## Additional Classified Ads on Opposite Page

### AUTOMOBILES

$817 FORD CARS — Touring, $875.00.

Harley-Davidson Twin, with sidecar, $250.00.

Get acquainted with me. Save money on any used machine wanted. Simon Horst, Linglestown, Pa.

### OLD AUTOS

Wanted: used, wrecked or oldtimers, in any condition. See me before sacrificing elsewhere. Chelsea Auto Wrecking, A. Schiffman, 22, 24, 26 North Cameron street. Bell 3633.

WM. PENN GARAGE

604-6 Muench street. Limousines for funeral parties and balls; careful drivers; open day and night. Bell 1564.

KEYSTONE AUTO TOP CO — All sorts of auto top and cushion work done by experts; also repair work. Reasonable rates. 72-78 South Cameron street.

WANTED — All kinds of used auto tires. We pay highest cash prices. No junk. H. Esterbrook, 912 North Third street. Dial 4990.

FOR SALE — 1916 Model Oldsmobile Eight Touring; 4 tires practically new; 2 extra tires; newly painted; in fine condition; a bargain. K. W. Lashcar, Millersburg, Pa.

FEDERAL GARAGE

Automobile Repairing.

No job too small.
Let us do your work.
Ford Specialty.
Both Phones.

FEDERAL GARAGE,

Court and Cranberry Streets.

BARGAINS

Premier, 1918, electric gear shift, in 5,100 miles; 7-passenger.
Hudson 6-54, roadster; five new tires.
Denby 2½-ton trucks, overhauled, in fine condition; dump body.
Packard, 1-ton.
Reo, 2-ton.
Other used trucks on hand. Full line of Denby chassis.
DENBY SALES CORPORATION,
1205 CAPITAL STREET.

FOR SALE

FOR SALE — Ford Truck, Buick touring Car, 1917; 1917 Velie; also 1918 Oakland Touring Car. Rex Garage & Supply Co., 1917 North Third street.

MICHIGAN 40 Touring Car, in excellent shape. Will be sold at a bargain. This car is electrically equipped. 1918 Buick Roadster, in A1 shape; cannot be told from new. 1916 Ford Touring Car, extra tire, $340. Chelsea Auto Wrecking Co., 22-26 North Cameron street.

SECOND-HAND TRUCKS AND PLEASURE CARS FOR SALE—Ford 1-ton trucks, 2-ton Autocar truck, 2-ton Republic truck, 4-passenger Mitchell club roadster, 7-passenger Haynes touring car. International Harvester Company of America, Truck Department, 619 Walnut street.

### GARAGES ACCESSORIES AND REPAIRS

DREADNAUGHT 5,000-MILE TIRES

| | | |
|---|---|---|
| 30x3 | Ribbed Tread | $13.88 |
| 30x3½ | " " | 17.10 |
| 32x3½ | " " | 20.63 |
| 31x4 | " " | 26.28 |
| 32x4 | " " | 26.82 |
| 33x4 | " " | 27.60 |
| 34x4 | " " | 28.43 |
| 35x4½ | " " | 38.52 |
| 36x4½ | " " | 40.32 |
| 30x3 | Vacuum Tread | 15.53 |
| 30x3½ | " " | 18.68 |
| 32x3½ | " " | 22.43 |
| 31x4 | " " | 25.61 |
| 32x4 | " " | 29.14 |
| 33x4 | " " | 30.60 |
| 34x4 | " " | 31.88 |
| 35x4½ | " " | 42.45 |
| 36x4½ | " " | 44.07 |

DAYTON CYCLE CO.,
912 N. Third St. Dial 4990.

SUNSHINE GARAGE — Auto repairing by an expert. Road jobs a specialty. Charges reasonable. Both phones. Sunshine Garage, 27 North Cameron street.

AUTO RADIATORS of all kinds repaired by specialists. Also fenders, lamps, etc. Best service in town, Harrisburg Auto Radiator Works, 805 North Third street.

AUTOMOBILE STORAGE — Modern brick garage, 803 James street. Office, 810 North Third street. Dial phone 1839. Also private garage at 21 North Sixth street, in rear.

### MOTORCYCLES AND BICYCLES

BICYCLE REPAIRING
BY AN EXPERT
ALL WORK GUARANTEED.
DORY SHANER,
WITH
ANDREW REDMOND
1507 NORTH THIRD ST.

MAGNETOS — All types; 4 and 6 Bosch high tension, Eishmann, Dixey, Splitdorf, Mea, Remy and different makes of coils, carburetors, etc. A. Schiffman, 22-24-26 North Cameron street. Bell 3633.

### MOTORCYCLES AND BICYCLES

FOR SALE — REAL MOTORCYCLE BARGAINS

One 1917 Harley-Davidson, with sidecar.
One 1917 Indian, with sidecar.
One 1916 Indian, with sidecar.
One used Delivery Van.
One single-cylinder Excelsior.
All above machines are in first-class condition, and will be sold very cheap. Call at 1227 North Sixth street.

