in other cases were given in support of the claims.

City Solicitor Fox depended the act by declaring that it is a state law, similar in effect to others, and declared that it gave the owners due notice that Front street was a public highway in which they could not erect any structures except at their own risk.

A number of questions were asked by the court during the proceedings, as a number of acts of Legislature passed from 1860 to 1874 were brought into the argument to show the relevancy of certain clauses in connection with the laying out of the city at that time.

Ambassador Will Leave Petrograd Only When Compelled to Flee

By Associated Press

Petrograd, Friday, Feb. 22.—The allied embassies will leave Petrograd in the event that the German advance threatens the city. They are ready, however, to aid Russia to fight.

Washington, Feb. 23.—Ambassador Francis advised the State Department to-day of the intention of the diplomatic corps in Petrograd to leave the city with the Bolsheviki government if the Germans menace the city.

The American Ambassador gave no details as to the plans of the diplomatic corps, but added that the Soviet government was planning to make a defense of the city if necessary.

Spanish Steamer Sunk by German Submarine; Second Vessel Detained

By Associated Press

Madrid, Friday, Feb. 22. — The Spanish steamer Maria Caspio has been sunk by a submarine, on her way to New York with a cargo of cork. The crew was picked up by the Spanish steamer Claudio Lopez y Lopes, which also was stopped by the submarine but later allowed to proceed.

The captain of the Caudio Lopez y Lopez had the greatest difficulty in inducing the commander of the submarine to allow him to continue the voyage. The submarine commander wanted to sink the liner because she was carrying a number of cars consigned to the Spanish northern railroad, which is partly French owned.

TROLLEY CAR AND AUTO FIGURE IN COLLISION

Mr. and Mrs. E. R. Keffer, 2112 Green street, figured in a motorcar and street car collision this morning that inflicted serious bruises on both of them and broke the radiator, front lights, mud guards and windshield of the automobile they were riding in. Mr. Keffer said he was driving north in Third, and because of the snow along the side of the street could not turn off the track. The car struck him while going along at a fast rate of speed. The accident happened in Third, north of Harris. Mrs. Keffer is confined to her bed as a result of the accident.

Literary Woman to Speak Before People's Forum

MRS. ALICE DUNBAR WILSON

Mrs. Alice Dunbar Wilson, one of the most widely-known colored lecturers and writers in the country today has been secured to speak before the Forum in Wesley Church, Forster street, to-morrow afternoon. Mrs. Wilson is widely-known as a lecturer of note, and those who have heard her before know that she comes with a message worth hearing.

The subject of her talk to-morrow "His Country," is one of interest to all and a large attendance of Forum members and friends is requested and expected. The lecture will take place at 3 o'clock to-morrow afternoon. There will be music suitable for the occasion by the Messiah Lutheran Church choir.

SNOBS THRIVE IN CAPITAL SOCIETY

The Ordinary Washington Man Finds Nearly All Doors Are Closed to Him

Washington—"Let me tell you an experience I had here last night," said one who, like myself, was a visitor in Washington. "I went to what I thought would be a very simple and intimate little dinner party. But, to my amazement, two great celebrities were present."

He mentioned the names, not essential to this narrative, both known the country over.

"Well, what do you suppose happened? The rest of us—we were a dozen altogether—were submerged, lost. We sat around the celebrities in two groups before dinner and we deferred to them during dinner and we turned ourselves into an admiring court after dinner."

"Did you enjoy it?" I asked.

"I won't say that I was modest enough to enjoy it. I felt as if I had been relegated to the chorus. It takes a very fine nature to enjoy that. But I was entertained and amused."

"Did the celebrities enjoy it?"

Watched the Clock

"Apparently. But they both showed they were getting tired toward the end. I caught them glancing covertly at the clock. One of them gets $500 a night for lecturing. He gave us the material for several lectures in the course of the evening."

"How did the others enjoy it?"

"Oh, they acted as if they hung on every word spoken by the celebrities. They were delighted to be in such company."

I repeated this conversation to my friend, the seasoned Washingtonian.

"Oh, yes," he said, with a sigh of weariness, "there's a great deal of rank and title here."

"Do most people like it?" I asked.

"Of course they like it. Don't you know that most people are snobs? If Thackeray were alive he'd find some choice material in this democratic capital."

