ALL NEWS OF THE RAILROADS

RECORD ACTION BY P.R.R. MEN

In Eighteen Minutes Directors Provide For War Improvements

Philadelphia, March 13.—Within eighteen minutes, one of the shortest sessions of recent years, stockholders of the Pennsylvania railroad at their annual meeting yesterday agreed without one dissenting vote to the following resolutions:

To increase the indebtedness $75,000,000 for betterments and improvements to the system and authorize the same increase in the amount of general mortage bonds that may be issued. With $21,000,000 previously authorized, but unspent, this will bring the total to $96,000,000.

To acquire the Cornwall and Lebanon railroad and the Susquehanna, Bloomsburg and Berwick railroad, all of whose stocks are owned by the Pennsylvania.

To approve legislation pending in Congress providing for government control of the railroads as long as the war lasts and for twenty-one months after peace is declared along lines already laid out for just compensation of the carriers and maintenance of the systems in the meantime.

Elect Directors

These, as the main issues, were supplemented by other routine matters, among which were resolutions for the appointment of a committee of seven stockholders to nominate candidates for four directors whose terms expire this year.

Authorization for an increase of $75,000,000 indebtedness and nomination of the directors will be decided by a stock vote on March 26. The retiring directors are Effingham B. Morris, Thomas De Witt Cuyler, Joseph Wood and Levi L. Rue.

The meeting was unmarred by discussion. Opening promptly at 11 o'clock, it proceeded speedily, one resolution after another being offered.

Samuel Rea, president of the company, acted as chairman, explained each move and the stockholders promptly assented. In commenting upon the necessity for a further increase in the indebtedness, Mr. Rea said that the exigencies of the war necessitated an extension of at least $75,000,000 capital.

Government Control Resolution

Regarding the government operation of the railroads the following resolution was adopted:

"Resolved, That the board of directors of this company are hereby empowered to approve and authorize the execution upon behalf of the company, by such officers of the company as such board shall designate, of an agreement with the President of the United States of the character defined in the aforesaid act of Congress, which shall, in the judgment of the said board, secure for the company just and adequate compensation for the use of its properties during the period of federal control and make proper provision for the maintenance, renewals and depreciation thereof and for the return of the said properties, together with all additions thereto or extensions thereof constructed or acquired during such control, at the end of the period of federal control in substantially as good condition in all respects as they were at the beginning thereof."

Radical Change in Freight Shipments; Tag For Each Piece

On and after April 3, every piece of freight, shipped in less than car load lots, must be properly addressed, packed, tagged and wrapped and tied with certain kind of cord when the latter is necessary. This puts an end to marking about one package out of ten, when shipments to one person number 10 or over. In plain words, there will be some real cussing on the part of some shippers, when this new rule goes into effect.

Tag Each Piece

It means that any firm shipping 100 or more steel plates, must tag each plate with the name of the shipper, and the name of the person or firm to whom the shipment is being made. If there be 10 or more packages of cereal, sugar, canned goods, bran, or grain of any kind, one tag on each piece of freight will be necessary. This is said to be the most radical change yet made in shipping rules. It is known as Rule No. 3, and according to notices received yesterday by local freight agents for all railroads is as follows:

Rule Complete

Section 1. Freight, when delivered to carriers to be transported at less than carload or any quantity ratings, must be marked in accordance with the following requirements and specifications, except as provided in Section 2 (b) of this Rule or otherwise provided in specific items in this Classification or in the Interstate Commerce Commission's Regulations for the Transportation of Dangerous Articles, other than Explosives by Freight. If these requirements and specifications are not complied with, freight will not be accepted for transportation.

Section 2. (a). Each package, bundle or loose piece of freight must be plainly, legibly and durably marked by brush, stencil, marking crayon (not chalk), rubber type, metal type, pastel label (see Note 1), tag (See Note 2), or other method which provides marks equally plain, legible and durable, showing the name of only one consignee, and of only one Station, Town or City and State to which destined.

When consigned to a place of which there are two or more of the same name in the same State, the name of the County must also be shown.

When consigned to a place not located on the line of a carrier, it must also be marked with the name of the station at which consignee will accept delivery.

When consigned "To Order," it must be so marked and further marked with an indentifying symbol or number which must be shown on shipping order and bill of lading.

As to Labels and Tags

Note 1.—Labels must be securely attached with glue or equally good adhesive.

Note 2.—Tags must be made of metal, leather, cloth, or rope stock or sulphite fibre tag board, sufficiently strong and durable to withstand the wear and tear incident to transportation; and

When such cloth or board tag is tied to any bag, bale, bundle or piece of freight, it must be securely attached through a reinforced eyelet.

