

MANY WINNERS TO BE DENTISTS

State Examining Board Passes People From Harrisburg and Vicinity Today

The State Dental Examining Board today finished its annual summer session and announced that the following, which include some residents of this city and vicinity, had passed the State tests: Percy Henry Ace, Nicholson; Charles Kendrick Adams, York; David A. Alberstadt, Middletown; Myer Roland Alderman, Pittsburgh; Stuart Emerson Alford, Philadelphia; Horace Edward Alleman, Wyncote; George Washington Allison, Pittsburgh; Charles Vance Allhouse, Versailles; George Ray Allhouse, Versailles; Jessie A. Alter, Bellevue; Jorge Alvarez, Philadelphia; Lillian S. Anderson, Brooklyn; Rollin Hudson Anderson, Muncy; Paul Wilson Anderson, Reading; Murray Hubert Ash, Berwick; Edward Ralph Aston, Kingston; Ladislaus Joseph Balau, Philadelphia; Joseph Evans Baidree, Pittsburgh; Leslie Clyde Baldwin, McDonald; Morris Balistocky, Philadelphia; Charles Andrew Barder, Scranton; Robert Barnes, McKeesport; John William Barrow, Philadelphia; John Dator, Beattie, Warwick; Louis Lippman Binder, Philadelphia; Harold W. Black, Bluefield W. Va.; Richard Lawrence Black, Pittsburgh; William E. Black, Pottsville; Philip T. Bobst, Bethlehem; Charles A. Bogart, Philadelphia; Edward Thomas Bohan, Plymouth; John O'Reilly Boyle, Greensburg; Bernard Norton Brickman, Philadelphia; Alonzo T. Briney, Pittsburgh; Charles W. Brown, Philadelphia; Anna L. M. Bruenn, Catsaqua; Walter E. Buckley, Brandywine; Clair M. Bunting, Gettysburg, Ohio; Benjamin M. Buyer, Lancaster; James Marlin Caldwell, Lewistown; Guy S. Campbell, Lancaster; William J. Gamm, Philadelphia; Donald S. Carnahan, Pittsburgh; George V. Carter, Mahanoy City; Hyman P. Chaiken, Philadelphia; Frederick Peter Christian, New Brunswick, N. J.; Albert F. Clark, New York City; Hugh A. Cochran, Tarentum; Earl B. Conway, Pittsburgh; Herbert K. Cooper, Brownstown; Edward A. Cronauer, Gettysburg; James A. Crosser, Boylston, N. Y.; Daniel A. Culhane, Philadelphia; John A. Daley, Johnstown; Isaac E. Davis, Lansford; Charles A. Davis, Harrisburg; Lawrence E. DeWitt, Philadelphia; Bolly A. DeWitt, Philadelphia; James B. C. Delehanty, Westley, Pa.; James A. DeWeese, Irwin; Magnus J. Dinesen, Ambry, N. J.; John P. Ditunno, Philadelphia; Ray E. East-erday, Lisbon, Ohio; Charles H. Elliott, Evans City; Milton C. L. Ellis, Muncy; Russell J. Engleka, Con-nellsville; John H. Euwer, Wilkins-burg; Maurice N. Feldstein, Phila-delphia; A. G. Edgar, Eldred; Cassio Ferrando, Youngstown, Ohio; Am-shey H. Fetterman, Johnstown; Vin-cislaus Firewick, Pittsburgh; Ben-jamin Fleischel, Philadelphia; Ed-ward J. Ford, Nanticoke; M. L. Ford-ham, Rio Janeiro; Philip Freinberg, Hudson, N. Y.; Ernest Dale Friday, Osceola Mills; William McK. Fur-ner, Roscoe; Roger David Galey, Sewickley; Mamie A. Gapski, Nanticoke; Robert W. Gatewood, McMechen, W. Va.; Norbert J. Gestner, Tarentum; Frank E. Glette, Philadelphia; James E. Goldfield, Philadelphia; Max Goldstein, Portage; Chester A. Good, New Cumberland; David A. Goodfriend, Philadelphia; George H. Graue, Philadelphia; Harlan B. Greeson, Philadelphia; Edward Francis Hagar, Braddock; Fred A. Hager, Johnstown; George W. Hag-berg, Philadelphia; Lloyd R. Haight, Washington; Arthur A. Hall, Corning, N. Y.; Aaron I. Handler, Har-risburg; Louis Herman, Philadel-phia; Lawrence E. Hess, Philadel-phia; Samuel Horwitz, Philadelphia; Emery B. Howard, Rockford, Me.; John E. Huzus, Charleroi; William J. Hutchison, Jr., Ambry, N. J.; Her-nando Ibanez, Philadelphia; Wil-liam H. R. Irvin, Altoona; Herbert L. Ittel, Pittsburgh; Kenneth R. Ivins, Northeast Harbor, Maine; John R. Jackson, Wilkinsburg; Mamie Jackson, Watford, England; William E. James, Olyphant; Har-old J. Jones, Altoona; Benjamin H. Jones, Braddock; George E. Jones, Braddock; Newell T. Judge, Carbon-dale; Edgar Kehler, Locust Dale; James D. Kelloge, Charleroi; George Kesel, Pittsburgh; Joseph Knepp, Binghamton, N. Y.; Edward C. King, Mars; Harry G. Kirstetter, Philadelphia; Edwin H. Kistler, Johnstown; Lloyd E. Knapp, Green-ville; Gerald E. Knier, Scranton; Ewing Mears D. Koenig, Carbon-dale; Louis A. Kraiman, Philadel-phia; George M. Lance, Middle Val-ley, N. J.; Louis R. Lantry, Wash-ington; Theophilus S. Lanston, Philadelphia; Maurice H. Lapidus, Pittsburgh; Paul D. Lesien, Ber-wick; Joel N. Levin, Philadelphia; Glenn H. Long, Greensburg; Hunt-ing Jessup Lord, Kingston; Chaun-cey A. Loutzenhiser, Butler; John B. Lovell, Philadelphia Dental College; Robert P. Lowery, New Castle; Stephen V. Luddy, Altoona; Loyal Bartley Lutes, Charleroi; John J. McCarthy, Williamsport; Harrison K. McGowan, Carnegie; Charles A. McGuire, Pittston; John F. McKer-van, Ridley Park; George W. Me-laren, Pittsburgh; Paul W. McMa-hon, Dormont; Frank B. McNulty, Carnegie; Stuart H. Maglaughlin, Altoona; Jean B. Malick, Philadel-phia; Robert L. Mapel, Farming-ton, W. Va.; Matthew Marcus, Pittsburgh; Norman L. May, Butler; Walter C. Ney, Carbon-dale; John A. Meehan, New Castle; Ralph Ed-gar Miller, Pittsburgh; Clyde L. Mitchell, Pittsburgh; Arthur E. Morgan, Jeannette; Maurice Mosko-witz, Pittston; Paul R. Montgomery, Grove City; Laura M. Moyer, Wom-ersdorf; Marie S. Murray, Brooklyn, N. Y.; Carl H. Muth, McKees Rocks; John Basil Nelson, Brockway-ville; Arthur Newark Philadel-phia; John D. Nicky, Scranton; Jacob W. Nulton, Noxen; Henry F. Owens, Philadelphia; John W. Par-ker, Philadelphia; Charles H. Patton,

