

## SECOND U. S. SHIP IS SUNK IN NORTH SEA

### Carib, From Charleston to Bremen With Cotton, Strikes Mine Off German Coast

## OFFICIAL REPORT OF THE DISASTER

### American Minister Van Dyke Notifies State Department of Loss of Carib, Reported to Have Occurred Outside Route Prescribed by Germans

Washington, Feb. 24.—Official notice of the sinking of the American ship Carib was received at the State Department today in this message from American Minister Van Dyke at The Hague:

"Carib reported sunk in North sea outside route prescribed by German instructions."

Berlin, Feb. 24.—Via London, 5.20 P. M.—A dispatch received in Berlin from the American vice consul at Bremerhaven declares that all the members of the crew of the American steamer Carib, reported yesterday as having sunk in the North sea, have been saved. It is understood, the vice consul continues, that the Carib struck a mine in the Bight of Heligoland the afternoon of February 22.

Berlin, Feb. 24.—The American steamer Carib has gone to the bottom off the German coast in the North sea as a result of running a mine. At the time of the disaster the Carib was not using the route laid down by the German marine instructions.

The German Admiralty has communicated a memorandum to Commander Walter R. Gherardi, the American naval attaché, pointing out that the destruction of the American steamers Evelyne and Carib was due to their not following the course prescribed by the German Admiralty to a point northwest of Heligoland. The memorandum reiterates the assurance of the German government as to the safety of the prescribed course.

Captain Smith, of the Evelyne, has been asked for a report as to the locality of the disaster. This report is expected to show whether the Evelyne wandered within the defensive German mine fields, or whether she struck mines laid by a belligerent power other than Germany.

### Carrying Cotton to Bremen

For more than ten years the Carib ran with passengers and freight in the service of the Clyde Line between New York and Wilmington, N. C., Georgetown, S. C., and Brunswick, Ga., and later between Jacksonville, Fla., and Boston.

She was an iron single screw steamer built under the British flag at Port Glasgow in 1882. She was christened the President Garfield, and later became the Austrian steamer Ximon. Then she was bought by the Clyde Line and put under the American flag.

Two months ago the Clyde Line sold her to Walker, Armstrong & Co., of Savannah, a firm of cotton brokers. She sailed from Charleston for Bremen with 4,600 bales of cotton on January 27. The Carib was in command of Captain E. L. Cole and carried a crew of twenty-nine.

She was of 2,087 tons gross, 288.4 feet long, 36.2 feet beam and 22.4 feet depth of hold. She registered from New York.

In the service of the Clyde Line the Carib, which had five bulkheads, met with many accidents and adventures, but was called a "lucky ship."

### Courses Which Vessels Should Take

Washington, Feb. 24.—The German embassy today issued a statement giving the courses which vessels bound for German ports should pursue in order to be perfectly safe. The statement says that all circles interested in shipping in the North sea and the nearby waters are again advised to follow the German Admiralty's instructions recently announced.

## LATE WAR NEWS SUMMARY

Another British steamer has been sent to the bottom by a German submarine within the war zone established by the decree of the German Admiralty. The Oakby was torpedoed off Rye, but her crew was rescued. The loss of the Oakby apparently was mentioned in a dispatch from Lydd, England, last night, though her name was not mentioned.

In the fighting around Przasnysz, Northern Poland, which has become the storm center of the eastern campaign, 1,200 Russians have been captured, the German War Office announced today. Russian forces succeeded in effecting a passage of the Bzura river at two places but in one of the resultant engagements are said to have been driven back.

On the western front there has been heavy fighting in Champagne and the Vosges. To-day's official communication from between states that several vic-

## 280 LIVES ARE LOST WHEN BRITISH ARMED MERCHANT CRUISER GOES TO BOTTOM

London, Feb. 24, 5.25 P. M.—The officials information bureau announced this afternoon that the Clan MacNaughton, an armed merchant cruiser, is missing. Vessel was last heard from February 3 and it is feared that she has been lost.

Two hundred and eighty men lost their lives when the Clan MacNaughton went down.