Tags used to mark wooden pieces or wooden containers must be fastened at all corners and center with large-headed tacks or tag fasteners; or

Tags may be tied to wooden pieces when the freight would be injured by the use of tacks or tags fasteners.

Tags tied to bags, bales, bundles or pieces must be securely attached by strong cord or wire, except that when tied to bundles or pieces of metal they must be securely attached by strong wire or strong tarred cord.

(b) A shipment that fully occupies the visible capacity of a car, or that weighs 24,000 lbs. or more, when shipped from one station, in or on one car, in one day, by one shipper for delivery to one consignee at one destination, need not be marked.

(c) The marks on bundles, packages, or pieces must be compared with the shipping orders or bill of lading, and corrections, if necessary, made by the shipper or his representative before receipt is signed.

(d) Old consignment marks must be removed or effaced.

(e) Freight in excess of full cars must be marked as required for less than carload freight.

Many Shopmen Will Hear Needs For Organization

Interest shown to-day among shop employes of the Pennsylvania Railroad and Philadelphia and Reading Railway, in the big meeting to-night at White's Hall, Verbeke and James streets, indicate a large attendance. The purpose is to show the needs for an organization of shopmen.

The meeting will be in charge of J. J. Reynolds, national organizer. Other meetings have been scheduled.

Local committees assisting in the arrangements comprise the Brotherhood of Locomotive Firemen, and Enginemen and the American Federation of Railroad Employes. The meetings so far arranged are to-night and Sunday night at 8 o'clock. Intermediate meetings will, it is expected, be arranged in the meantime for the benefit of the night workers which will be held in the afternoons. Alternate meetings, afternoon and evening will be arranged next week on successive days if necessary. J. J. Reynolds will be the principal speaker to-night. Ex-Congressman Arthur Rupley, who is a strong advocate of the present government operation of the railroads as well as local representative brotherhood men, will also speak.

Railroad Notes

Passenger firemen on the Middle Division of the Pennsy in line for promotion must wait another month.

This is pay week on the Reading system.

On Monday the Reading hauled 1,200 cars of anthracite.

Reports from Washington, D. C., say the Government will shortly assume control of all express companies.

All shopmen employed by the Pennsylvania Railroad or Philadelphia and Reading Railroad are urged to attend to-night's meeting at White's Hall, Verbeke and James streets.

C. O. Miller, a Pennsylvania Railroad clerk, employed at Milroy, has enlisted in the Army.

F. W. Durgin, freight conductor on the Pennsy, has been reported on the sick list.

Baltimore Division employes of the Pennsy were paid to-day.

R. G. Johnson and Elmer G. Strine, Pennsylvania Railroad brakemen, are off duty on account of illness.

Pennsy officials report that their icehouses are all filled, and no shortage is expected this summer.

Nelson H. Anthony, employed as a baggageman at night, has enrolled as a student in the school of telegraphy. He joined the afternoon class.

HARRISBURG SIDE

Philadelphia Division — The 111 crew first to go after 4 o'clock: 127, 123, 133, 109, 134, 136, 115, 101, 132, 107, 122.

Engineer for 136.

Firemen for 111, 101.

Conductors for 136, 107.

Flagmen for 133, 122.

Brakemen for 123, 133, 136, 132, 122.

Engineers up: Bickel, Black, Gaeckler, Hogentogler, Simmons, Brodacker, Andrews, Grace, Koeneman, Anderson, Howard, Wenrick, Brooke, Lambert, Schwarz, Baston, Lefever, Yeater, Gable.

Firemen up: Cook, Gettle, Lecrone, Davis, Morrison, Hoffman, Shettle, McLaughlin, Blum, McCune.

Conductors up: Bitner, Stark.

Brakemen up: Wilson, Maurer, Lauver, Kugle, Mader, Buford, Mechan.

Middle Division—The 29 crew first to go after 1.45 o'clock: 31, 40, 231, 33, 25, 217, 30, 27, 251, 36, 39, 234.

Engineer for 25.

Fireman for 30.

Conductors for 33, 25, 27.

Brakemen for 29 (2), 31, 33, 36.

Engineers up: Corder, Nissley, Titler, Leppard, Fink, Rathfon, Swigart.

Firemen up: Barnett, King, Brocious, Lusk, Gross, Peters, Roddy.

Conductors up: Bennett, Lower.

Brakemen up: Weigle, Wright, Page, Alexander, Hemminger, Bell, Danner, Frank.

