

CITY'S SHARE IN ARMY HUTMENTS FIXED AT \$2,000

Salvation Army Proposes to Erect One Hundred Huts Immediately

Announcements have been made by Commander Evangeline Booth that the Salvation Army proposes to immediately erect fifty additional hutments in France to be administered by 100 American Salvation Army officers...

Baker Approves Secretary of War Baker recently wrote: "We are very glad to observe that the Salvation Army is lending its powerful aid in many ways its unique aid in the general operation of the community at large with the military activities of the country..."

Army Lassies Give Aid When the first snowstorm of the season swept down upon the American camps the Salvation Army lassies stayed up all through the night making steaming hot coffee, which they carried out to all of the men on guard duty...

Real Regard For Workers Much comment has been made upon the fitness of the Salvation Army for this particular work and none of it has been unfavorable...

Visits Here Miss Mylcraine, formerly connected with the State Board of Education in this city, and at present affiliated with Mrs. Joseph Fels, single tax school in New York, is visiting in Harrisburg...

Harrisburg Chamber of Commerce

Dauphin Building—Market Square PHONES 4120

Free Evening Smoker Meeting

8 O'clock, This Evening, Feb. 23 BOARD OF TRADE—FREE

FREE TO MEMBERS OBTAIN TICKETS FROM CHAMBER OF COMMERCE

MAJOR W. A. GARRETT

General Manager, Remington Arms Co. The man who is making the new Enfield rifles for our forces in France.

Major Garrett has been in France recently

He was sent abroad by our Government some time ago as a member of the Commission of railroad executives charged with determining what railroad facilities would be needed by Pershing in France—from the port to the battle lines.

Major Garrett returned fired with the same spirit that animated Dr. Hillis when he was in Harrisburg last fall.

He is an eloquent speaker. New York and Philadelphia newspapers give him first page publicity when he talks there.

The Major is a former P. & R. railroad executive.

EVERY MEMBER WHO HAS A RELATIVE OR FRIEND IN FRANCE OR WHO IS GOING TO FRANCE SHOULD HEAR THE MAJOR

Members who find it difficult to attend luncheons should attend this great free smoker meeting

HOW TO GET YOUR FREE TICKETS TO THE SMOKER: Call at Headquarters or Phone 4120

Help the Jewish Sufferers

Come to the Colonial Theater Sunday, February 24th

2 P. M. and 7.30 P. M. and witness the picture

For the Freedom of the World

Rabbi Rumanoff will give a talk on conditions in Europe in the afternoon.

In the evening Robert Rosenberg, Attorney, Harrisburg, and J. L. Entin, New York, will make addresses.

Held under auspices of Workmen's Circle Branch 105.

No Admission—Silver Offering

STARTLING FACTS OF WAR TO BE TOLD

(Continued from First Page.)



LIEUTENANT SUTTON

gradual food administrator of this state. The food administrator of this state, gradually the lid has been lifted upon the actual food conditions affecting the allies and those who attend the great patriotic rally Monday evening will get first-hand information in the present crisis to lift the veil and allow the people to see for themselves what is transpiring and what must be done to win the war...

Indications are that the meeting on Monday evening will be the greatest outpouring of the citizens of Harrisburg since our entry into the war. Enough has been allowed to leak out regarding the sensational disclosures that are to be made to excite widespread interest and the committee in charge announced to-day that there will be no admission tickets, but the general public would be welcome to attend...

The singing of "Ole Black Joe," "Kentucky Home," "Annie Laine," "Dixie," "Keep the Home Fires Burning," "America," and many other old-time patriotic airs will feature the musical program. The soldier boys from the Middletown aviation depot and the Tech High boys have been invited to attend.

In a letter to President Wilson made public to-day, Gifford Pinchot says: "The war has now entered a stage in which the steadfastness of civil populations ranks in importance with the fighting spirit of armies. Sufficient supplies of food become a factor for the first time in maintaining the morale of a people under heavy stress."

"Great Britain, as we know, still relies on the United States for 65 per cent. of its essential foodstuffs. The Canadians are most seriously handicapped in the effort to increase production by the lack of man power because they have already sent to Europe so large a proportion of their men of military age. It is well known that New Zealand, Australian and Indian wheat is inaccessible for lack of ships. The responsibility, therefore, rests mainly upon the people of the United States. Without the food which we alone can supply, not only England, but France and Italy, must lose their power to carry the war."