The text of the bureau's announcement follows:

"The secretary of the admiralty regrets to announce that H. M. C. Clan MacNaughton, an armed merchant cruiser, Commander Robert Jeffreys, R. N., has been missing since February 3, and it is feared that the vessel has been lost.

"An unsuccessful search has been made and wreckage supposed to be portions of this ship has since been discovered.

"The last signal received from the Clan MacNaughton was made in the early morning of February 3 and it is feared that she was lost during the bad weather which prevailed at that time."

From the fact that there is no regular cruiser in the British navy named Clan MacNaughton and that there is a merchant steamer of that name, it can safely be assumed that the British naval authorities have taken the merchant vessel and made use of her as an auxiliary warship.

The merchant steamer Clan MacNaughton was 423 feet long. She has been in the Indian service, for she reached London from Calcutta November 4, last year.

## DOUBT WHETHER EVELYN'S CAPTAIN HAS BEEN SAVED

Washington, Feb. 24.—Official advice today seem to throw some doubt on whether Captain Smith, of the American steamer Evelyne sunk in the North sea by a mine, was among the saved and whether it is not his boat which is missing.

Ambassador Page, at London, today forwarded a report from the American consul at Bremerhaven, which is as follows:

"American steamer Evelyne ran on two mines on the 19th, 4 a. m., near New York. Sunk seven hours later. Captain Smith, thirteen men and Dutch pilot in one boat; First Officer Swanson and thirteen men in other. First boat said to have been rescued 10 a. m. Saturday but present whereabouts yet unknown. Latter boat picked up by German scout ship Mass, four Saturday afternoon and taken to Heligoland. Thirteen men brought to Bremerhaven and put into Sailors' Home. Spanish stoker, Hans Ilizo, frozen and buried at sea, appears to be only dead. Other survivors expected to-morrow. Those in Bremerhaven out of danger."

## No Report of Missing Evelyne Men

Washington, Feb. 24.—No report had come today of the missing boatload of men from the American steamer Evelyne. Thick weather in the North sea is believed to be one cause for the lack of information, but officials here feel that the chances are good that if the second mate and his men already have not landed on the Holland coast at some point remote from telegraph communication they have been picked up by one of the many trawlers which frequent the waters off the mouth of the Elbe.

The government war risk bureau, which insured the hulls and cargoes of the Evelyne and Carib, plans to reduce some of its losses by salvaging their cotton cargoes if possible. Secretary McAdoo, of the Treasury Department, and Assistant Secretary Peters, discussed a plan with President Wilson.

Secretary McAdoo pointed out that cotton was not easily damaged by water and that if it were done it was probable that the cause of the sinking of the vessels would be definitely determined.

The war risk bureau will take no action until the owners have submitted proofs of the losses. Secretary McAdoo pointed out that no insurance was granted by the bureau on vessels carrying contraband of war.

## RUSSIA ASKS FOR PITTSBURGH PRICES ON RAILWAY MATERIAL

Pittsburgh, Pa., Feb. 24.—Inquiry has been received here by the Pittsburgh Foreign Trade Commission for a huge quantity of railroad material for use in government railway lines and extensions made necessary by the European war.

The authorities ask for prices on 5,000 pairs of axles and wheels, 30,000 to 50,000 ties, 30,000 rough axles and 10,000 rough wheels. The order is valued at near \$2,000,000.

## BRITISH TRANSPORT SUNK BY SUBMARINE, BERLIN REPORT

Berlin, by Wireless to London, Feb. 24, 9.35 A. M.—Official announcement was made last night that the British transport No. 192 was sunk by a German submarine off Beachy Head at 4.45 o'clock yesterday afternoon.

A dispatch last night from New Haven, England, stated that eighteen members of the crew of the Cardiff steamer Brankomeo Chine, a government collier, had landed there and announced the sinking of their vessel elsewhere by a mine or a torpedo in the English channel twenty miles southeast of Beachy Head about 2 o'clock yesterday afternoon. This probably is the vessel to which the Berlin announcement refers.