Yard Board—Engineers for 10C, 11C, 2-15C.

Firemen for 10B, 11B, 1-15C, 16C, 18C.

Engineers up: Miller, Biever, Essig, Myers, Boyle, Shipley, Revie, Ulsh, Bostdorf, Schiefer, Rauch, Leckey, Cookerley, Sholter.

Firemen up: Shoemaker, Leppard, Heck, Sauerwine, Vosler, Bowman, Stahl, Bartley, Frysinger, McKeever, Wengel, Kling, Mehargue, Witchey, Lake, Smeltz, Hoover, Shawfield, Carmichael.

ENOLA SIDE

Philadelphia Division — The 209 crew first to go after 3.45 o'clock: 221, 244, 207, 205, 230, 216.

Firemen for 230, 216.

Conductors for 205, 230.

Brakeman for 221.

Brakemen up: Kines, Brown, Tennant.

Middle Division—The 252 crew first to go after 1.45 o'clock: 112.

Engineer for 112.

Brakeman for 112.

Yard Board—The 2 crew first to go after 1.45 o'clock.

Engineers for 4th 126, 1st 102, extra at M. V.

Firemen for 2nd 129, 4th 126, 1st 102, 1st 106, extra at M. V.

Engineers up: Bruaw, Bair, Herron, Hanlon, McNally, Feas, Hinkle, Kapp.

Firemen up: Waltz, Bainbridge, Handiboe, Conly, Eichelberger, Walters, Brubaker, Householder, Garlin, Snyder, Campbell, Hilbish, Whitehall, Crane, Haubecker, Jones.

PASSENGER DEPARTMENT

Middle Division—Engineers, up: J. Crimmel, R. M. Crane, G. G. Keiser, O. L. Miller, H. E. Martin, D. Keane, W. C. Graham, O. Taylor, J. J. Kelley, R. E. Crum, W. D. McDougal, S. H. Alexander, F. McC. Buck, J. A. Spotts, D. G. Riley.

Firemen up: G. L. Huggins, H. Naylor, C. L. Sheats, R. E. Look, J. N. Ramsey, S. H. Wright, S. P. Stauffer, A. H. Kuntz, E. M. Cramer, V. C. Ayers, F. A. Yon, S. H. Zeiders, R. F. Mohler, H. A. Schrauder, P. E. Gross, Roy Herr, G. B. Puss, J. W. Richards.

Engineers for 6293, 19.

Firemen for 25, 665, 33, 19, 37, 55, 11.

Philadelphia Division — Engineers up: W. S. Lindley, A. Hall, J. G. Bless, B. A. Kennedy, B. F. Lippi.

Firemen up: F. H. Cook, William Shive, W. L. Spring, F. L. Floyd, J. S. Ellinger.

Two Philadelphia crews here.

THE READING

The 65 crew first to go after 1.15 o'clock: 1, 8, 61, 73, 72, 71, 3, 7, 19.

Engineers for 38, 1, 8.

Firemen for 58, 61, 65, 72, 8, 17.

Conductor for 1.

Brakemen for 61, 67, 71, 72, 73, 8.

Engineers up: Hoffman, Bordney, Griffith, Lackey, Leitner, Stees, Stricker, Beecher, Raisner, Minnich, Gruver.

Firemen up: Miller, Rayston.

Conductors up: Derrick, McCullough, Wealand.

Flagmen up: Gardner, Keener, Schubauer, Felker, Habbyshaw.

Brakemen up: Kirsh, Wampler, Carl, Dewalt, Floyd.

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408 MARKET ST.

Oil Stocks

Latest data regarding

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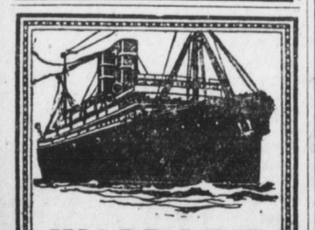

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TRADING LIGHT AT OPENING

Advance of Western Union, American Sugar and American Telephone Balanced by Recessions in St. Paul and United Cigar

New York, March 13.—Wall Street—Trading was extremely light at the opening of to-day's stock market with the usual mixed changes. Advances of a point in Western Union, American Sugar and American Telephone were balanced by recessions of as much in St. Paul preferred and United Cigars. Southern Pacific yielded a substantial fraction while Reading hardened. U. S. Steel and kindred industrials were irregular. Among specialties Tidewater Oil rose 2 points and Sears, Roebuck lost 1 3-8. Liberty Bonds were variable.

