

**They're All Over Town—**  
**What?**

**NEWS OF STEELTON**

**URGE APPOINTING PLAYGROUND**

**Commission to Direct Recreation Work Would Be Great Aid to Council**

Since Steelton's borough council has shown its willingness to provide a system of playgrounds for the borough by creating a fund for this purpose, municipal circles have been puzzled as to just how this fund will be expended.

The fund was created at the joint request of the Municipal League and the Civic Club and council put itself on record to the effect that, if a joint committee from these two organizations would recommend a man to become superintendent of playgrounds this summer, council will confirm the appointment.

This action, prominent residents of the borough say, shows that council desires to have efficiency in its playground work and wishes to have a man in charge of the difficult task of establishing a system of recreation places who shall be free from any political influences.

After the playgrounds superintendent for this year is appointed, however, it has been pointed out, there will be a burdensome amount of detail work to be passed upon by some directing body above the superintendent. Since council meets but once a month, and then has a great mass of work before it, it is evidently impractical to have council bothered with these details which will arise.

To solve this problem and to get the greatest efficiency and results from the playgrounds it has been suggested that council create a parks and playgrounds commission—a body of, say, five prominent citizens, who would be willing to serve without pay—to direct the playground activities.

The parks and playgrounds commission, it is suggested, could also supervise the park extension work of the borough and have general supervision over the shade tree commission, or possibly absorb this body.

It would be a body much like Steelton's water board, an organization which has taken care of so much of the detail work which came up during the installation of Steelton's excellent filtered water works system and has since directed the water department so successfully.

This proposed parks and playgrounds commission, of course, would be subject to the general supervision of borough council and would not lessen in any way the power of council, merely working as an advisory body, or rather as a dependent executive body.

It would be able to supervise the work of the playgrounds supervisor and handle all the other detail work incident to the establishment of a playgrounds system and would not have to approve all bills and submit them to council for payment. It would not, however, have the authority to make any expenditures above the limit set by council when it created a fund for playgrounds work and would carry on its future work only with the funds supplied at the pleasure of council.

Such a commission handled Harrisburg's early park and playgrounds work and was successful. That it should be adopted in Steelton is the consensus of opinion among citizens who have the best interests of the playgrounds movement at heart, and council, at its next meeting, may be urged to take such action.

**STEELTON PERSONALS**

**Entertains Class.**—Mrs. William Kellenberger entertained the S. A. T. T. class of the Main Street Church of God at her home Thursday evening.

**Attended Funeral.**—A delegation from Sergeant Lacombe Post, G. A. R., attended the funeral of John A. Raudbaugh at Highspire this afternoon.

**Start Shell Order.**—Work was started to-day at No. 1 forge department on an order for 8-inch shells for the British Government. The shells will be turned out in the rough and finished in English shops.

**Congregational Meeting.**—St. John's Lutheran Church will hold its annual congregational meeting Wednesday evening to elect one trustee, one elder and six deacons.

**RAUBAUGH FUNERAL**

Funeral services for John A. Raudbaugh, who died Friday night, were held at his late home in Highspire this afternoon at 2 o'clock. Burial was made in Middletown Cemetery.

**TWO BUILDING PERMITS**

The March building record was given a big boost this morning when Borough Secretary Charles P. Feidt issued two permits, one to John D. Bogar & Son, Harrisburg, and the other to Stephen J. Baily, 352 Ridge street. The first permit calls for the erection of a large frame office building and stable, 100 by 100 feet, in Frerick street and will be used by the Bogar Lumber Company. The other permit calls for the erection of a two-and-a-half story frame dwelling at 345-48 Ridge street.

**SHRAUDER FUNERAL**

Funeral services for William Shrauder were held yesterday afternoon in St. Peter's Church of God. The Rev. G. W. Geitz, pastor, officiated. Burial was made in Baldwin Cemetery.

**MARRIED AT HAGERSTOWN**

Miss Alice Wert, daughter of Mrs. Alice Beldeman and granddaughter of John Ley, a Civil War veteran, and Harry J. Wert, son of Mr. and Mrs. Solomon Wert, were married Saturday afternoon at the Methodist Church at Hagerstown. The couple will reside in Middletown.

**TO GIVE STAR COURSE**

A special meeting of the Mothers' Congress Circle was held this afternoon at the home of Mrs. A. L. Etter, in Union street. The plan of the circle giving a star course entertainment was discussed, but no definite arrangements were made.