## C. V. R. R. BRIDGE IS MOVED 8 FEET

### Takes Workmen Only 7 Hours to Push Half of the Big Structure Up the River

## TRAINS KEEP ON RUNNING

### No Interference With Schedules While Pennsylvania Steel Company Force Shifts Ten Iron Spans to Make Room for Concrete Viaduct

Half a mile of the steel bridge of the Cumberland Valley railroad, from Mulberry street, Harrisburg, to the island, was placed on rollers at ten stone piers and moved northward a distance of eight feet, six inches, in seven hours yesterday. This was accomplished without a mishap and without disturbing the train schedule, although during the morning the bridge structure was temporarily raised nine inches to permit the rollers to be placed under it.

That part of the bridge between the island and Cumberland county shore will be moved as soon as the weather permits. When the entire bridge has been moved northward everything will be in readiness for beginning the construction of half of the concrete double-track structure which is to replace the present one-track steel bridge. J. B. Frain has charge of this moving work for the Pennsylvania Steel Company, which will provide the steel that will be used in the concrete structure. The contract for the concrete work has not yet been awarded, but the award will be made on March 17, bids having already been received.

## Trains Run as Usual

The spans of the steel structure were jacked up on the piers and two 70-pound rails with 3/8-inch steel rollers were placed on the top of each pier. When this was completed heavy wooden beams to provide leverage for large capacity jacks were put in place on each pier. This preliminary work required two weeks. Just before 10 o'clock yesterday morning everything was ready for the moving and the signal was given to the three men on each pier. Power was applied and slowly the bridge was moved sideways on the rollers.

This work was halted at times as trains ran over the structure, but, despite these interruptions, the steel structure on this side of the island was moved to where the contractors wanted it in just seven hours. The moving of the western stretch of the bridge will be done as soon as weather permits.

The plan is then to construct the southern side of the new concrete arch bridge clear across the river. When that is completed trains will be run over that half, the present steel structure will be removed and the construction of the upper half of the concrete bridge started. Workmen could give no estimate as to the time it will require to complete the new structure.

## To Use Present Piers

The present piers will be a part of the new bridge. They, with the exception of a concrete facing, were made ready for this work before the winter passed on their stability. Plans have been in use for many years and the new structure will be the third bridge for them to support. The first was a wooden arch viaduct similar to the old camelback that formerly spanned the river from Market street. The trains ran on top of the box-like structure. Once it was destroyed by fire and subsequently rebuilt steel structure.

Twenty-nine years ago the present one-track steel bridge was placed on the piers. Traffic has grown so that a double-track structure is now required and it will be made of reinforced concrete.

This bridge will be part of the general improvement plan of the Pennsylvania railroad and its subsidiary, the Cumberland Valley railroad in South Harrisburg, where a huge freight receiving station is now being built.

## CHICKEN BONE CHOKES HER

### Woman is Rushed to Harrisburg Hospital at Early Hour for Treatment

Mrs. George Himes of York Springs, was taken from her home to the Harrisburg Hospital early this morning to have a chicken bone removed from her throat. She choked on it last evening and the family physician was called. He treated her but advised that she be brought to the Harrisburg Hospital. She arrived there at 3.15 o'clock this morning.

Mrs. Himes felt so well at daybreak, she said, that she wanted to go home. She would not even remain for an X-ray examination. The treatment given by her family physician is believed to have removed the bone.

## Elected to Archbishopric

St. Johns, N. P., Feb. 24.—Monsignor Edward Patrick Roche, rector of the Roman Catholic cathedral here and administrator of the New Foundland diocese since the death of Archbishop Hawley last October, was notified today of his election to the archbishopric by Pope Benedict. Mgr. Roche is 40 years old.

## Two-Cent Postage to Honduras

Washington, Feb. 24.—A convention has been concluded between the United States and British Honduras for two-cent postage between the two countries after March 1, 1915.