Selling of speculative equipments and another reversal in American Telephone created further irregularity later. Recessions of 1 to 2 1-2 points marked the course of Pressed Steel Car, Baldwin Locomotive, General Electric, Pullman and some of the Tobaccos. General Motors also reacted with Bethlehem Steel but U. S. Steel resisted pressure and rails with the exception of Norfolk and Western were firm to strong, likewise the shippings. Liberty 3 1-2s sold at 97.50 to 97.52, first 4s at 96.24 to 96.32 and second 4s at 96.04 to 96.16.

NEW YORK STOCKS

Chandler Brothers and Company, members of New York and Philadelphia Stock Exchanges—3 North Market Square, Harrisburg; 1336 Chestnut street, Philadelphia; 34 Pine street, New York—furnish the following quotations:

	Open.	2 P. M.
Allis Chalmers	25¼	24⅝
American Can	40¾	40½
Am Car and Foundry	76⅝	76½
Amer Smelting	81	81⅝
American Sugar	105	104⅛
Amer Woolens	54½	53¾
Anaconda	63¾	63½
Atchison	85	85
Baldwin Locomotive	76	76
Baltimore and Ohio	55	55
Bethlehem Steel (B)	77¼	77
Butte Copper	22⅞	23½
Central Leather	70	70
Chesapeake and Ohio	58⅞	58⅞
Chi, Mil and St Paul	42¼	42⅛
Chicago, R I and Pacific	21⅝	21⅝
Corn Products	35⅜	35⅞
Crucible Steel	63¼	63⅜
Distilling Securities	38¾	38
General Motors	126¼	124½
Great Northern pfd	91½	91
Great Northern Ore subs	28½	29
Hide and Leather pfd	60	60
Inspiration Copper	44⅞	44⅝
Lackawanna Steel	79⅝	79¾
Merc War Ctfs pfd	97⅝	97¾
Mex Petroleum	97	98
Miami Copper	30⅞	30⅞
Midvale Steel	44¾	44¾
New York Central	72⅜	72⅝
N Y, N H and H	29¼	29½
Norfolk and Western	104¼	104⅜
Pacific Mail	29	29¼
Pennsylvania Railroad	44¾	44⅞
Reading	81¼	81⅛
Republic Iron and Steel	78⅞	79
Southern Pacific	86½	86½
Southern Ry	24⅜	24¼
Studebaker	45¾	46⅛
Union Pacific	121¼	122¾
U S I Alcohol	120¾	120½
U S Rubber	55½	55
U S Steel	91	90⅞
Utah Copper	79⅝	80
Westinghouse Mfg	41¼	41½
Willys-Overland	18¾	18½

MANY DEMANDS ON MAIL SERVICE

Postmaster Sites Asks Businessmen to Co-operate Far as Possible

Earlier attention to business letters and mail is urged by Postmaster Frank C. Sites. In a letter issued today he points out delays caused by holding mail until close of buisness each day. The letter says:

"At the beginning of the war the Post Office Department announced its opposition to any curtailment or restriction of the postal service, and in the face of adverse conditions has endeavored to maintain this policy. The disarrangement of traffic conditions throughout the country incident to war is no doubt generally recognized, but it is felt that if one feature is brought clearly to the attention of the business world much benefit will result to all.

"Rearrangements effected from time to time with a view to expediting shipments of war material have brought about a large reduction in facilities available for transportation of the mails. This, in connection with the abnormal increase in bulk of mailings, has resulted in greatly overburdening the service during some portions of the day and in delay and congestion at some points.

"At present it is the practice of many businessmen and firms to hold practically all outgoing mail until late afternoon or early evening hours. This necessitates the facing, cancellation, distribution, pouching and dispatching of from sixty to eighty per cent. of all outgoing matter within a period of three or four hours. It is apparent that if this work could be distributed over twelve or fourteen hours not only would it be handled with greater facility but its dispatch would be hastened many hours.

"The loss and inconvenience which might result from such delay is fully realized and for this reason every effort is made by this office to render the best service possible in the circumstances. It is possible that the manner in which mailings are deposited has never been made the subject of study by the business world.

"In view of these statements may I not urge upon you the necessity of depositing your mail in the post office or street collection boxes not only earlier in the day, but as frequently as may be feasible. It would also tend to relieve congestion and facilitate the handling and dispatch of the mails if heavy mailers would make it a regular practice to have all letters and circular mail, as well as catalogs, pamphlets, etc., bearing uncanceled stamps, properly faced and tied for cancellation, with the short and long letters separated.