**MISS BERTHA BARNET**

Miss Bertha Barnet, daughter of Mr. and Mrs. E. W. Barnet, of East Water street, died last night at 9 o'clock after a lingering illness from a complication of diseases. She was a graduate of the Middletown high school, class of 1897. The funeral arrangements have not been completed.

**SMALL CHILD DIES**

Richard Wall, the 3-year-old son of Mr. and Mrs. Charles K. Wall, of Emaus street, died last evening.

**GLEE CLUB PLEASURES**

Music-lovers enjoyed a rare treat Saturday evening when the Dickinson College Glee Club presented a fine program at the Methodist Church under the auspices of the Ladies' Aid Society.

**SMASH-UP CASE SETTLED**

Charged with operating his motorcycle while under the influence of liquor, Harry Duncan, of Highspire, has given his Saturday evening before Justice of the Peace George W. Rodfong. The suit was the result of a collision with the team of A. L. Erb, of the Duncan settled the case by paying the costs.

**USE NEW ADDITION**

The new men's Bible class room at the Church of God was used for the first time yesterday afternoon. A special program marked the occasion.

**WELCOME NEW PASTOR**

A warm welcome was tendered the Rev. James Gingham yesterday morning when he took over the pastorate of the Ann Street Methodist Church. In the afternoon the annual rally day services were held before a record-breaking attendance. Addresses were made by N. C. Fuhrman and J. C. Beachler, superintendents of the Methodist, and Riverside Sunday Schools. The Rev. Mr. Cunningham also gave a brief talk.

**PRESENT LARGE CROSS**

A large gold-plated cross was presented to St. Peter's Lutheran Church yesterday morning by Mrs. Harry Howard and sister, Miss Carmany, in memory of their parents, Mr. and Mrs. John E. Carmany. An appropriate record-breaking ceremony was held at the church by the Rev. Fuller Bergstresser, pastor.

**"SAFETY FIRST" MOVIES**

Under the auspices of the State Department of Labor and Industry and the Middletown Car Company, a series of safety first moving pictures will be shown in the Realty Theater Wednesday evening.

**STATE AIDS FARM WOULD-BE BUYERS**

Commonwealth Helps Folk in Bonnet



The State of Pennsylvania will give information regarding farms for sale within the State, but will not act as agent or broker, declares Secretary of Agriculture Charles E. Patton in the preface to the second list of farms for sale in the State just issued in bulletin form. A couple of years ago the State undertook to find out how many farms were actually for sale and to publish information about them so that persons intending to "go back to the farm" or to become truck gardeners could learn where the farms are to be bought.

In the list of 308 farms which the State is authorized to say can be bought Philadelphia, Franklin and Blair are among the few counties which have none for sale. York and Allegheny have only two for sale. Lancaster, the "garden county," offers three. Armstrong, Berks, Bucks, Montgomery, Huntingdon, York, Mercer, Warren, Susquehanna and Bradford, all noted agricultural counties, offer a number. So do Chester, Erie and Crawford. Carlisle, Fayette, Lebanon, Sullivan, Potter and Northumberland offer but one apiece.

More cases likely.—Judging from inquiries which are being made at the Capitol, a number of farms which have arisen in connection with the operation of mines will shortly be raised as new complaints. Both owners and persons interested in them are making inquiries as to the scope of the decision recently given. In all likelihood a number of farms which will sell the general right of title to operate without having fixed schedule will be brought, if an appeal from the decision in the Scranton case is brought, to the attention of the bureau next month or else in Philadelphia.

New liability rule.—The State workmen's compensation system will cover chauffeurs, baseball players, traveling salesmen and others who may be temporarily employed outside of the State or sent on irregular trips, but it will not apply to risks or operations of any Pennsylvania contractors which happen to be outside of the State. These questions, which have been pending for some time, have been settled by the Compensation Rating and Inspection Bureau, of which the State is a member. The insurance may be obtained in the form of a policy outside of the State if it is not a regular character and a division of the payroll in another State is not possible.

Watch hog cholera.—Articles of hog cholera in a couple of townships in eastern counties will be closely investigated by agents of the State Livestock Sanitary Bureau, in order to making restrictions upon shipments of hogs if it is found that proper precautions are not being taken. The board recently issued a warning to watch hog cholera, and in sending to country sales any hogs which showed any signs of infection or to accept any which were not clear of the disease.