"Do you think the snobbishness is in any way associated with the influence of the titled diplomats who come here to live?"

"No. Some of them are more democratic than most Americans. I have heard them laugh at American snobishness."

"Because it's founded on money?"

Not Based on Money

"No. It isn't wholly founded on money in Washington. It's founded on what is considered success, individual importance. People have pretty definite rank here. The stars at great dinner parties, for example, are often men in public life who haven't any money at all and who when they die are likely to leave an extensive heritage of debts."

"Are foreign titles very much sought after in Washington?"

"No, not for their own sake. In this particular, Washington snobs have grown more sensible of recent years. The titles have become heapened. Too many have come here and often they have been associated with fortune-hunters and adventurers. Unless a title has money to back it up with it doesn't count for much."

"How about military titles?"

"Generals are at a premium in Washington just now. And what a crop of titles we are having. We shall become the greatest titled democracy in the world."—John D. Barry, in San Francisco Bulletin

Virtually Every Boy and Girl in City to Enroll in the Junior Red Cross

Every indication points to a Junior Red Cross enrollment in Harrisburg of about 12,500 — and that is the total number of pupils in the city schools.

There are about the same number of pupils in the schools of Dauphin county outside the city. And Superintendent Shambaugh of the county schools believes that his pupils will do just what the city boys and girls are doing.

Shimmell school is another hundred percenter, it develops. Every pupil in every room in the big building belongs to the Junior Red Cross. The officers of the auxiliary at Shimmell are Anna V. Crowl, chairman; Margaret Sullivan, vice-chairman; Lillah Zug, treasurer, and Gertrude Huber, secretary.

Cameron school is also 100 per cent. Of the 833 pupils only 833 are members of the Junior—and 122 of them are Seniors, too. During the last few months the Cameron building's twenty rooms full of pupils have contributed over $1,000 to the various Harrisburg war campaigns.

Mrs. Lyman D. Gilbert is very much pleased with the success attending the efforts of the pupils. She would like to hear just how each room "put over" the campaign; and letters with this information addressed to Red Cross headquarters, Front and Walnut streets, will reach her.

The Junior campaign will continue for several days.

Bachelor Chums Wed; Each Learns Secret

Chicago.—Two bachelors, Harry D. Alshuler, a Waukegan manufacturer, and William G. Jackson, a Milwaukee bank cashier, a few years ago took solemn oaths together never to marry.

For weeks Alshuler has been traveling about in gum-shoes so Jackson would not discover his intentions with regard to Mrs. Fernie Schulz, a Racine divorcee. They were merried and the event was to have been kept a secret from Jackson.

Then Alshuler learned that Jackson had been married for some time.

WISE MEN OF GOSHEN CUT PATH THROUGH SNOW

Louisville, Ky.,—The wise men of Gotham of old have been eulogized; now it is the turn of the wise men of Goshen to come in for their share.

Goshen is a hamlet in Oldham county, four long country miles from Prospect, just inside the Jefferson county line to the east of Louisville.

Recently these men of Goshen, fifteen in number, congregated at the top of the long hill which recedes from Goshen to Prospect, and found that the four-mile stretch of road was, like the surrounding countryside, buried under seventeen inches or more of snow. Not a track was to be seen breaking the monotony of the endless blanket of white.

TO TELL OF THE ORIENT

Webster S Kohlhaas, baritone soloist at Zion Lutheran Church, will sing at the Men's Mass Meeting to be held in Fahnestock Hall, under the auspices of the Central Y. M. C. A. to-morrow afternoon at 3.30 o'clock. Mr. McLachlin, general secretary of the Y. M. C. A. at Foo Chaw, China, will talk on conditions in the Orient.

YOUNG COUPLE MARRIED AT NEW CUMBERLAND

MR. AND MRS. EARL F. SMALING

New Cumberland, Pa., Feb. 23.—A very pretty wedding took place at the home of Mr. and Mrs. E. E. Flurrie last evening when their youngest daughter, Miss Erma Catherine Flurrie became the wife of Earl F. Smaling. Only the immediate relatives were present to witness the ceremony which was performed at 8 o'clock by the Rev. F. L. Kerr, pastor of the Reformed church at Lebanon. Miss Lillian Grove played Lohengrin's wedding march as a processional and during the ceremony "O, Promise Me." The bride wore a costume of white chiffon over pink silk and carried a shower bouquet of white sweet peas and lilacs. Her sister, Miss Margaret Flurrie, was bridesmaid and wore white voil over white silk embroidered in pink and carried a sheaf of pink snapdragons. Millard Phillips, Clearfield, was the groom's best man. A buffet luncheon was served. The decorations consisted of ferns and pussywillows. The bride is popular among the younger social set and the groom is a son of Mrs. N. F. Reed.