"The Post office Department desires to emphasize the fact that it is not urging this action as an economical measure, but for the purpose of meeting, as far as possible, the present complicated situation incident to war activities."

PHILADELPHIA PRODUCE

By Associated Press

Philadelphia, March 13. — Wheat — Market quiet; No. 1, red, $2.27; No. 1, soft, red, $2.25; No. 2, red, $2.24; No. 2, soft, red, $2.22.

Corn — Scarce and firm; No. 3, yellow, $2.03@2.05; No. 4, yellow, $2.02@2.03.

Oats — Firm, with good demand; No. 2, white, $1.06@1.07; No. 3, white, $1.05½@1.06.

Bran — The market is steady; soft winter, per ton, $46.50@47.00; spring, per ton, $44.00@45.00.

Butter — The market is unchanged; western, creamery, extras, 45c; nearby prints, 49c.

Eggs — Higher; Pennsylvania, and other nearby firsts, free cases, $12.00 per case; do., curent receipts, free cases, $11.70 per case; western, extras, firsts, free cases, $12.00 per case; do., firsts, free cases, $11.70 per case; fancy, selected, packed, 43@45c per dozen.

Cheese — The market is dull; New York, full cream, choice to fancy, 23@25½c.

Refined Sugars — Market quiet; powdered, 8.45c; extra fine, granulated, 7.45c.

Live Poultry — Firm, good demand; fowls, 30@34c; young, soft-meated roosters, 35@40c; young, staggy roosters, 30@32c; old roosters, 28@30c; spring chickens, 23@24c; ducks, Peking, 35@38c; do., Indian Runner, 30@32c; turkeys, 27@28c; geese, nearby, 34@38c; western, 34@38c.

Dressed Poultry — Market firm, with a good demand; turkeys, nearby, choice to fancy, 39@40c; do., fair to good, 32@37c; do., old, 37@38c; do., western, choice to fancy, 37@38c; do., fair to good, 32@36c; do., old toms, 30c; old, common, 40c; frozen fowls, fancy, 35@36c; good to choice, 32@33c; do., small sizes, 28@30c; old roosters, 27c; frozen broiling chickens, nearby, 34@42c; western, 34@36c; frozen roasting chickens, 28@32c; ducks, nearby, 25@32c; do., western, 28@32c; geese, nearby, 26@28c; western, 25@27c.

Tallow — Market dull and weak; city, prime, in tierces, 16½c; city special, loose, 17c; country, prime, 16c; dark, 15¼@15¾c; edible, in tierces, 17½@18c.

Potatoes — Dull and weak; New Jersey, No. 1, per basket, 40@60c (33 lbs.); New Jersey, No. 2, per basket, 25@35c; New Jersey, per 100 lbs., $1.80@2.20; Pennsylvania, per 100 lbs., $1.50@1.70; New York, per 100 lbs., $1.50@1.70; western, per 100 lbs., $1.40@1.60.

Flour — Scarce and firm; winter wheat, 100 per cent. flour, $11.00@11.50 per barrel; Kansas wheat, 100 per cent. flour, $11.25@11.50 per barrel; spring wheat, 100 per cent. flour, $10.50@11.50 per barrel.

Hay — Scarce and firm; timothy, No. 1, large bales, $31.00@32.00 per ton; No. 2, $29.00@30.00 per ton; No. 3, $26.00@27.00 per ton; sample, $21.00@23.00 per ton; no grade, $17.0@19.00 per ton.

Clover — Light, mixed, $29.00@30.00; No. 1, light, mixed, $27.50@28.50; No. 2, light, mixed, $24.50@25.50.

CHICAGO CATTLE

By Associated Press

Chicago, March 13. — Cattle — Receipts, 9,000; strong. Native beef steers, $8.90@14.15; stockers and feeders, $8.10@12.00; cows and heifers, $6.85@12.00; calves, $9.50@15.00.

Sheep — Receipts, 8,000; strong. Sheep, $10.90@13.90; lambs, $14.50@18.30.

Hogs — Receipts, 38,000; unsettled. Bulk of sales, $16.60@17.40; light, $17.15@17.85; mixed, $16.35@17.70; heavy, $16.00@17.15; rough, $16.00@16.15; pigs, $13.75@17.40.

CHICAGO BOARD OF TRADE

By Associated Press

Chicago, March 13.—Board of Trade closing:

Corn—March, 1.28; May, 1.27⅛.

Oats—March, 91⅝; May, 89.

Pork—May, 48.50.

Lard—May, 26.07; July, 26.27.