Spring Road Work.—Spring work will be in full swing on the State highways within a few days. Extensive orders for pipe and other materials for which contracts were recently awarded have been prepared and deliveries will be hurried. The repair work will be on the same vigorous plan as that conducted last spring.

No Hearings To-day.—The Public Service Commission held no session for the approval of rates today. Hearings in single cases will be held here and at Wilkes-Barre tomorrow, but other hearings will be scheduled for Monday.

**RAILROAD RUMBLER**

TO SUBMIT ALL WAGE REQUESTS

Railroad Officials Will Have Brotherhood Demands by Thursday; No Discussion

By Associated Press  
New York, March 27.—The new demands of some 360,000 engine drivers, firemen, conductors and trainmen, it was learned to-day will be submitted to the railroads of the country next Thursday. The railroads are to be informed that a reply in writing will be expected by April 29.

The railroad employees asked for an eight-hour day and time and a half for overtime. The demands were authorized by a vote taken recently by the Brotherhood of Locomotive Engineers, the Brotherhood of Firemen and Engineers, the Order of Railroad Conductors and the Brotherhood of Railroad Trainmen. It is said informally that their demands would not be granted. The letter sent out by the Brotherhoods follows:

In order that the details for the concerted wage movement for the eight-hour day and time and one-half time for overtime may be carried out in a uniform manner, you will please observe the following instructions.

The following organizations have been adopted both by association and referendum vote of these organizations. Propositions as submitted for vote, Form No. 3.

On March 20, 1916, you will present the propositions quoted above to the general manager or proper official of your road. It should be jointly presented in person by the chairman and secretary of the general committee of the organization interested. If it is not possible for the secretary of any general committee to accompany the chairman, he should be accompanied by some member of his committee or board. When presenting the proposition, notify the officers of your company, that answers will be expected in writing on or before April 29, 1916.

If impossible to present to the proper official in person, letter of notification should be sent by registered mail (and the post office asked for a return receipt), and it should be accompanied by a letter addressed to the proper official, explaining that the same request is being made on same date to the other roads in the territory.

Should answer in writing not be received prior to April 29, 1916, the same properly authorized representative will on that date call for such answer and secure the same in writing.

Discussion is Barred

In the event that the officer expresses the desire to discuss the different articles, inform him you have no authority to discuss or make any change in any of the articles submitted. In the event that he concedes the request in its entirety, without further modification, sign up at once.

If he declines to grant the request, notify the chief executive of your respective organization by wire and await further instructions. Copies of all correspondence passing between each and every chairman and the company officials in regard to this matter will be filed with the executive officers of the four organizations.

It is to be distinctly understood that no other questions will be presented or handled at this time.

In the event that committees representing either of the organizations in the handling of grievances are in which conductors, firemen, engine drivers, they should in every instance refuse to discuss these articles unless the proper representatives of the associated organizations are present.

We are herewith inclosing a suggested form of letter to be used by the joint committee in presenting proposals with regard to the matter of your road. Do not use this printed copy, but see that an original letter is written.

A hearty co-operation in part of all railway men will aid materially in the success of the movement.

**READING COMPANY ORDERS ENGINES**

Three Mallet Locomotives For Rutherford Yards; Business Still on Increase

The Philadelphia and Reading Railway Company late Saturday afternoon placed an order for 26 locomotives. This makes a total of 71 engines ordered this year. The last order includes 20 Mikado type engines, and six Mallet type locomotives. Three of the latter are for service in the Rutherford yards, and three for the Frackville branch. They are to be completed by July 1.

The new engines will be constructed at the Baldwin plant, Philadelphia. The officials announced that with the arrival of the new steel car equipment ordered last week, additional motive power will be needed. Business on the Reading system has increased so rapidly and indications are for continued rush of business, the officials say they will be at a disadvantage without new engines and cars.

**Once Diamond Star Now P. R. R. Engineer**



Charles C. Madenford, 1830 State street, and engineer on the Philadelphia division of the Pennsylvania Railroad, celebrated his birthday anniversary, "Buck" as he is nicknamed, expected to spend a quiet day at home, but his friends had other plans. They called him up to Philadelphia, and showered him with postcard congratulations.