### PUBLIC NOTICE

WANTED — To know the whereabouts of Annie Ingle, formerly Annie Calhoun. She can learn something to her advantage by writing G. H. Medford, Clovis, N. M.

### LEGAL NOTICES

NOTICE is hereby given that application will be made to the Governor of Pennsylvania on March 27, 1919, under the provisions of an Act of Assembly entitled "An act to provide for the incorporation and regulation of certain corporations," approved April 29, 1874, and its supplements, for a charter for an intended corporation to be called the KEYSTONE TRACTOR AND IMPLEMENT COMPANY, the character and object of which is the purchase, sale and dealing in automobiles, trucks, tractors and farming implements, and parts thereof and accessories thereto; and for these purposes to have, possess and enjoy all the rights, benefits and privileges of said Act of Assembly and its supplements conferred.

CHARLES C. STROH,
Solicitor.

CHARTER NOTICE

Notice is hereby given that an application will be made to the Governor of the state of Pennsylvania on Thursday, the 10th day of April, 1919, under the Act of Assembly of the Commonwealth of Pennsylvania entitled "An Act to provide for the incorporation and regulation of certain corporations," approved April 29, 1874, and the supplements thereto, for the charter of an intended corporation to be called the "PENN-HARRIS TAXI SERVICE COMPANY," the character and object of which is the transaction of a general taxicab and taxi service business in all its branches, in the transportation of persons and property, and the transaction of all such business as is necessary and incidental thereto, and for these purposes to have, possess, and enjoy all the rights, benefits ,and privileges of the said Act of Assembly and its supplements.

HORACE A. SEGELBAUM,
Solicitor.

NOTICE

NOTICE is hereby given that Letters of Administration on the Estate of IDA GARONZIK, late of the City of Harrisburg, County of Dauphin, and State of Pennsylvania, deceased, have been granted to D. GARONZIK and Harry Garonzik, residents of said City of Harrisburg, Pennsylvania, to whom all persons indebted to said Estate are requested to make payment, and all those having claims or demands will make known the same without delay.

D. GARONZIK,
HARRY GARONZIK,
Administrators.
Or
BEIDLEMAN & HULL,
Attorneys,
Kunkel Bldg.,
Harrisburg, Pa.

NOTICE is hereby given that a special meeting of the stockholders of J. HORACE McFARLAND COMPANY will be held at the principal office of the company in Harrisburg, Pa., on the 28th day of March, 1919, at 3.30 P. M., for the purpose of voting for or against an increase in the capital stock of the company from $125,000 to $200,000; the creation of a new issue of Preferred Capital Stock, and to provide for the redemption of the present outstanding Preferred Capital Stock of the company.

J. HORACE McFARLAND,
Secretary.

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

CHAS. WIESMAN,
MARY RUDER,
Executors,
1160 Mulberry Street.
Or,
HARVEY E. KNUPP, Attorney,
3 Russ Building,
Harrisburg, Pa.

### REGISTER'S NOTICE

Notice is hereby given to all persons interested in the following Executor's, Administrator's, Guardian's and Trustee's Accounts, which have been duly passed and remain on file in the Register's Office of Dauphin County, said accounts will be presented to the Orphans' Court for confirmation on Tuesday, March 25, 1919, at 10 a. m.