Ribs—May, 24.92; July, 25.30.

Institutions of State Warned to Save Food; Construction Work Stops

The State Board of Public Charities to-day following a conference with Governor Brumbaugh issued notice to the 800 institutions coming under its supervision to conserve food. The notice drawn by President Francis J. Torrance is as follows: "To waste food is sinful, unlawful, disloyal. Strict compliance with federal food laws is required. Violation of these instructions will be prosecuted."

Mr. Torrance announced that the Governor had approved the plan of the board not to do any permanent construction at the new Western State Hospital for the Insane near Blairsville intersection during the war because of high price of materials, but to remodel the barn and other buildings for temporary use. The board announced that the station at the new hospital had been called Woodbury in honor of Dr. Frank Woodbury, of Philadelphia, expert alienist of the board.

Persing Asks Special Engineer Units For Work on Waterways

By Associated Press

Washington, March 13.—The Inland Waterway system of France in the region occupied by American troops, will be used for transporting some of General Pershing's supplies. A request from General Pershing calls for the organization here of special engineer units for the operation and maintenance of the canals.

The new units probably will be known as inland waterway companies. Men trained on American canals and rivers will be sought to fill up the ranks of the companies and canal engineers will be selected as officers.

Seek Source of New Smallpox Contagion

While no new cases of smallpox have been reported to city health authorities, the officials are making every effort to locate the source of the contagion which has resulted in almost a score of cases during the last few months. The family which yesterday refused to be vaccinated when the officers went over an uptown district, finally consented when the house was put under quarantine.

HENRY BOWE

Funeral services for Henry W. Bowe, aged 52, who died at Philadelphia, were held here this afternoon from the funeral parlors of W. J. Hooper, 604 Forster street. The body was brought here from Philadelphia yesterday. Burial was made in the Lincoln Cemetery.

CITY LOSES IN BENEFIT SUIT

First Case to Assess Property Owners For Proposed Improvements Fails

The first suit brought by the city against a property owner on the east side of Front street, to assess benefits because of the Hardscrabble improvements, resulted in a verdict in favor of the property owner, Mrs. Katie G. Raymond, the jury by its decision indicating in the case which was heard, that no benefits accrued by reason of the proposed development. The second case on the list brought against John A. McAlister, was started this afternoon. The jury in the suit of Claude E. Neidig against W. J. Marks, brought in a verdict in favor of the defendant.

Notice of Hearing—Notice of the hearing to be held April 10, in connection with the plan to abolish three grade crossings in Derry township, east of Hummelstown, and at Swatara Station, has been sent to the county commissioners. A representative from the office will probably attend the session.

Many Juvenile Cases—With only part of the list prepared for juvenile court, which will be held March 28, there are thirty-one boys and girls who will be arraigned before Judge McCarrell.

Fill Vacancies—Two vacancies were filled to-day by the court, Harry C. Miller being named as constable for the West Ward, Williamstown, succeeding Enoch Williams. David C. Devlin was appointed registry assessor for the Second ward, Second precinct, Steelton, succeeding W. B. Stehman.

To Enforce Speed Laws—The county commissioners to-day discussed plans for enforcing the speed limit restrictions for traffic across bridges in the county. A number of violations have been reported recently, one of them resulting in an accident.

To Study Assessments—County officials to-day said they will make a study of the system of assessment of coal lands used in other nearby counties before passing on the figures which will be submitted in the 1918 triennial assessment in this county. It has not been decided whether an expert will be secured to handle this part of the work.

First of Murder Trials to Open Next Monday

The trial of Frederick Richcreek, held on a charge of murdering an old junk peddler along the towpath of a canal near Middletown, will be started next Monday when criminal court opens, District Attorney Michael E. Stroup announced to-day.

Richcreek was convicted months ago of first degree murder, but was granted a new trial by Judge McCarrell. It has not been decided whether any of the other four defendants held on murder charges, will be called, it was said at the District Attorney's office.

BANK STATEMENTS

REPORT OF CONDITION OF THE MERCHANTS' NATIONAL BANK at Harrisburg in the State of Pennsylvania, at the close of business on March 4, 1918.