"It is not famine we are facing in the United States, as some have sought to show, but a food shortage so serious that it threatens to become decisive. As a man of great authority among American farmers has said: 'This war cannot be won by the excess of civilization unless the farmers of the United States can substantially increase their production of foodstuffs to feed our Allies and the people of our own country.' But we are faced with the certainty of a reduction instead of an increase unless present conditions are promptly and radically changed."

"The farmers of the United States are anxious to do their full duty in growing more food. Their leaders have been active in this matter for months past. But they are hampered by conditions which they themselves cannot control. Farmers generally are now facing the most unfavorable condition of farm labor they have ever known, in part because more than one-quarter of the men who have been taken for the National Army are farmers. They are short of seed, agricultural supplies and credit, and they declare that a crop smaller than last year's is certain unless these conditions are changed for the better."

LEBANON MINISTER TO PREACH New Cumberland, Pa., Feb. 23.—The Rev. F. L. Kerr, of Lebanon, will preach at the St. Paul's Lutheran Church to-morrow during the absence of the pastor.

As inventory is taken it develops that the loss will be much higher than first believed. The loss is estimated at three quarter million dollars. The loss of the paper company alone is \$100,000. Fearful of a pneumonia epidemic, local physicians aided by representatives of the State Health Department are taking all possible precautions. The dormitories of the State Normal school have been equipped as an emergency hospital with 500 beds. Suffering in Lock Haven is acute, according to a dispatch received here by the Mayor last night. "Lock Haven in great distress. Most urgent need at this time for contributions of cash which should be sent to Charles A. Johnson, chairman of the general committee."

It is in response to this urgent appeal that Harrisburg has raised the \$1,000 subscribed by the Chamber of Commerce for Lock Haven relief. The snowstorm that swept this section of the state yesterday, carrying with it nearly zero temperature, has added to the intense suffering of the almost isolated town. It has been estimated that the extent of the damage may increase from \$500,000 to \$1,000,000. From Renovo, special trains of food and clothing were sent yesterday afternoon. Pumps to aid in clearing out the cellars were also received from the Little railroad town. Williamsport was prompt in sending food and provisions, the mayor accompanying the special train to make a survey of the situation with a view to rushing more aid to the beleaguered town. St. Marys, Altoona and Philadelphia are the cities that, along with Harrisburg, have pledged themselves to offer financial aid.

SENATE ASSES RAIL BILL, SHORT LINES INCLUDED

All Efforts to Limit Wilson's Power Over Systems Are Defeated

Washington, Feb. 23.—The administration's railroad bill, which provides for the payment of compensation totaling more than \$950,000,000 a year to the roads while they are under government control, was passed by the Senate last night by a viva-voce vote, with only one vital amendment.

This amendment provides all shortline railroads shall be taken over by the President and enjoy all the benefits of the act. It was proposed by Senator Cummins, who struggled for hours for a reduction of the compensation specified in the bill. This amendment will unsettle the administration's railroad policy to a great extent, but it received overwhelming support from both sides of the chamber, the vote being 58 to 14.

Loyal supporters of the administration voted for the amendment, among the others, the opinion of many Republicans that should the shortline roads be left unprotected they inevitably would be forced into bankruptcy. The amendment was said, "easy prey for the great speculators."

Vote on Short Roads Amendment. For the amendment: Democrats—Ashurst, Beckham, Fletcher, Gurne, Hardwick, Henderson, Hitchcock, Johnson, Johnson, of South Dakota, Jones, of New Mexico; Lewis, McClure, Murray, Myers, of Georgia; Norcross, of North Carolina; Tamm, Tammell and Wolcott—33. Republicans—Cummins, Curtis, Dillingham, Fernald, Frankfort, Gurne, Gurne, Hale, Harding, Johnson, of California; Jones, of Washington; Kenyon, Knox, Lodge, McCumber, McNary, Nelson, of North Carolina; Sherman, Smith, of Michigan; Smoot, Sterling and Warren—25.

Total, 58. Against the amendment: Democrats—Bankhead, Gerry, Kendrick, King, Kirby, Pomerene, Saulsbury, Shafer, Underwood and Yardman—10. Republicans—Kellough, Poindexter, Townsend and Watson—4. Total, 14.