| Estate of | Accountant | Account. |
|---|---|---|
| —Shaffer, Anna Elizabeth | William H. Reed, Administrator | First & Final |
| —Deeter, J. Newton | Lile G. Deeter, Administrator C. T. A. | Final Account |
| —Mayes, Thomas E. | Clarence W. Sylvester, Guardian of Margaret Willow Mayes | First & Final |
| —Fisher, Sarah E. | Millard F. Harlan, Administra C. T. A | First & Final |
| —Trosic, Fabryn | William J. Urich, Administrator | First & Final |
| —Cover, Earl C. | Martha M. Cover, Administratrix | First & Final |
| —Eberley, Mary C. | Dauphin Deposit Trust Co., Administrator C. T. A. | First & Final |
| —Bomgardner, John A. | John N. Bomgardner, Administrator | First & Final |
| —Pantania (Pantano) Lucania | Security Trust Co., Administrator | First & Final |
| —Croll, Annie M. | E. Hollis Croll, Executor | First & Final |
| —Pell, William M. | Verna M. Horley, Executrix | First & Final |
| —Painter, Mary Ann | William Painter, Administrator | First & Final |
| —Balsbaugh, Samuel | Mary Blouch, Elizabeth Balsbaugh, Alice Sheffer and Sadie Cassel, Executrices | Second & Final |
| —Watt, Charles N. | Ella G. Watt, Administratrix | Account. |
| —Free, Elizabeth | Charles W. Blosser, Executor | Second & Final |
| —Saltsman, James D. | Bertie Maude Fry, Executrix | First & Final |
| —Thomas, D. N. | H. W. Thomas, Administrator C. T. A. | First & Final |
| —Rutherford, Edmund F. | William S. Rutherford, Administrator | First & Final |
| —Seiler, Francis S. | Philip B. Linn, Administrator d. b. n. c. t. a. | First & Final |
| —Dice, Noah | Charles L. Dice, Executor | First & Final |
| —Mountz, Laura R. | Elias K. Mountz, Administrator | First & Final |
| —Mace, Catherine | George L. Mace, Executor | First & Final |
| —Moffitt, Robert H. | John J. Moffitt and Paul Johnston, Administrators | First & Final |
| —Brenizer, Grace R. | J. Charles Brenizer, Executor | First & Final |
| —Keller, John G. | Frank A. Stees, Administrator c. t. a. | First & Final |
| —Ochs, Jakob | Steelton Trust Co., Administrator | First & Final |
| —Abercrombie, Wyman E. | Carrie S. Abercrombie, Administratrix | Account |
| —Welker, Henry | Isaiah S. Daniel, Administrator c. t. a. | First & Final |
| —Scheffer, Frederick W. | Commonwealth Trust Co., Administrator c. t. a. | First & Final |
| —Handshaw, Henry | Commonwealth Trust Co., Testamentary Trustee of James L. Handshaw | First & Final |
| —Fratts, John H. | Commonwealth Trust Co., Executor | First & Final |
| —Schoffstall, Elias | Commonwealth Trust Co., Guardian of Leroy Schoffstall, deceased | First & Final |
| —Heck, William H. | Commonwealth Trust Co., Guardian of Warren Heck, deceased | First & Final |
| —Hummel, George W. | Harrisburg Trust Co., Executor and Trustee | Fourth & Final |
| —Gingerich, G. Howard | D. H. Zorger, Guardian of Ianthea E. Gingerich and G. H. Gingerich, Jr. | Second & Final |
| —Feindt, Emma C. | Walter S. Young, Executor | First & Final |
| —Schott, Chas. Frederick | Ann E. Shott and Isaac Mossop, Executors | First & Final |
| —Moyer, Elizabeth U. | Frances B Moyer, Executrix | First & Final |
| —Bradley, John T. | Executor of Chas. A. Kunkel, (deceased), Trustee | Account |

Filed February 21, 1919.

EDWIN H. FISHER,
Register of Wills

## Busy Automobile Band Robs Restaurants, Holds Up Citizen; Takes Cash

*By Associated Press*

**New York,** March 17.—Four men in an automobile spent the early hours to-day robbing people and cash registers in busy sections of the city. Arriving at a saloon at Seventh avenue and One Hundred and Twenty-fourth street, they held up the proprietor and all his customers.

A few blocks away they stopped a citizen in the street and robbed him. A little later they entered a Broadway restaurant and stole all the money possessed by the manager, the cook and the patrons. In all, the bandits obtained $225 in cash and $400 worth of jewelry.

In each instance one man remained in the machine and kept the motor running, another stood watch nearby and the other two men did the robbing.

## Standing of the Crews

**HARRISBURG SIDE**

**Philadelphia Division.** — The 105 104, 114, 102, 107, 115, 116, 108, 128, crew to go first after - o'clock: 127, 122, 124 and 121.

Engineers for 104, 114.

Firemen for 121.

Brakemen for 104, 107, 108, 116, and 127.

Engineers up: Gaeckler, Bair, Stauffer, Frickman, Miller, Baston, Andrews, Koleman, Shaub, Brown, Shoaff, Broome, Bickel, Gemmill, McDonald, Lefever, Wiker, Shocker.

Firemen up Vogelsong, Frank Eckman, Stricker, ston, Kase, Kirchoff, Detweiler, Cramer, Shishkoff, Dickover, Kuntz, Cresswell, Varner, Copp, Hatton, Falk, Moyer, Cushing.

Conductors up: Reed, Boyle, Rife.

Brakemen up: Espenshade, Funston, Wood, Enders, Etzwiler, Mongan, Belford, Murphy, Weiker, Hackman, Bilton, Cross, Altemus, Zimmerman, Maurer, Smith, E. L. Craver, Reigel, College, Boughter, Werdt, Seymour.

**Middle Division** — The 19 crew to go first after 1 o'clock: 25, 26, 20, 30, 15, 31, 16, 22, 33, 18, 35, 36 32.

Engineers wanted for 25, 26, 20, 15.

Conductors wanted for 19, 15, 33, and 32.

Brakemen wanted for 26 16, 22 and 32.

Engineers up: E. R. Snyder, Fisher, Blizzard, O. W. Snyder, Smith, Kline, Rathefone, Cook, Numer, Leppard, Burres, Peightal, Asper, Titler, Conder, Hawk, Tettemer, Brink, Peters, Swigart, Buckwalter, Leib.

Firemen up: Huss, Markel, Keiter, Morris, Ulsh, Glay, Elicker, Gant, Hornsby, Primm, Gilbert, Haskens, Arnold, Gross, Russ, Seeger, Hancock, C. A. Rhine.