NEED OF CLEANUP NOW RECOGNIZED

[Continued from First Page.]

venient to dump, or pay private collectors to do the work.

Only an Oral Reply

Council, although it notified the Pennsylvania Reduction Company and the firm bonding that corporation that a cleanup must be made, has received no reply, other than a verbal promise to one of the Commissioners that the work will be done. When it will be started or to what extent it will be carried out was not intimated.

The attitude taken by some of the members of Council indicates they will not wait on the company, but will order the cleanup, then charge it to the bonding company. Commissioner Lynch declared himself in favor of this plan almost two weeks ago, and maintained his stand for removal of all the refuse which has been dumped in the streets and in vacant lots.

"Must Be a Cleanup"

Commissioner Gross, in speaking of the situation to-day, said: "There must be a cleanup and at once. We can not decide what to do about future collections unti the new bids are received, but the piles of ashes which we saw on the inspection trip should be removed as soon as possible and action taken to prevent a repetition of such conditions."

Dr. Hassler said to-day Council will be given a report on Tuesday of the bids he receives for district collections and aso favored the cleanup move. Mayor Keister and Commissioner Burtnett have added their endorsement, too.

CHORISTER SPEAKS TO BOYS IN GYMNASIUM

Charles M. Alexander, convention chorister of the State Y. M. C. A. conveniton, which closed here today, spoke to a crowd of 40 or 50 boys assembled in the Central Y. M. C. A. gymnasium this morning, urging the boys to join the Pocket Testament League. Thirty-three boys signed pledge cards, agreeing to read a chapter each day, and J. William Bowman presented each of them with a copy of the New Testament. The boys had just finished a Bible study, and had gone up to the gymnasium when Mr. Alexander chanced into the building.

The Bible study class is a regular feature of the Saturday boys program. Two teams have been chosen. They are the Iroquois team, with Stewart Taylor as leader, and the Sioux team, with Stewart Nissley as leader.

SAVING OF FOOD A WAR DEMAND

[Continued from First Page.]

that is actually here to-day. The wheat must be taken now and during the next sixty days and shipped abroad as fast as ships can carry it, or we shall fail in our support of the armies and civil population of England, France and Italy; and to fail now is to invite disasters to our own arms and to the great cause in which we are enlisted.

'It is not a question of the price of the substitutes or other character of the substitutes obtainable, or whether their use in bread making is acceptable to the consumer. We can get along with less bread with no injury to the health of the people, and to consult mere convenience or preference of taste in time of grave war emergency is neither patriotic nor prudent.

"If our people do not wish to mix oatmeal and cornmeal with flour in bread making, let them eat oatmeal, breakfast cereal, corn muffins and fried mush and reduce their bread consumption correspondingly, being thankful that these wholesome foods are obtainable in America in abundance, and that our own supply can neither be jeopardized by hostile U-boats or made dependent upon the generosity and sense of duty of the people of another nation.

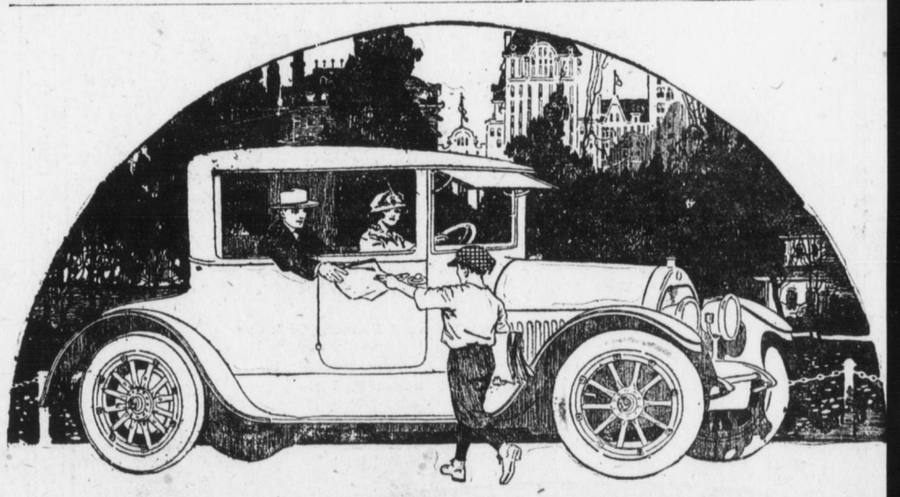
'It is time for the American people to realize that we are at war and that demands upon us for sacrifice and self-denial are war demands."