President's Power Sustained The final vote on the bill was cast after amendment designed to limit the President's power in controlling the roads, had been defeated. Sen. Cummins, who attacked the compensation basis fixed in the bill in a minority report when it was returned to the Senate by the House, submitted an amendment late in the afternoon to reduce the compensation to a flat 5 per cent. upon the capital stock of the roads, after payment of fixed charges.

In presenting the amendment the Senator declared it was substantially the same as that which he proposed, and which was defeated. He said if it was again defeated he would offer an amendment granting 6 per cent. to the roads, and he said he would offer amendments until he was certain he had ascertained the definite opinion of the Senate on the basis of compensation fixed in the bill.

CITY WORKING TO RELIEVE LOCK HAVEN

(Continued from First Page.)

That the idea for aid from the flood victims of Lock Haven found a response in Harrisburgers' hearts was attested by the contributions that have come in during the few hours that have elapsed since the fund was underwritten. Contributions this morning are as follows: Cash \$50. Washington Fire Club \$5. Left Patriot \$5. John A. Affleck \$10. Henriette A. Disbrow \$10. Henriette A. Disbrow \$10. William A. Wiseman \$2. Total \$82.

Relief Work Organized Organized relief work is now under way in Lock Haven. Charles Johnson, superintendent of the New York and Pennsylvania Paper Company mills, has been chosen general chairman of the relief committee, which has been given \$5,000 by the City Council as seed money.

Word comes here that every town and city in this section of the state is raising a relief fund to buy bread, oil and oil stoves for the stricken people. As inventory is taken it develops that the loss will be much higher than first believed. The loss is estimated at three quarter million dollars. The loss of the paper company alone is \$100,000. Fearful of a pneumonia epidemic, local physicians aided by representatives of the State Health Department are taking all possible precautions. The dormitories of the State Normal school have been equipped as an emergency hospital with 500 beds. Suffering in Lock Haven is acute, according to a dispatch received here by the Mayor last night.

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315,000 GET HUNT LICENSES

Remarkable Showing, Considering Fact That Many Hunters Are in the Army

Allegheny county led the counties of Pennsylvania in the number of hunters' licenses issued in 1917, the record-breaking year for issuance of permits for hunting according to the final tabulation of licenses made at the offices of the State Game Commission. There were 315,474 issued to resident hunters and 585 to non-residents. In 1913 there were 305,000 issued in round numbers and that figure has not been touched since.

As the state receives ninety cents on each license there will be funds on hand for adequate protection of game and for the furtherance of the game preserve plans and for extensive propagation. According to the figures in the Game Commission office Allegheny county issued 21,246 licenses, twice as many as the next highest county, which was Philadelphia with 10,874, although many Philadelphia hunters took out papers in counties where they went to hunt, swelling the totals of such counties. Clearfield, Franklin, Adams and others, Luzerne with 10,828, Lancaster fourth with 10,698, Westmoreland fifth with 10,601, Berks sixth with 10,528, and Dauphin seventh with 9,509. Pike had the most nonresident licenses with 122, Monroe being next with 39 and Lawrence third with 29.

The licenses by counties were as follows, the first column being resident and second nonresident licenses: Adams 2,452 5; Allegheny 21,246 4; Armstrong 5,412 0; Berks 10,528 1; Bedford 7,792 15; Berks 10,528 1; Blair 7,567 7; Bradford 3,267 7; Bucks 1,817 29; Butler 5,041 5; Cambria 8,656 0; Cameron 780 8; Carbon 2,969 7; Center 4,241 5; Chester 7,554 3; Clarion 2,812 1; Clearfield 10,874 1; Clinton 2,822 6; Columbia 3,391 0; Crawford 3,477 9; Crowsnest 2,204 1; Dauphin 9,509 3; Delaware 3,352 1; Elk 2,845 19; Erie 4,327 1; Fayette 7,260 3; Forest 785 10; Franklin 4,858 16; Fulton 1,251 6; Greengarden 4,923 0; Huntingdon 4,750 14; Indiana 5,284 1; Jefferson 4,304 1; Juniata 1,375 18; Lackawanna 6,420 3; Lancaster 10,698 0; Lawrence 4,086 29; Lebanon 1,212 0; Lehigh 6,628 5; Luzerne 10,828 1; Lycoming 5,907 29; Mercer 3,164 3; Mercer 3,821 18; Mifflin 3,273 7; Monroe 2,848 39; Montgomery 7,122 1; Northampton 5,245 9; Northumberland 4,742 9; Perry 1,937 1; Pike 122 0; Potter 1,308 16; Schuylkill 8,673 0; Snyder 1,212 0; Somerset 5,377 7; Sullivan 797 2; Susquehanna 1,507 20; Tazewell 1,375 18; Union 1,403 3; Venango 3,854 6; Warren 2,501 11; Washington 7,126 2; Wayne 1,227 15; Westmoreland 10,601 0; Wyoming 945 0; York 8,372 4. Total 315,474 588.