West Chester; Harry T. Patton, Kit-tanning R. D. 3; John D. Peesbles, Titusville; Robert N. Pennry, Yatesboro; Bernard Perlman, Phila-delphia; Ernest W. Peterson, Perth Amboy, N. J.; David B. Pitter, Pitts-burgh; Raymond E. Putney, Phoe-nix, Arizona; Joseph M. Pyle, Chadds Ford; Charles S. Raabe, Philadelphia; Leonard N. Ray, Al-toona; Charles W. Rigall, Jr., Phila-delphia; Harvey D. Roberts, Erie; Louis E. Robbins, Pittsburgh; Charles W. Roll, Trenton, N. J.; Clayton N. Samuels, Philadelphia; Benjamin Schechter, Pittsburgh; Benjamin Schueyer, Philadelphia; Raymond T. Seull, Reading; Sam-uel Shevlin, Philadelphia; Eugene J. Shirk, Harrisburg; Martin Oswald Siemon, Latrobe R. D. 3; Leo R. Silverman, Bethlehem; Mark J. Skeffington, Jr., Philadelphia; Ed-ward R. Skinner, Fairmont, W. Va.; Victor H. Smith, Philadelphia; Earle Sneiderman, Philadelphia; Samuel L. Snyder, Philadelphia; Charles G. Speck, Johnstown; Edward Adam Stahl, Pittsburgh; B. H. Swanery, Pittsburgh; Leland S. Stanford, Sheffield; Joseph W. Sanger, Pitts-burgh; William N. Stein, Shars-burgh; Clarence H. Stille, Hays; Earl W. Stout, Renovo; John R. Taylor, Hazleton; Maurice A. Tay-lor, Linsville; Godfrey Terry, Pittsburgh; Pen-nie G. Tothman, Fairview, W. Va.; Lawrence E. Van Kirk, Pittsburgh; Edwin G. Van Valey, Walton, W. Va.; Emil Vogel, Philadelphia; Donald C. Walker, Montgomery; Gladys L. Warnock, Eastport, Me.; Edwin T. Weinstein, Philadelphia; Allen D. Weinsweig, East Liverpool, Ohio; Robert L. Weller, Wilkins-burg; Richard T. Wick, Eastburg; William W. Winslow, Philadelphia; Oliver W. Winters, New York City; Roland J. E. Woisard, Pittston; Bayard A. Wright, Jr., Latrobe; George E. Wright, Greensburg; Ed-gar S. Yetter, Sharon Hill; John G. Yoder, New Kensington; Henry Stewart Yost, Reading; Samuel M. Zimmerman, Broomall.