Coal Driver Is Charged With Attempting Fraud

Howard Hilton was committed to jail for a hearing Monday by Alderman James DeShong, last night, on a charge of having defrauded the United Ice and Coal Company. Hilton is a driver for the firm. It is alleged that Hilton delivered coal to a resident living on the Hill, without giving a slip. The resident asked for a receipt for the money, and the driver gave him a written receipt for $4.45, but it is alleged that he failed to turn the money over to the coal company. The case is one of several where drivers have attempted to defraud the company. Information was brought by Sidney Sible, Jr., one of the directors of the company.

NOT ARRESTED IN HOTEL

It was stated in a recent issue of the Telegraph that Raymond Leese was arrested at the Hotel Alva on a charge of desertion and nonsupport. The proprietors of the hotel state that Leese was at one time a guest at their hotel, but that he was not arrested there.



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HOTEL FOOD MAY BE REGULATED BY NEW HOUSE BILL

Agriculture Committee Favors Measure Giving President Wide Powers

By Associated Press

Washington, Feb. 23.—Compulsory food conservation is necessary in the opinion of members of the House Agriculture Committee which to-day submitted its report on the bill giving the President power to regulate public eatinghouses and the distribution and manufacture of foodstuffs. The bill does not directly affect householders.

The report recalls that the President has no power to enforce economic consumption under the existing food law and that the success of conservation plans depends entirely upon the voluntary co-operation of the people. The appeals to save food have met with gratifying results the report says, and adds "but there is a small per cent. of people who either wilfully or for lack of understanding fail to respond to the call made for patriotic duty."

Compulsory Methods Necessary

"The food situation as it affects us and our allies," the report continues, "is becoming so critically serious as to warrant the committee in the belief that the necessity is upon us of adopting compulsory methods of conservation in certain well defined directions. It would be foolish for us to shut our eyes to the facts.

It would be cowardly in us to fail to attack the problem of waste in foodstuffs in the most vigorous manner.

"The bill is designated to meet a situation which is closely allied to conservation. If we ship to Europe all of our exportable surplus of certain foods, there is never going to be more than just enough of such foods available for consumption in the United States. In order to prevent local shortages, it is necessary that this normal supply be distributed with absolute equality throughout the country, and such distribution is further essential in order to enable the best possible use of our surplus products. From time to time there may be temporary shortages in certain foods. In such a case the President should have power to control the distribution in such a way that the shortage is spread out as evenly as possible."

Waste in Eatinghouses

In discussing public eatinghouses control it is charged in the report that the consumption, particularly in "high priced restaurants and hotels, per capita is nearly double of normal."

"The bill authorizes regulations to eliminate unnecessary use of essential foodstuffs by manufacturers of food products," said the report. "It would be possible to effect a great saving in food products by requiring higher milling of the mixture of ingredients in bread which cannot be so readily shipped abroad."

Although it does not authorize a rationing system for consumers in the language of the report, "it would permit the President to limit the amount of any given product which may be shipped into a particular district or delivered to a particular distributor." The President can, in effect, ration the distributors so that a threatened shortage can be spread out as evenly as possible throughout the entire country.

EXPECT WATER REPORT FROM J. W. LEDOUX

A report from J. W. Ledoux, of Philadelphia, who has been engaged to make an accurate list of new water rates for the city, is expected in a few days, Commissioner Hassler said. As soon as the revised rates are received they will be submitted to Council for action.

It was announced also by the department that the peculiar taste of water pumped through city mains is due to the increase in the amount of chemicals used at the filtration plant because of the high water; and also because the reservoir is partly frozen over, preventing the usual aeration of the water which takes away traces of this treatment.