## ILL HEALTH DRIVES WOMAN TO HANG HERSELF IN HOME

### Mrs. Ambrose Nitrauer Once Before Had Made Attempt On Her Own Life—Husband Finds Body Dangling From a Rafter

## NAMED TO-DAY BY PRESIDENT

### Local Men, Who Lose Out, Had Strong Backing, but Wilson Selects Candidate for Collectorship Who is Acceptable to the Two Factions

(Special to the Star-Independent.) Middletown, Pa., Feb. 24.—With a doubled strand of thin binder twine, Mrs. Ambrose Nitrauer committed suicide last evening by hanging herself to a rafter in the attic of her home—the tenant house on the J. D. Aldinger farm, near Aberdeen, Conewago township, and about two miles from Deodate, Dauphin county. She was dead when found by her husband on his return from his work on the proposed trolley line between Hershey and Elizabethtown. The husband called in Aldinger, the owner of the farm, who cut the body down.

Mrs. Nitrauer for more than a year had been subject to melancholy spells, due to a breakdown in health. She made an unsuccessful attempt upon her life a little less than a year ago, her husband said. When found, Mrs. Nitrauer's body was near a chair.

Mrs. Nitrauer was 44 years, 10 months and 7 days old, and the mother of one child, a daughter, Mrs. Elam Baker, of Conewago township. She leaves the following brothers and sisters, all residents of Conewago township: Samuel, Abram, Daniel, Andrew and Martin Winters, and Mrs. William Buck.

Funeral services will be held at the home on Saturday morning at 9 o'clock. Interment will be made in the Mt. Ober cemetery, near Conewago.

## BAD INDIAN EVADES ARREST

### Efforts to Seize Plute Have Thus Far Resulted in the Killing of Six Persons

(By Associated Press.) Durango, Col., Feb. 24.—Tse-Ne-Gat, the Plute Indian, whose efforts to elude arrest by Federal officers on the charge of murder have since Sunday resulted in the death of five Indians and one member of United States Marshal Nebeker's posse, was still at large today, according to reports received here from Bluff, Utah. Marshal Nebeker and the main body of his force were reported entrenched in the rocks west of that place and the fugitive Indian, with his father, "Old Polk," and their band of renegade Plutes, who have aided in their fight with the government officers, were believed to be somewhere in the vicinity of Butler, about 8 miles west of Bluff.

Mounted Indian police from Shiprock are reported en route to Bluff to reinforce the whites.

Another casualty was added to the list last night, when Havane, son-in-law of "Old Polk" and one of six Indians captured Sunday, slipped off his manacles and leaped through a window of the temporary prison at Bluff in an effort to escape. Two members of the posse detailed to guard the prisoners opened fire and the Indian fell with two bullets in his body. Havane is said to be in a serious condition.

## \$10,000 IN BONUSES HINGES ON A CHOCOLATE CO. SUIT

### Contention of Former Hershey Employee That He is Entitled to Share in Dividend, Is Said to Be a Test Case For One Hundred Others

When the suit of Paul Snyder against the Hershey Chocolate Company of Hershey, goes to trial in the local court late this afternoon or early tomorrow morning, the attention of Dauphin county judges will be called to an action, the like of which never before has been tried in this county or State. But two similar suits have been decided in other States of the Union.

It is a suit to recover a bonus on net earnings—a twenty per cent. dividend on employees' wages which the Hershey Company annually for years has declared. Snyder was deprived of a bonus in 1911, but was under the bonus when he says he worked for the concern eleven and a half months in that year, but was not actively employed by the company when the dividend was declared.

Snyder's claim is for \$118, which he says is a pro rata bonus on his year's wages to which he contends he is entitled. The suit is brought as a test case. More than a hundred other employees are interested, because, like Snyder, they too contend, they were thrown out of work less than a month before the dividend was declared and got no bonus for that year.

The plaintiff contends he is entitled to a dividend because he never was discharged from the employ of the company and was under a temporary suspension when the bonus was allowed.

About twenty-five of the more than one hundred men who allege they have no bonus are aiding Snyder in financing his suit. The action was begun more than three years ago and did not go to trial earlier because of the absence of a material witness, Oscar Fox, who, it is said, gave the "lay off" order to the men.

More than a year and a half was spent in finding Fox for the purpose of getting his testimony. His depositions finally were taken and Fox is now visiting near Hershey, it is said, and will remain here until the close of the trial. The search for him was extended to St. Louis, Mo., Portland, O., Omaha, Neb., Hot Springs, Ark., and San Francisco, Cal.