RESOURCES

1. a Loans and discounts (except those shown in b and c)		$641,823 30
2. Overdrafts, unsecured		18 45
5. U. S. bonds (other than Liberty Bonds of 1917):		
a. U. S. bonds deposited to secure circulation (par value)		100,000 00
6. Liberty loan bonds:		
a. Liberty Loan Bonds, 3½ per cent and 4 per cent, unpledged		45,800 00
7. Bonds, securities, etc., (other than U. S.):		
b Bonds other than U. S. bonds pledged to secure postal savings deposits	$10,000 00	
e Securities other than U. S. bonds (not including stocks) owned unpledged	298,389 25	
Total bonds, securities, etc.		308,389 25
9. Stock of Federal Reserve Bank (50 per cent. of subscription)		9,750 00
10. b Equity in banking house		30,000 00
11. Furniture and fixtures		18,000 00
13. Lawful reserve with Federal Reserve Bank		56,115 33
15. Cash in vault and net amounts due from national banks		98,573 74
16. Net amounts due from banks, bankers, and trust companies other than included in Items 13 and 15		8,665 03
17. Exchanges for clearing house		22,271 76
Total of Items 15, 16, 17	$129,510 53	
19. Checks on banks located outside of city or town of reporting bank and other cash items		25,513 66
20 Redemption fund with U. S. Treasurer and due from U. S. Treasurer		6,000 00
22. War Savings Certificates and Thrift Stamps actually owned		211 21
Total		$1,371,131 73

LIABILITIES

24. Capital stock paid in		$100,000 00
25. Surplus fund		225,000 00
26. a. Undivided profits	$75,713 78	
b. Less current expenses, interest and taxes paid	5,437 18	
		70,276 60
30. Circulating notes outstanding		100,000 00
32. Net amounts due to National banks		1,273 94
33. Net amounts due to banks, bankers, and trust companies (other than included in Item 32)		33,931 29
Total of items 32 and 33	$35,205 23	
Demand deposits (other than bank deposits) subject to Reserve (deposits payable within 30 days):		
34. Individual deposits subject to check		508,239 98
36. Certified checks		894 40
37. Cashier's checks outstanding		9,405 69
Total of demand deposits (other than bank deposits) subject to Reserve, Items 34, 35, 36, 37, 38, 39 40 and 41	$518,540 07	
Time deposits subject to Reserve (payable after 30 days, or subject to 30 days or more notice, and postal savings):		
42. Certificates of deposit (other than for money borrowed)		314,662 70
44. Postal savings deposits		7,447 13
Total of time deposits subject to Reserve, Items 42, 43, 44 and 45	$322,109 83	
Total		$1,371,131 73

State of Pennsylvania, County of Dauphin, ss:

I, H. O. Miller, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

H. O. MILLER, Cashier.

Subscribed and sworn to before me this 13th day of March, 1918.

H. B. MUMMA, Notary Public.

[Notarial Seal.] My commission expires March 9, 1919.

Correct—Attest:

W. M. DONALDSON,
JOHN F. DAPP,
LOUIS DELLONE,
Directors.

LEGAL NOTICES

NOTICE — Letters Testamentary on the Estate of Clara J. Hershey, late of Steelton, Dauphin County, Pa., deceased, having been granted to the undersigned, residing in Bethlehem, Pa., all persons indebted to said Estate are requested to make immediate payment, and those having claims will present them for settlement, to

GRACE HERSHEY HOLTON, Executrix.
Or to
H. L. DRESS, Attorney,
Steelton Trust Co. Bldg.,
Steelton, Pa.

EXECUTOR'S NOTICE

Estate of Rebecca L. Miller, late of Harrisburg, Pa.

Letters testamentary upon the estate aforesaid have been granted to the undersigned, residing in said city. All persons having claims or demands against the said estate will make known the same, and all persons indebted to said estate will make payment, without delay, to

JOSEPH F. MILLER,
H. O. MILLER,
CHARLES C. CRAIGHEAD.

OFFICE OF COUNTY CONTROLLER, Harrisburg, Pa. March 13, 1918.

PRIMARY BALLOTS AND SUPPLIES

Sealed bids will be received by the County Controller, Room 13, Court House, Harrisburg, Pa., until 10 o'clock A. M., Monday, March 25, 1918, for printing and furnishing 85,000, more or less, official and specimen ballots.

The official ballots to be bound in books of one hundred (100) each, for the ensuing Spring Primary to be held on Tuesday, May 21, 1918. One form of the ballot of each district must be delivered to the Commissioners on or before Thursday, May 9, 1918, and all ballots, official and specimen, must be delivered at the Commissioners office by 12 o'clock noon, Tuesday, May 14, 1918. Full information as to the number of official ballots and specimen ballots required for each voting district can be had from the undersigned. A certified check equal to 50 per cent. of the bid price, drawn to the order of the Dauphin County Commissioners must accompany each bid.