Brakemen up: Shade, Lantz, Bell, Baker, Roushe, Dare, Hemminger, Danner, Foltz, Fenical, Zimmerman, Blace, Rhoads.

**Yard Board**—Engineers for 5C, 12C and 23C.

Firemen for 12C, and 18C.

Engineers up: Sayford, Beckwith.

Firemen up: Speese, Whichello, Stine, Ross, Brinkley, Mell, Engle, Kruger, N. Lauver, Dell, Gormley, Wirt, Klineyoung, J. E. Lauver.

**ENOLA SIDE**

**Philadelphia Division.** — The 226 crew first to go after 1.15 o'clock: 224, 228, 207, 250, 203, 223, 235, 210, 218, 244, 221, 222 201, 239, 230, 238, 211, 245, 242, 236, 241, 251, 204, 209, 252 and 234.

Engineers for 204, 2211, 226, 228, 238 and 249.

Firemen for 230.

Conductors for 231, 203, 210, 232, 230, 204, 209.

Flagmen for 210, 242, 236, 209.

Brakemen for 226, 224, 208, 235, 210, 218, 244, 201, 230, 245, 241, 251, 252 and 234.

Brakemen up: Dorsett, Haines, Rutysill, Gutshall, Derrick, Spense, Vogelsong, Flowers, Simpson, Freedman, Howe, Vatuili, Gardner, J. F. Miller, Skiles, Williams Dellinger, Coulter, Carper.

**Middle Division**—The 120 crew to go first after 2.30 o'clock: 112, 103, 104, 116, 105, 102, 115, 123, 113.

Front end—107, 106, 118, 114.

Engineers for 102,

Firemen for 116, 123.

Conductors for 123.

Flagmen for 103, 116.

Brakemen for 112, 103 2) 104, 115 and 113.

**Yard Crews** — Engineers up: J. Holland, Branyan, Kauffman, Flickenger, Shuey, Curtis, Hinkle, Kling and Boyer.

Firemen up: Sanders, Rider, Kennedy, Albright, Meck, Haubaker.

Engineers for change crew, 2nd 104.

Firemen for 3rd 126, change crew.

**Middle Division**—Engineers up: F. McC. Hollenbaugh, James Keane, W. C. Graham, J. W. Smith, S. H. Alexander, C. L. Miller, H. F. Krepps, D. Keane, J. Crimmel, G. G. Keiser, J. Spotts, F. F. Schreck.

Engineers wanted for P-21, 669, 33 and 41.

Firemen up: S. H. Wright, J. R. Weibley, W. W. Beacham, George Masser, J. C. Richards, H. A. Schrauder, J. N. Ramsey, R. E. Look, D. F. Hudson, G. L. Huggins, J. L. Fritz, Roy Herr, C. F. Faust, R. F. Mohler.

Firemen wanted for 33, 6293, 35.

**Philadelphia Division**— Engineers up: B. A. Kennedy, H. W. Gillums, R. B. Welsh, C. R. Osmond, A. Hall, J. C. Davis, C. H. Seitz.

Firemen up: J. M. White, M. G. Shaffner E. D. McNeal, C. E. Britcher, W. E. Althouse, M. Stoner.

**Williamsport Division** — Engineers up: E. E. Bastian.

Firemen up: J. L. Manghes, A. Hanpy, C. E. Smith.

Firemen wanted for 577.

**THE READING**

The 61 crew to go first after 12.15 o'clock, 5, 8, 7, 3, 68, 58, 62, ½9, 66.

Engineers for 6, 2, 66

Engineers for 62, 66.

Firemen for 53, 55, 61, 62, 66, 3, 5.

Conductors for 55 and 5.

Flagmen for 53, 55.

Brakemen for 53, 55, 61, 62, 66, 68, 69, 3, 5.

Engineers up: Hollenbach, Barnhart, Walton, Martin, Merman, Book, Kettner, Middaugh, Morrison, Massinoe.

Firemen up: Mintzer, Sheetz, Enterline, Heckman, Saul, Pitman, Grove, Myers, Orndorff, Kochnour, Vogelsong, Deckert.

Conductors up: Feifer, Smith, Hughes, Hilton.

Flagmen up: Stahl, Frank, McKisick, McLaughlin, Warren, Leibtru, Frampton, Weirny, Hains.

### LEGAL NOTICES

OFFICE OF THE STATE CAPITAL SAVINGS & LOAN ASSOCIATION
SPECIAL NOTICE TO STOCKHOLDERS

The board of directors of this Company has called a special meeting of its stockholders, to be held at the general office of the Company at 108 North Second Street, Harrisburg, Pa., on Thursday, the 20th day of March, 1919, at 2 o'clock P. M., for the purpose of voting for or against an increase of the capital stock.

JOHN P. MELICK,
Secretary.