The claims of the hundred former employees amount to well on to \$10,000, so it was said today.

## DARK HORSE WINS THE REVENUE JOB

### Davis, of Lancaster, Gets Post Sought by Both the Van Dykes, of This City

## NAMED TO-DAY BY PRESIDENT

### Local Men, Who Lose Out, Had Strong Backing, but Wilson Selects Candidate for Collectorship Who is Acceptable to the Two Factions

The long political controversy as to who shall be Collector of Internal Revenue in the Ninth Pennsylvania district, including Harrisburg, was settled today when President Wilson sent to the Senate the appointment of Benjamin K. Davis, of Lancaster, to that position. Mr. Davis is a prominent business man and has for several years been chairman of the Lancaster county Democratic Committee. He is known as a "Reorganizer," but was on friendly terms with the Old Guard, and his nomination is regarded as a compromise.

The appointment settles a contest in the Dauphin county Democratic ranks that has been quite spirited for some time. Warren Van Dyke, the present secretary of the Democratic State Committee, who removed here from Carbon county about three years ago, and T. Kittera Van Dyke, a member of the Dauphin county bar, were the two most prominent aspirants for the position.

Warren Van Dyke, it is understood, had the backing of National Committeeman A. Mitchell Palmer; Vance C. McCormick, recent candidate for Governor; James I. Blakeslee, Fourth Assistant Postmaster General, and the members of the Democratic State Committee generally.

T. Kittera Van Dyke had the support of Samuel Kunkel, treasurer of the Democratic State Committee, and a number of other local Democrats, and it was also said that so far as he took part in local appointments Secretary William Jennings Bryan gave his aid to T. Kittera, the latter being one of the Bryan standbys in this city at a time when many of the prominent local Democrats repudiated the "Great Commoner's" free silver ideas.

### Palmer for Warren Van Dyke

The Scranton revenue district, which was abolished several years ago and its office removed to and merged with the Lancaster or Ninth district, was recently restored and Fred C. Kirkenhead, who was appointed to succeed Harry L. Hershey, Republican, was transferred to the place of collector of the Ninth district open, and it was said that one of the main reasons for restoring the old Scranton district was to leave the Lancaster district open for the appointment of Warren Van Dyke, he being especially favored by Congressman Palmer who engineered the affair.

At the same time the candidacy of T. Kittera Van Dyke was advanced and his friends began to do things and to take Secretary Bryan into their confidence in Mr. T. K.'s behalf, using the argument that he had been a Bryan supporter when it took fortitude to be a Bryan supporter in this neck o' the woods. Secretary Bryan looked with favor on the appointment of his set ally, and the affair began to get serious. It looked very much as if there would be a deadlock.

At this juncture the name of Mr. Davis, of Lancaster, was brought forth quietly in connection with the appointment and last week it was laid before President Wilson, who saw a happy solution of a matter in which his Secretary of State was involved on one side and his chief Pennsylvania supporter in the Baltimore convention was concerned on the other side. Thinking it all over, the President today sent in the name of Davis.

It was said by prominent Democrats this afternoon that Warren Van Dyke will be cared for in some way with "something equally as good" and that he will be looked after by Fourth Assistant Postmaster General Blakeslee, who brought Mr. Van Dyke from his Carbon county home to take the place of resident secretary of the Democratic State Committee.

Since the Democratic State Committee headquarters were removed from Market square, in this city, to Philadelphia, Warren Van Dyke has had charge of the resident office here, but inquiry for him to-day elicited the fact that the telephone at the branch State headquarters in the square had been "detached" and there was no longer any telephone service there.

## ELLEN TERRY UNDER KNIFE

### Famous Actress Has Cataract Removed From Right Eye

(By Associated Press.) New York, Feb. 24.—Ellen Terry, the actress, who underwent an operation yesterday for the removal of a cataract from her right eye, was reported to be improving rapidly today and it was expected that she would be able to leave the hospital in two weeks.

Miss Terry is 67 years old, two years younger than Mme. Sarah Bernhardt, who on Monday lost her right leg by amputation.