NAVIGABLE RIVER DUE PENNSYLVANIA

[Continued from First Page.] It irrigates some of the richest farm lands in the United States and courses through the great anthracite coal fields. In these speeches and in his later discussion of the inland water-ways Mr. Moore shows a familiarity with the Susquehanna river and its possibilities which justifies his leadership in the development of these natural transportation sys-tems. His research has brought to light some interesting facts regard-ing the early movements to make navigable the Susquehanna river and its main tributaries. River Not Closed In presenting the subject to Con-gress he called attention to the fact that the McCall's Ferry dam, con-structed by a private corporation at a cost of \$15,000,000, would never have been built but for the action of

the War Department in 1904 de-claring against the navigability of the river north of the Maryland line. Up to that time the Susquehanna was a public highway under act of Congress but in 1913 General Rixby, then Chief of Engineers, U. S. Army, declared that the former decision was merely a departmental ruling and the question had not been ad-judicated by the courts. As early as his speech on the subject in 1914 Mr. Moore declared that the im-provement of the river and the Susquehanna river was an important question entering into the cost of living, hav-ing special reference to the cheapen-ing of the transportation cost of fuel. He contended in his discus-sion of the matter before Congress that any action removing the Sus-quehanna river north of the Mary-land line from the jurisdiction of the War Department was unfair and ought to be revoked and that the arbitrary closing of the river at McCall's Ferry should be promptly un-done by compelling the power com-pany to install a lock or other pas-sageway for navigation.