## MARKETS

**NEW YORK STOCKS**

Chandler Brothers and Company, members of New York and Philadelphia Stock Echanges—3 North Market Square, Harrisburg; 336 Chestnut street, Philadelphia; 34 Pine street, New York — furnish the following quotations:

| | Open | Noon |
|---|---|---|
| Allis Chalmers ...A | 35⅜ | 34¾ |
| Amer.Beet Sugar | 75⅛ | 75⅛ |
| American Can. | 47½ | 47¼ |
| Am. Car and Fndry Co. | 90⅝ | 90¼ |
| Amer. Loco | 67 | 67¼ |
| Amer. Smelting | 66¼ | 67⅛ |
| Anaconda | 60 | 59⅞ |
| Baldwin Locomotive | 87¼ | 88⅜ |
| Cal. Petroleum | 26¾ | 27 |
| Canadian Pacific | 160½ | 160½ |
| Central Leather | 73 | 73 |
| Chesapeake and Ohio | 58½ | 58½ |
| Chicago, R. I. and Pacific | 24¼ | 24¼ |
| Chino Con. Copper | 33¾ | 33¾ |
| Col. Fuel and Iron | 44 | 43⅞ |
| Corn Products | 50¾ | 50¾ |
| Crucible Steel | 68⅜ | 68¼ |
| Distilling Securities | 65 | 63⅞ |
| General Motors | 166 | 164¼ |
| Goodrich, B. F. | 68⅜ | 67 |
| Great North, Pfd. | 94 | 94 |
| Great North. Ore, subs | 43⅛ | 43⅛ |
| Hide and Leather | 18 | 18 |
| Hide and Leather, Pfd. | 97 | 96 |
| Inspiration Copper | 45½ | 45⅞ |
| International Paper | 95½ | 95½ |
| Kennecott | 30⅛ | 30 |
| Lackawanna Steel | 69 | 69 |
| Lehigh Valley | 55½ | 55½ |
| Maxwell Motors | 39⅞ | 39¼ |
| Merc. War Ctfs | 25⅝ | 25¼ |
| Merc. War Ctfs, Pfd. | 110¼ | 109½ |
| Mex. Petroleum | 186 | 187¼ |
| Miami Copper | 22⅜ | 22¾ |
| Midvale Steel | 44½ | 44¼ |
| N. Y., N. H. and H. | 31 | 31 |
| Penna. R. R. | 44¾ | 45 |
| Pittsburgh Coal | 49½ | 49 |
| Railway Steel Spg. | 77 | 78⅞ |
| Ray Con. Copper | 19¼ | 19¼ |
| Reading | 84 | 84 |
| Republic Iron and Steel | 81⅛ | 81⅞ |
| Southern Pacific | 105⅝ | 105¾ |
| Southern Ry | 28½ | 28¾ |
| Studebaker | 63⅝ | 64¾ |
| Union Pacific | 129 | 129¾ |
| U. S. I. Alcohol | 142 | 140½ |
| U. S. Rubber | 86 | 85 |
| U. S. Steel | 95⅞ | 95⅜ |
| Utah Copper | 69½ | 69¼ |
| Virginia Car. Chem | 55¼ | 58⅜ |
| Westinghouse Mfg. | 45⅞ | 45⅞ |
| Willys-Overland | 28½ | 29¼ |

**PHILADELPHIA PRODUCE**
*By Associated Press*

**Philadelphia,** March 17. — Wheat — No. 1, soft, red, $2.29; No. 2, red, $2.24; No. 3, soft, red, $2.24.

Corn — The market is higher; No. 2, yellow, as to grade and location, $1.50@1.55.

Oats — The market is higher; No. 2, white, 72@72½c; No. 3, white, 70½@71c.

Butter — Market firm and higher; western, creamery, extras, firsts, 53c; nearby prints, fancy, 69@71c.

Refined Sugars — Market steady; powdered, 8.45c; extra fine granulated, 9c.

Eggs — Market lower; Pennsylvania and other nearby firsts, free cases, $12.15 per case; do., current receipts, free cases, $12.00 per case; western, extra, firsts, free cases, $12.00 per case; do., firsts, free cases, $12.00 per case; fancy, selected, packed, 45@47c per dozen.

Cheese — The market is firm; New York and Wisconsin, full milk, new, 33@34c; old, do., 34@37c.

Live Poultry — Market firm; fowls, 36@37c; spring chickens, larger sizes, 37@40c; fowls, not leghorns, 32@36c; white leghorns, 34@37c; young, antimated roosters, 32@33c; old roosters, 26@27c; staggy, young roosters, 28@31c; spring chickens, not leghorns, [illegible]; white leghorns, 29@30c; broiling chickens, 1½ to 2 pounds, 50@55c; larger, 50@55c; roasting chickens, 30@36c; ducks, Pekin, 42@45c; do., old, 30@33c; Indian Runners, 40@41c; spring ducks, Long Island, 34@36c; turkeys, 34@35c; geese, nearby, 30c; do., western 26@28c.