## Bernhardt's Condition Satisfactory

(By Associated Press.) Bordeaux, Feb. 24, via Paris, 11.10 A. M.—The bulletin issued to-day on the condition of Mme. Sarah Bernhardt, whose leg was amputated a few days ago, says that she passed a good night and that the general state of her health continues satisfactory.

## WORK ON THE POSTOFFICE COMES TO A STANDSTILL

### Halted Until It is Decided by the Government Whether to Permit Bondholders of Contractors to Finish it Or to Award Job to Another Firm

## Named to-day by President

### Local Men, Who Lose Out, Had Strong Backing, but Wilson Selects Candidate for Collectorship Who is Acceptable to the Two Factions

Work on the addition to the post-office, the contract for which was in the hands of Pennock & Company, has come to an absolute standstill with no prospect of an early resumption of operations. The Pennock Company, with numerous contracts on its hands, it was recently announced, has gone into the hands of a receiver, one being appointed last Friday.

Postmaster Sites has had no information or instructions concerning future operations on the building and is waiting to hear from the United States Treasury Department which has charge of all operations concerning public buildings.

There are two ways in which the work on the building may be completed. The bondsmen for Pennock & Company may finish the work or the Treasury Department may reimburse the Pennock firm for the work it has done up to date and then let a new contract for the completion of the work as contemplated, to some new contracting firm.

The Pennock Company obtained the first contract for the addition in the rear, but subsequently Congress appropriated \$75,000 to elevate this addition to the height of the original structure. The contract for this last work has not been awarded although the plans are finished. They also include some interior alterations.

Should the Treasury Department decide to let the contract to another party it will also include the work of elevation and alteration, making the entire work but one contract in the eyes of one construction firm. A conference between the receiver and the government authorities will have to be held in order to arrive at a conclusion.

## JITNEY LINE BY APRIL 1

### That is the Prediction of Those Interested in Auto Buses Here

Attorneys and city officials who were questioned on the subject expressed the opinion today that the Jitney Transportation Company, a concern to be organized by local capitalists for the purpose of operating a line of 50 auto buses in the city in competition with the trolley line, will not be compelled legally to ask the City of Harrisburg for a franchise before it can operate on the city highways.

However, as the proposed company is in the class of public service corporations, permission to do business must first be given by the Public Service Commission before the charter of incorporation can be granted by Governor or Brumbaugh. Notice has been filed to the effect that formal application for the charter will be made to the Governor on March 18.

On that day the petition will be certified to the Public Service Commission, and, if possible, a hearing will be held a day or so later. Members of the proposed company to-day said they hope to have the "jitney" line in operation by not later than April 1. The incorporators will hold a business meeting before the close of this week, at which officers and directors will be elected and plans made for buying the necessary auto buses.

## KILLED AS HE PLAYS BALL

### Son of a Former Lebanon County Jury Commissioner Victim of an Accident This Morning

(Special to the Star-Independent.) Lebanon, Pa., Feb. 24.—John Achey, a married man, 33 years old, son of former Jury Commissioner Samuel Achey, of near Reistville, Lebanon county, was accidentally killed to-day while engaged in playing "corner" ball at the public sales conducted by John Haisey in the eastern end of the county.

Achey was hit above the heart by a hard pitched ball.

## Taft Aid Kills Himself

### Captain A. E. Harding Commits Suicide in Philadelphia Club

(By Associated Press.) Philadelphia, Feb. 24.—Captain A. E. Harding, of the United States marine corps, shot and killed himself today at the Racquet Club, of which he was a non-resident member. The police have thus far been unable to assign a cause for the suicide.

Captain Harding was an aid to President Taft. He was born in Illinois in 1873 and was appointed to the marine corps from that State in 1889.

Captain Harding had been staying at the clubs few days. He was found dead on a bed when a valet went to his room (Philadelphia yard, while he was in the adjutant to Colonel Waller, now in command of the marines at the Philippine Islands. For some time Captain Harding had been attached to the office of Judge Advocate General of the Navy at Washington. He was married a few months ago and his wife was expected to arrive here to-day. Captain Harding's home was near Chicago.