U. S. Engineer Parades Lone Boche Purchased From Tommy For \$50 With the American Army in France, Feb. 23.—A score of American military officers, rich with information and experience from one month's "postgraduate course" of training on the British front, returned yesterday to the States by the American sector, bringing with them new conceptions, snap, vim, neatness and also humor. One battery commander said: "An American engineer at Cambrai met a British 'Tommy' with a German prisoner and said: 'Where did you get him?' The reply was 'Over there,' pointing to the battlefield. 'Sell him to me; I will give you a dollar and a half.' The answer was, 'No.' 'Make it five dollars or one pound of your money.' That was the reply. Then followed a young financial parley, the American engineer finally paying fifty dollars for the German prisoner. He paraded his property through the streets of the French city of Arras until the British military police compelled him to turn the man over to the concentration camp authorities."

Graduates of Shipping Board Take Employment New York, Feb. 23.—First graduates of the United States Shipping Board training ship Calvin Austin to-day entered upon their first shipboard employment. The Austin, the first of a squadron of training vessels for the schooling of American sailors, firemen, oilers, coal passers, water tenders, cooks and stewards for the nation's merchant marine, docked here early to-day to discharge a class of fifty of her 410 apprentices who have qualified for regular services in these positions.

Engineer on Wrecked Engine in Critical Condition

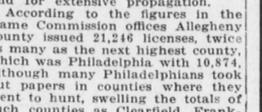
Joseph P. Schell, 1512 State street, the engineer who backed his engine into the Philadelphia and Reading Railroad station yesterday morning while carrying an injured boy to the city hospital, is still in a serious condition. His injuries had deprived him of the power of speech, although he has regained consciousness. His condition is said to be critical. Theodore Levan, 627 Benton street, the boy he was taking to the hospital after a car had run over his arm, had his arm amputated at the elbow. His condition is fair.

U. S. Naval Service Is Attractive to Harrisburger

The following is from the leading article by J. Edward Schipper, the technical expert of "Automotive Industries":

"We should focus our attention on two matters—wheelbase and displacement. Weight per inch of wheelbase can be materially reduced. We have been wasteful of wheelbase because we have not economically used space. Every inch of unnecessary wheelbase means unnecessary weight. This, in turn, requires gasoline, oil and tire up-keep. One typical medium-priced car has shortened seven inches in wheelbase three months ago. The car has equally as much room in the tonneau and two inches more room in the front compartment. This is one example of what can be done. It is not necessary to sacrifice space, but to utilize it."

"Why is there no real high-priced car on the market with a wheelbase around 112? Because the public would expect to see a big car for that money. It would be perfectly feasible to secure all of the good performance that anyone could demand in a five-passenger car with an engine of 200 cubic inches displacement. An engine of this size, regardless of the number of cylinders used, would require but a short hood. Perhaps one of the greatest errors of the sales department has been injected into the industry is the matter of talking horse-power. It has led indirectly to the use of large engines, whereas horse-power means nothing."



CARL G. HAMAKER

The Flying Corps and the Navy are services that attract a great many of the boys Harrisburg boys in service. There seems to be a spice of romance and adventure in these arms that is lacking in infantry work. An enthusiast, well known here, Carl G. Hamaker, son of Mr. and Mrs. Thomas G. Hamaker, 2227 North Fourth street, was one of the first to hear the call for Uncle Sam's great Navy. He is now stationed at Norfolk, Va.