Dressed Poultry — The market is dull, fowls lower; turkeys, spring, choice, to fancy, 46@48c, do., western, choice to fancy, 45@46c, turkeys, fresh killed, fair to good, 40@42c; turkeys, common, 30@35c; old turkeys 40@42c; capons, seven to eight pounds, 44@45c; do., smaller sizes, 40@43c; fowls, fresh killed choice, to fancy, 35@36½c; do., smaller sizes, 28@32c; roosters, 24c, western roasting chickens, 27@37c; western broiling chickens, 42@44c; ducks, western, 38@40c; Pekin ducks, 38@40c; old ducks, 30@32c; Indian Runners, 36@37c; spring ducks, Long Island, 38@40c; geese, 26@30c.

Potatoes — Market dull and lower; New Jersey, No. 1, 65@80c per basket; do., No. 2, 50@60c per basket; do., 100-lb. bags, No. 1, $2.50@3.00 extra quality; do., No. 2, $1.50@2.25; Pennsylvania, No. 1 100 lbs., $1.55@2.00; do., per 100 lbs., fancy, $2.90@3.00; New Jersey, No. 1, per 100 lbs., $2.15@2.50; do., No. 2, 100 lbs., $1.25@1.75; western, per 100 lbs., $1.60@1.70; New York state, per 100 lbs., $1.75@1.90; Maine, per 100 lbs., $1.80@1.90; Delaware and Maryland, per 100 bag, 90c@$1.10; Michigan, per 100 lbs., $1.56@1.70; Florida, per barrel, $2.60@2.90; Florida, per bushel, hamper, 75@85c; Florida, per 150-lb. bags, $4.50@5.00; North Carolina, per barrel, $4.50@4.00; South Carolina, per barrel, $4.50@4.00; Norfolk, per barrel, $3.25; Eastern Shore, per barrel, $2.00@2.75; fancy, Macungie, No. 1, per barrel, $2.90@3.10; do., No. 2, per barrel, $1.25@1.50.

Tallow—The market is quiet; prime city, loose, 8c; prime country, 7½c; dark, 6½@7c; edible, in tierces, 12@12½c.

Flour — Firm, fair demand; winter straight, western, $10.25@10.50 per barrel; do., nearby, $9.60@10.00 per barrel; Kansas straight, $10.85@11.25; per barrel; do., short patents, $11.25@11.50 per barrel; spring, short patents, $11@11.50 per barrel; do., spring patents, $10.85@11.25 per barrel; spring, firsts, clear, $9.25@9.90 per barrel.

Hay — Scarce and firm; timothy, No. 1, large and small bales, $30.00@30.50 per ton; No. 2, do., $29.00@29.50 per ton; No. 3, do., $25.00@26.00 per ton.

Clover — Light mixed, $29.00@29.50 per ton; No. 1, do., $27.00@27.50 per ton; No. 2, do., $25.00@26.00 per ton.

Bran — Higher; soft winter, in 100-lb. sacks, $47.00@48.00 per ton; spring, do., $46.00@47.00 per ton.

**CHICAGO CATTLE**
*By Associated Press.*

**Chicago,** March 17.— (U. S. Bureau of Markets). — Hogs — Receipts, 42,000; market very uneven, but more active than early and averaging mostly steady with Saturday's general trade. Bulk of sales, $19.10@19.35; heavy weight, $19.30@19.55; medium weight, $19.15@19.35; light weight, $18.60@19.20; lights, $17.25@18.50; sows, $17.25@18.75; pigs, $16.50@17.50.

Cattle — Receipts, 18,000; good and choice beef steers and butchers' stock strong to 15c higher; others and feeders steady; calves, 50c lower; heavy beef steers, $12.00@20.35; light beef steers, $10.60@18.75; butchers' cows and heifers, $7.40@15.50; canners and cutters, $6.00@9.75; veal calves, $12.00@17.50; stockers and feeder steers, $8.25@15.00.

Sheep — Receipts, 19,000; market steady; best lambs held higher. Lambs, eighty-four pounds or less, $18.65@20.25; eighty-five pounds or better, $18.25@20.15; culls and common, $15.25@18.00; ewes, medium to choice, $11.50@14.50; culls and common, $6.00@11.25.

**CHICAGO BOARD OF TRADE**

**Chicago,** March 17.—Board of Trade closing:

Corn—May, 1.42; July, 1.35⅜.
Oats—May, 63⅜; July, 62¾.
Pork—May, 45.75; July, 42.70.
Lard—May, 27.55; July, 27.10.
Ribs—May, 25.17; July, 23.87.

**W. S. S. CAMPAIGN TO CONTINUE**

**Washington,** March 17. — Reports that the systematic War Savings campaign might be abandoned in some parts of the country were denied at War Savings headquarters here.