## Cameron Street Store Robbed

The general store of R. Remmer, 1220 North Cameron street, was entered last night by thieves who gained entrance by cutting a panel from the rear door. Six pairs of trousers, five pairs of gloves and quantities of tobacco and some canned goods were taken. The robbery has been reported to the police.

## GRANTS ALL BUT 3 LIQUOR LICENSES

### Court Withholds Its Decision in the Cases of White, Eckinger and Bowman

## RUSH MADE TO GET RENEWALS

### Judges Will Take Additional Testimony on the Application of the Berrysburg Hotel When the Hearing is Resumed Next Monday

All except three of the 172 applications for the renewal of liquor licenses—held by hotel men, distillers, brewers, wholesalers and bottlers in this county—were granted this morning by the Dauphin county court. The three cases in which licenses were not granted have not yet been passed upon. They are those of Harry White, proprietor of the Ann Street hotel, Middletown; Harry F. Eckinger, for the Paxtonia Inn, Lower Paxton township, and William H. Bowman, proprietor of the St. Lawrence hotel, Berrysburg.

A further hearing in the Bowman case will be held on Monday, the court desiring to get additional information on the charge set up by one W. S. Straub, which was in effect that Bowman has sold intoxicants to habitual drunkards. The Berrysburg hotel consequently will be closed on Monday, since the 1914 liquor license year ends next Saturday at midnight. If the hearing in that case can be ended on Monday, the court at once will make a ruling on the application, so Judge McCarrall announced from the bench.

Hotel men and their attorneys rushed to get the licenses renewed this morning immediately after the court announced its intention to grant all except three of the applications.

## No Opinion Yet Filed

No opinion was filed by the court in any one case, but it is believed that the judges will file an opinion when they dispose finally of the Eckinger and White cases, in which remonstrances were filed and in which testimony has been taken.

The Paxtonia Inn had no license last year, but prior to that had been a licensed inn for more than a century. Eckinger's predecessor as proprietor made no application for a license for the place last year. The new applicant this year offered to show the need for a bar at that place. The question of necessity was the only one raised in the remonstrance against the Paxtonia Inn and against the Ann Street, Middletown, hotel.

As a matter, now stand one of Dauphin county's present liquor establishments is certain to go out of business with the close of the license year next Saturday. It is the bottling works of John Mackert, Lenkerville, near Millersburg. Mackert withdrew his application for the license renewal.

## Wiconisco Hotels Win

The five Wiconisco township hotels, which 119 residents of that district declared in a remonstrance are not necessary, all will be predecessors at the court. Eckinger's predecessor made no application for a license for the place last year. The new applicant this year offered to show the need for a bar at that place. The question of necessity was the only one raised in the remonstrance against the Paxtonia Inn and against the Ann Street, Middletown, hotel.

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## Opera House Plot Surveyed

### Attorney for Owners, However, Has No Information to Give Out on Subject

A new survey of the plot of ground at Third and Walnut streets, the site of the old Grand Opera House, which was destroyed by fire in 1907, was made yesterday by local civil engineers, a proceeding that gave rise to a rumor that the long vacant plot was to be sold and a building of some character erected on it.

Local attorneys who had the survey made said they had no idea for what purpose the new plan was being prepared. They said they had been requested to have it done for the owners of the ground.

The plot is owned by the Weightman estate, of which Mrs. Frederic C. Penfield, of Philadelphia, wife of the United States Ambassador to Austria, is an heir, and has been idle ever since the fire except that it has been used for bill boards.

Former Attorney General Hampton L. Carson, of Philadelphia, who is the attorney for the estate was asked by telephone this morning the significance of the survey.

"At present," said Mr. Carson, "there is nothing to be said regarding the disposal of the property, and should anything develop the Harrisburg people will be informed. I have no information regarding any kind of a building that might be erected on the ground, and cannot say anything concerning its probable sale. The survey taken yesterday was for my own information in order that we may have the data should occasion arise to use it."

## WALL STREET CLOSING

New York, Feb. 24.—The higher level was maintained for the better part of the afternoon, with some recessions in the final dealings. The closing was firm. More steadiness was shown by to-day's stock market, the result in part of short covering.