Mr. Moore's bill declaring the Susquehanna and its tributaries navigable was introduced October 22, 1913, and the foregoing speech to which allusion has been made in support of this measure. He thought the river should be made navigable for the people from its headwaters to the Chesapeake Bay and under date of June 8, 1914, the final ruling was made restoring the Susquehanna to the jurisdiction of the War Department so that no dams or bridges could be built without consent of the government. In this decision it was practically deter-mined that the consent of Congress under existing law must be ob-tained for the construction of a dam or bridge across the river. Study of Project Replying to a letter from the Tele-graph requesting his views on the impending survey of the Susque-hanna river by the engineers of the War Department, Mr. Moore gives some interesting information well worth the study of all interested in the big proposition: Dear Mr. Staupole: Answering your favor of July 29 with regard to the proposed survey of the Sus-quehanna river, I would advise you that along with Congressmen Grist and Kreider I am very much inter-ested in this proposition. My in-terest dates back to the organization of the Atlantic Deep-sea Waterways Association which stands for the development of our transportation system and for the proper and wise utilization of our interior water-ways. Several times I have spoken on the subject of the Susquehanna with regard to the advisability of a survey to ascertain whether the river could be made navigable by canalization or otherwise. This question is a live one, particularly because the river is completely shut off at McCall's Ferry where there should be at least a lock to permit vessels to pass up and down. The government, of course, moves slowly in undertaking great projects like this. But if Harrisburg could be made a seaport by the improve-ment of the Susquehanna river or that improvement should be car-ried north into the coal fields of Pennsylvania, and up to some of the

factories of New York, it certainly would be worth while. It is amazing that the Susque-hanna, which was once used exten-sively for transportation purposes, has been permitted to slumber as dead as a door nail so far as it might be useful as a medium of transportation to the sea. What is the matter with the river? It is one of the most picturesque in the world. Transportation critics find fault with it because it is rocky, yet rocks have been overcome in other rivers, and to get around rapids such ex-penditures have been made by the government on such rivers as the Columbia as would put the great burden-bearing river Delaware to shame. "I have not time now to look up all the details, but I am send-ing you some material on the sub-ject. I think the best efforts of all the commercial bodies along the Susquehanna river should be put forward to aid the United States Army engineers in determining whether it would be worth while for the government to undertake the improvement of our magnificent midstate stream. Bear in mind that this is a commercial project, and rises in New York, courses through Pennsylvania, spreading its arms in every direction, and bisects the State waters to the Chesapeake Bay and the most magnificent bays in the whole world, the Chesapeake, which leads to the ocean and to waters north and south that would make bare traffic possible from the city of Harrisburg to all points north and south along the Atlantic coast, and would give us direct water communication with cities like New York and Philadelphia, Baltimore and Norfolk. "I will not discuss freight rates

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more than to say that it has often been asserted that coal could be a dollar less per ton than it can be transported by rail. And yet the improvement of the Susquehanna for coal-carrying purposes need not unduly interfere with or minimize the importance of railroad trans-shipment. It would, in fact, tend to facilitate it, while it would also give to the community two means of transportation where it now has but one. The First Step "Do not let the people be deceived about the government survey. It is only the first step, the very first step, looking toward an improve-

ment. By means of a survey the War Department will be able to report to Congress whether the im-provement of the river is feasible or expedient from the Federal view-point. Those conducting the sur-vey must necessarily get their in-formation from the people along the route. The businessmen and shippers can help materially in this regard. I assume the engineers will be quick to note the rocky condi-tion of the river and the very great cost of dredging or blasting. Some obstructionists have contended that the project of improvement would be made ridiculous because of these supposed insurmountable difficulties. But every man who has studied the waterways situation knows that

such problems are met in another way; that canalization takes the place of dredging and that the utilization of slack water behind dams will provide navigation. Put locks in the dam to McCall's Ferry so boats can go through, and build a few more dams along the Sus-quehanna backing up the water over the rocks, and Harrisburg would be able to reach the sea by boat. I as-sume the engineers will report upon these things, and that their report will depend largely upon the evi-dence adduced along the line with regard to the commercial advantages presented and the estimated cost of improvement. "Very truly yours, "J. HAMPTON MOORE."