## WEST SHORE

## New Minister Installed in Marysville Charge

THE REV. J. C. REIGHARD

**Marysville,** Pa., March 17.—The Rev. J. C. Reighard, who has been in charge of the Marysville and Lutheran churches, constituting the Marysville charge, since September 1, 1918, was officially installed as pastor of the charge with special services in the Duncannon Christ Lutheran church in the morning and in the local Zion Lutheran church in the evening.

The Rev. C. T. Houtz, president of the Central Pennsylvania Synod of the Lutheran church and a member of the faculty of Susquehanna University, Selinsgrove, was in charge of the installation. The Rev. Mr. Reighard came to this charge after serving the Blain charge for thirteen years. He succeeds the Rev. S. L. Rice, who retired temporarily from the active ministry and is now living at Seven Stars, Adams county.

## Methodist Minister Ends Fifth Year at Marysville

**Marysville,** Pa., March 17.—The Rev. S. B. Bidlack was in charge of the last services of the conference year in the Methodist Episcopal church yesterday morning and evening and to-morrow morning will leave for Sunbury to attend the forty-seven annual conference of the church. The Rev. Mr. Bidlack has completed a continuous pastorate of five years here during which time the church has had a healthy growth.

The membership during that time has increased from 84 to 172, and the church has become a station whereas it had been one of three churches of a charge and the minister next year will receive a salary of $1,200 and parsonage. Improvements to the church and parsonage were made during five years to the approximate value of $1,140. During his pastorate, the Rev. Mr. Bidlack reports there were fifty baptisms, seven marriages and four deaths.

## People of Camp Hill Plan Summer Chautauqua

**Camp Hill,** March 17.—Camp Hill is assured of a Chautauqua this summer with the signing of twenty residents as guarantors at a meeting held in the firehouse.

The local movement is headed by R. E. Cahill and has the sanction of borough residents. According to present plans the Chautauqua tents will be placed on the large Camp Hill school playground, in Chestnut street near Herman avenue.

In order to get a seven-day Chautauqua entertainment here $1,150 must be raised. The Chautauqua program includes high-class entertainment.

## BLAME FOR WRECK FIXED IN REPORT

[Continued from First Page.]

attached to 3275, which had stopped at a water plug. It had been standing about ten minutes when 1566 ran into it.

"An investigation disclosed that the principal factors associated with the accident were the conduct of the engineman of 1566, the flagman of 3275 and the character of the block system controlling the operation of trains.

"The disaster occurred at a time when night signal indications are employed but no unfavorable weather conditions existed such as is produced by rain or fog.

"Approximately 3,100 feet west of the point of accident the engineman referred to passed a block signal in caution, or permissive, position. That is the signal indicated that one or more trains were in the block and that the engineman should operate his train under control. He states that he was running at a rate of about 18 miles an hour and that he could see a distance of 125 car lengths until he came into the glare of an electric headlight of an engine (1414), which was standing on the westbound track. This light, he says, limited his range of vision so that he only was 15 car lengths from the end of the cabin when he saw the flagman. His train consisted of 75 cars, and in his opinion he could have stopped it in 30 car lengths. His statement as to the headlight is contradicted by the engineman of 1414, who claims that the light was dimmed.

"In order to determine the extent to which high power headlights affect signal lights of flagmen, a demonstration was had at the scene of the accident on March 11, with operating conditions practically similar to those existing on the morning of the collision. A flagman was placed 718 feet from the end of the cabin and his signal was observed 1,400 feet distant with the electric light in full operation, and other demonstrations showed that the flagman's signal could be seen at a greater distance with the headlight dimmed.

"The flagman of 3275 stated that he was back 25 or 30 car lengths, but according to the engineman he was back only half that distance. Aside from these contradictory statements, however, the fact is admitted by the flagman that he failed to light fuses or place torpedoes as he is required to do when a train stops under circumstances in which it may be overtaken by another train.

"Under the manual block system in operation on the Trenton branch, a permissive signal is given one freight train to follow another in a block, and consequently the matter of preventing a collision largely devolves on the flagman. In the case of this accident it was proper for the engineman of 1566 to enter the block, but it is evident that he relied on the protection which he thought the flagman would provide and neglected to exercise the precaution which the situation demanded.

"The lengths of the blocks on this branch are from four to seven miles, and an additional safeguard would be supplied if they were re-arranged so as to require an approaching train to stop before entering a block occupied by another train."

## AUTOMOBILE SHOW IS BIG SUCCESS

[Continued from First Page.]

at some certain unit in the car that may be under discussion, for the cars are so set that there is plenty of room for everyone. This is due to the untireing efforts of the manager J. Clyde Myton to make this a show of real beauty. Even Andy Redmonds' booth is fine example of what can be done without crowding. (Andy is always so enthusiastic about showing his cars that he tries to get more in than his space will permit, and being the oldest dealer in the city, we cite his booth as an example of how even the dealers are keeping pace with the manufacturers along the lines of artistry.)