Stamp Buying Will Build Character, Says Vanderlip

Los Angeles, Feb. 23.—To fight like superhuman beings and to achieve the seemingly impossible are requisites for Americans in winning the war, Frank A. Vanderlip, president of the National City Bank of New York, and head of the government's war certificate and thrift stamp campaign, declared in a statement published here to-day. Purchase of thrift stamps will not lessen the buying capacity of individuals, Mr. Vanderlip said, but by building character will teach how to spend wisely.

Length of Wheelbase and What Should Govern

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British Forces Capture Ancient City of Jericho; Little Resistance Offered

London.—The British have captured Jericho, in Palestine, the war office reports. Since the capture of Jerusalem the British have been pushing steadily ahead, striking out to the north and east. Official statements from London in the last few days have reported rapid progress, and apparently the Turks have offered no determined resistance.

Aside from its historical importance, in connection with the British plan to free the Holy Land from the domination of the Turks, the capture of Jericho is of little significance. It consists merely of a group of squalid hovels and a few shops, with about 300 inhabitants. Its chief strategic value lies in the fact that it gives the British domination of the valley of Jordan, and also control of a network of highways radiating from the town. A further advance eastward of twenty-five miles, however, would take the British to the railway from Damascus to Mecca, which would cut off the Turks' line of communication with Arabia and greatly assist the revolt of Arab tribes which are cooperating with the British. Jericho is near the northern extremity of the Dead Sea, fourteen miles north east of Jerusalem.

The ancient Jericho, which was situated to the west of the modern Jericho, was a town of considerable size. It was the first Canaanite city to be reduced by the Israelites, who, the Biblical story relates, accomplished its destruction by the blowing of trumpets.

ATTENTION COLORED HOME SEEKERS!!

Relief in Sight For the Poor and Congested Housing Conditions Among the Colored People of Harrisburg and Steelton, Pa. A MILLION DOLLAR CORPORATION

The first series of the PROGRESSIVE WAGE-EARNERS BUILDING AND LOAN ASSOCIATION began Tuesday, February 5, 1918. Meets every Tuesday evening at 8 p. m. in the law offices of J. Robbin Bennett, Esq., 21 North Third street, Harrisburg, Pa., for receipt of weekly dues and reception of new members.

WALTER S. WILLIAMS SECRETARY Harrisburg, Pa.

21 North Third St.

Back Again!

The Snow King is back on the job again, big as life!

It cost the city about \$2,000 to remove part of the snow from the streets from the last blizzard and Old Sol helped the good work along in great shape.

But not all the snow was removed. How could it be? The city and the sun didn't have a fair show.

The big snow storm cost us \$12,000 more to operate the cars this January than it did a year ago.

And that was for power and car service alone—not including the hundred and one other things needed for the maintenance of the street car business and which cost more to buy, when we can buy them.

A snug sum, you will say.

Yes! But it's our business to give service and we used all means available to open traffic.

It took tons more coal to get up power and even at that with the iced rails the going was slow at best.

And the big sweepers wore away like soap on an emery wheel when they hit those snow drifts!

Engineer on Wrecked Engine in Critical Condition

Joseph P. Schell, 1512 State street, the engineer who backed his engine into the Philadelphia and Reading Railroad station yesterday morning while carrying an injured boy to the city hospital, is still in a serious condition. His injuries had deprived him of the power of speech, although he has regained consciousness. His condition is said to be critical. Theodore Levan, 627 Benton street, the boy he was taking to the hospital after a car had run over his arm, had his arm amputated at the elbow. His condition is fair.

Rattan for the sweepers is as scarce as hen's teeth. Ships can't bring rattan to this country when there are no ships—

Take car wheels, for instance. Time was when we used steel wheels. Not so now!

Best we can get—best anybody can get—are cast iron wheels.

And they can't be gotten in a day's or a month's or six months' notice.

We've had car wheels ordered for a year—and we'll take all we can get.

A wheel might go flat the first day out. It might run for six months and not go flat.

When it does—we send the car to the repair shop. And the car has to be "jacked up," the whole truck taken out, the wheel taken off the axle and another wheel put on.

That's a job that takes time. And it causes a shortage of cars.

And cars can't be bought for love nor money.

We want the cars. We want to give the service. And we're going to overcome the obstacles the very best we can with the means at our command.

HARRISBURG RAILWAYS COMPANY