\$1.90 Including War Tax Odd Fellows 5-State Reunion Pen-Mar Park On Top of the Blue Ridge Thursday, August 7 Regular Train Leaves Harrisburg 7:45 A. M. See Flyers—Consult Ticket Agents Cumberland Valley R. R. Enjoy a Day in the Mountains

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THE new Autocar chassis prices which have been advertised in the public press during the entire month of July become effective today, August 1.

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Table with 15 columns: White House Coffee, Libby's Milk, Imperial Granum, Horlick's Malted Milk, Nestle's Food, Eskay's Food, Denno's Food, Olivilo Soap, Wood-bury's Soap, Resinol Soap, Cuticura Soap, Germicidal Soap, Palmolive Soap, Jergen's Glycerine Soap, Poslam Soap, Packer's Tar Soap.

STANDARD PATENTS Table with 2 columns: Product Name and Price. Includes items like Pinkham's Vegetable Compound, Vinol, Swamp Root, Tanlac, Wampole's C. L. Extract, S. S. S. Blood Tonic, Mile's Nervine, Milk's Emulsion, Syrup of Pepsin, Sal Hepatica, Listerine, California Syrup of Figs, Limestone Phosphate, Glyco Thymoline, Usole Oil, King's New Discovery, Pinex, Scott's Emulsion, Peruna, Fellow's Syrup Hypo.

TOILET GOODS Table with 2 columns: Product Name and Price. Includes items like Mary Garden Face Powder, Carmen Face Powder, Piver's Face Powder, Djer-Kiss Face Powder, LaBlache Face Powder, Pussy Willow Face Powder, Woodbury's Face Powder, Satin Skin Face Powder, Pond's Face Powder, Lady Mary Face Powder, Elmo Face Powder, Babcock's Cut Rose Talcum, Babcock's Corylopsis Talcum, Djer Kiss Talcum, Garden of Allah Talcum, Jess Talcum, Mary Garden Talcum, Riveris Talcum, Houbigant Talcum, Dubarry Talcum.

Candy Specials Table with 2 columns: Product Name and Price. Includes Fresh Salt Water Taffy, Helm Chocolates, Helm Banquet Mints.

Liniments & Ointments Table with 2 columns: Product Name and Price. Includes Musterole, Mustarine, Mentholatum, Sassafole, Forkole, Good Samaritan, Ely's Cream Balm, Peterson's Ointment, San Cura Ointment, Vick's Vapo Rub, Wormwood Balm, Shamrock Oil, Cuticura Ointment, Pazo Ointment, Poslam Ointment, Resinol Ointment, Barker's Liniment, Rennes Oil, Sloan's Liniment.

KENNEDY'S 321 MARKET STREET

Pills and Tablets Table with 2 columns: Product Name and Price. Includes Bell-ans, Nuxated Iron, Bliss Native Herbs, Pape's Diapessin, Doan's Kidney Pills, Groves' Bromo Quinine, Hill's Cascara Quinine, Cascarets, Malena Pills, 100 Bayer's Aspirin, Nature's Remedy, Brown's Mixture Tablets, Stuart's Calcium Wafers, Williams' Pink Pills, Beecham's Pills, Pierce's Tablets, Miles' Pain Pills, Edwards' Olive Tablets.

Table with 15 columns: Sheffield Tooth Paste, Borax, Moth Balls, Moth Flake, Liquid Veneer, Sani-Flush, "Lux" Soap Chips, Pinaud's Lilac, Epsom Salts, Diamond or Dyola Dyes, Johnson's Kidney Plaster, Freezone Corn Remedy, Gets-It Corn Remedy, Allen's Foot Ease, Calocide, Johnson's Shaving Cream.

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