The successful bidder will have five days after the award of the contract to file his bond for the full bid price.

Also at the same time and place sealed bids will be received for one hundred and twenty-eight (128) complete sets of Primary Election Supplies, including Penalty Cards and Cards of Instructions, same to be delivered at the Commissioners' office by 12 o'clock noon, Tuesday, May 14, 1918. The names of all candidates, including State, City and County Committeemen, to be printed on the Tally, Returns and Statement Sheets, also Computation Books for each party, including the Non-Partisan, as per sample in County Commissioners' Office. Certified check equal to 50 per cent. of the bid price, drawn to the order of the Dauphin County Commissioners must accompany each bid. The successful bidder will have five days after the award of the contract to file his bond for the full bid price.

The right is reserved to reject any or all bids.

HENRY W. GOUGH,
County Controller.

LEGAL NOTICES

LETTERS TESTAMENTARY on the estate of Sadie E. Snyder, late of the Borough of Camp Hill, Cumberland County, Pennsylvania, deceased, having been granted to the undersigned by the Register of Wills of said county, all persons indebted to said estate are requested to make payment, and those having claims to present the same without delay, to

VIOLA MAY SHIPLEY, Executrix,
Or Camp Hill, Pa.
B. F. UMBERGER,
her attorney, 108
N. Second Street,
Harrisburg, Pa.

You Need Ask No Favors You Give 'Em

When You Own a D-E Worm Drive Motor Truck

All roads and loads look alike. You start on time—you return on time. Traffic congestion, embargoes or lost freight don't bother the man who owns a D-E.

BUILT THE BEST THAT EXPERTS KNOW HOW

Take an hour and look it over. We'll abide by your judgment. We court comparison.

MONN BROS.
DISTRIBUTORS
Crow-Elkhart Passenger Cars
STAR GARAGE 123 S. 13TH

King Of Fruits

AMONG all fruits grown, the apple is king.

It is the most useful as well as the most wholesome for general consumption among all classes of people.

Ask for our Famous Adams County Apples.

United Ice & Coal Co.,
Distributors

9.30 o'Clock in the Morning
D. B. KIEFFER & CO.'S

PUBLIC SALE!

WEST VIRGINIA AND FRANKLIN COUNTY HORSES, COLTS AND MULES

Friday Morning, March 15, '18

AT 9.30 A. M. AT THE FARMERS HOTEL, M. SNYDER, PROP.

MIDDLETOWN, PA.

One Carload of West Virginia Horses and Colts, bought by C. G. Grove and Son, of Martinsburg, W. Va. They advise us that they are shipping us one of the best loads of Virginia Horses and Colts, with more Size, Shape, Weight, Bone and Quality that they have shipped this season, each and every one a good one, with class and shape all over and with two good ends and a middle. They will consist of the Good, Big, Rugged Feeders, All-Purpose Horses, Farm Chunks, Single-line Leaders, and Carriage Horses.

They make special mention of six good, big Dapple Gray Horses that are hard to beat; six good, big Bay Horses with class all over; two Sorrel Horses, a pair that will make a show team; one Sorrel Horse, one of the fanciest driving horses Mr. Grove has bought in a long time. The balance will consist of all rich colored ones—bays, roans and browns. These horses are mostly all broke to harness and ready to go to work and at the same time can be made ready for the spring trade, as you all know how short a time it takes to have them ready for the market, and are money makers for anyone in the market for a good horse or colt. These Horses and Colts range in age from three to six years and will have them weighing from 1100 to 1600 pounds each.

One carload of Franklin County Horses bought by A. B. Cressler and W. M. Grove, of Shippensburg, Pa., who advise us that they will have a load of the real kind. They will consist of the Good, Big, Finished Draft Horses, Wagon Horses, All-Purpose Horses, Single-Line Leaders and a few Carriage Horses; also a few Good, Big, Rugged Feeders with Size and Shape. Will have a few Good, Big, Closely-Mated Teams in Grays, Bays and Blacks. These Horses range in age from four to eight years and will have them weighing up to 1600 pounds each.

P. S.—If in the market for a good Franklin County horse or two, don't miss this consignment, as Mr. Cressler and Mr. Grove put forth every effort in buying this load of horses and you will find a class of horses hard to beat for Size, Shape, Weight and Conformation.

25 Head of Mules of all kinds, ranging in age from three to fifteen years, and weighing from 1800 to 2500 pounds to the pair; consisting of Closely-Mated Teams, one of each team a single-line leader; a few good single mules; also a few pairs of good, second-hand mules. Will have some good, sm