And the accessory booths—every last one of them is trying to out do his neighbor when it comes to looks. Beautifully decorated, greens and bunting galore, special designs, etc., these booths are fully on a par with the car displays. One booth that looked exceptionally good, extending a welcome to every one, was that of the Electra Garage where Gould Batteries are on display. In the center was a replica of an old time fire place banked with coal and fiery red simmering out from every angle. It looked—mind you we say looked—like a haven of comfort in a room that was unusually cool, for to all appearance here was HEAT. But as you got closer to the fire place and held out your hands to warm them there was no more heat there than in a refrigerator for —the beautiful red glow came from nothing more than an electric light concealed behind some red crepe paper. And even the Caloric Furnace at the West end of the building, which at a distance looked like heat, contained nothing more than a red electric light.

Speaking of heat by the way, last evening was one of the most dismal and dreary that has been experienced this year in Harrisburg. The dampness and cold were penetrating and this was the reason for the coolness in the big showroom. Mr. Hanson, the manager of the Overland-Harrisburg Company said that the cold there Saturday evening was out of the ordinary, due no doubt to the East wind that was driving the heat across the building into the repair shops and that no doubt the room would be much warmer when the weather was more favorable.

One of the features of the opening of the show was an address by Lieutenant-Governor Beidleman who spoke at some length of the splendid work accomplished by the Harrisburg Motor Dealers Association and the Motor Club of Harrisburg. He mentioned the fact that Harrisburg and vicinity was soon to see the result of the splendid vote cast last fall for Good Roads. He intimated that work would soon be started on the main highways—Paxtang and Highspire in particular—in this vicinity and that with the co-operation of borough officials and also that of the Government, Harrisburg can look forward to the best roads in the country.

Taking the show all in all the management and the show committee are certainly to be congratulated on the splendid results obtained and they are sure to be rewarded by the public in their splendid co-operation as was evidenced by Saturday evening's attendance.

The special displays of the famous liberty motor, as well as several rotary motors and the big army tank, created considerable comment and never failed to draw large crowds. One dissapointment for Saturday evening was the absence of the aeroplane that is to be on display. This was late in arriving and could not be unloaded in time to be placed in position Saturday, but it is promised to be ready for exhibition today.

Sales were unusually brisk Saturday evening. The first one to be brought to our attention was that made by Andy Redmond to Senator Penrose' private secretary. This gentleman purchased a Chandler Dispatch car which he will use in Washington.

The Rex Garage and Supply Company sold a Velie Six to a party who lives up-town.

M. L. Mumma showed a signed order for a Studebaker Six, that was taken shortly after the opening of the show.

There were a good many other orders taken and to use Saturday evening as a criterion for the show it is certain that there will be a good many more automobiles running around Harrisburg before long.

Several little incidents that happened at the entrance Saturday evening shows that the management is certainly doing things on a business basis. All dealers are issued a button that gains them admission to the show. Their employes have cards that admits them, and to put it in the word of J. Clyde Myton, "they MUST show them or pay their thirty cents." "Every one is a stranger to me out here" and several dealers as well as employes found that out too. One strapping big fellow came to the ticket taker and said that he was a member of a certain firm and that he hadn't received his button yet. This was nothing in the sweet young life of the ticket taker who in no uncertain terms told said gentlemen to produce his button or pay his thirty cents. We don't know whether said gentleman had the thirty cents or not—in his hurry to get to the show he might have left all his worldly posessions on the bureau when donning his evening suit—for the outcome of the incident was that he left his overcoat with the tisket taker until he hunted up one of the other partners of the firm and secured a button. Bet he has his button next time he wants in.

An announcement was made last evening that Mr. Davenport the famous caterer of Davenports Resturant, whose lunches and good things to eat are known all over the country, will open a lunch room at the show to take care of anyone who might get hungry. This is a welcome announcement to the many dealers who are so entranced with the good looks of their exhibit that they hate to go home even to eat. And again the way business is rolling into the show it looks as though a great many of them won't get time to go home in the eight days the show will be running.

## ASSESSMENT OF PROPERTY IS FAIR

[Continued from First Page.]

thing to do and that was lower the valuations.

"Since we have been here we have ordered a complete record to be kept showing all realty transfers and when we go to any district to hear appeals we take these sheets with us and ask the assessors the values of the properties which were sold. In many instances substantial increases have been made in valuations by this method, and when the next tri-ennial assessment is made still more accurate valuations can be secured.

"From the evidence submitted to us at a recent session at Halifax, we were convinced that the large tract of barren mountain land owned by District Attorney Michael E. Stroup is assessed at a fair and equitable value. The same can be said about the unused farm land in Wayne township to which Judge S. J. M. McCarrell holds title.

"Attempts to make it appear that we are not doing our duty in revising assessments are unfair and misleading. It is our intention to let nothing undone which will bring about through this tri-ennial assessment a fair and equitable valuation of all properties in the city and county.

"In the few short weeks we have to go over the assessors' books and receive appeals, one can easily see that it would be impossible for us to change every figure returned to us. We have authority to make such changes as are shown necessary to us