Engineer Madenford was born in Harrisburg 35 years ago. He was graduated from the public schools and for several seasons was prominent in both football and baseball. He was also at one time a carrier for the Telegraph. Now he is one of the most popular engineers on the Philadelphia division.

**Standing of the Crews**

**HARRISBURG SIDE**  
Philadelphia Division—114 crew first to go after 4:30 o'clock: 123, 125, 110, 121.  
Conductors for 110, 105.  
Fireman for 102.  
Engineers for 125 (two).  
Firemen up: Siefert, Dalby, Gable, Brooke, Keane, Gable, Grass, Gable, Steffy, Gier, Gillett, Wicher, Baldwin, Burley, Blankenhorn, Sober, Hubler, Black, Schwartz, Brubaker.  
Firemen up: Brymser, Kelley, Peters, Morris, Smith, Messersmith, Bowers, Manley, Walker, Zoll, Baker, Hoffmann, Howe, Earhart, Wright, Seiders, Campbell, Good.  
Conductor up: Resning.  
Fireman up: Hartman.  
Brakemen up: Owens, Dowhower, Jock, D. Carter, Gillett, Wicher, Thompson, Fissell, Beale, Deslively, Will, Border, Stone, Preston, Hoover, J. McLaughlin.  
Middle Division—251 crew first to go after 2:25 p. m.: 31, 8, 25, 21, 16, 22.  
Conductors for 31.  
Firemen for 25, 22, 16.  
Conductor for 25.  
Firemen for 22.  
Engineers up: Howard, Briggs, Shirk, Tettemar, Rathfon, Martz, J. McLaughlin.  
Firemen up: Burger, Bechtel, Fox, Hebau, Trimble.  
Conductors up: Coup, Glace.  
Brakemen up: Breach.  
Sunnun, Williams, Howard, Gebhard, Rhine, Heck.  
Yard Crews—  
Engineers for third 24, 28, 56, fifth 8. Three extras.  
Firemen for 10, 26, 36, 62, fifth 8.  
Engineers for 125 (two).  
Firemen up: Fulton, Fells, Runkle, Goodman, Harling, Sayford, Matson, Jock, D. Carter.  
Firemen up: Myers, Steele, Hardy, Wilhelm, Bruaw, Bogner, Smith, Ewing, Reed, Hiltz, Peifer, Snell, Jr., Fleisher, Blottenberger, Welgie, Burger, Alcorn, Wagner, Richter.

**ENOLA SIDE**

Philadelphia Division—257 crew first to go after 2:45 p. m.: 204, 229, 257, 261, 233, 245, 259, 255, 222, 256, 215, 220, 227, 232, 224.  
Fireman for 256.  
Fireman for 204.  
Conductors for 45, 55, 56, 59.  
Engineers up: Freed, Wyre, Masimore, Wireman, Merkle, Crawford, Woland, Fetrow.  
Firemen up: Keefer, Miller, Smith, Glass, Miller, Newark, Alvoid, Cullison, Cottenham Stambaugh, Stephens, Zukowski.  
Conductors up: Mentzer, Kleffer, Sipes.  
Brakemen for 101.  
Yard Crews—To go after 4 p. m.:  
Engineers for 125 (two), third 257, 261.  
Firemen for second 124, 132.  
Engineers up: Branyan, Bretz, Turman, Reese, Kenford, Passmore, Nuymer, Rider, Anspach.  
Firemen up: Gelling, Handboe, Brown, Sellers, Eichelberger, Hinkle, Liddick, Linn, Yost.

**HARRISBURG SIDE**

The 19 crew first to go after 10:45 a. m.: 25.  
The 25 crew first to go after 1:00 p. m.: 53, 54, 55.  
Engineers for 55, 9.  
Firemen for 45.  
Conductor for 54.  
Brakemen for 54, 23.  
Engineers up: Freed, Wyre, Masimore, Wireman, Merkle, Crawford, Woland, Fetrow.  
Firemen up: Keefer, Miller, Smith, Glass, Miller, Newark, Alvoid, Cullison, Cottenham Stambaugh, Stephens, Zukowski.  
Conductors up: Mentzer, Kleffer, Sipes.

**YOU NEED**

to aid nature occasionally when your liver is sluggish, your stomach disordered or your bowels inactive. Let this safe, mild, dependable remedy regulate the organs and put them in a sound and healthy condition.

**BEECHAM'S PILLS**

Largest Sale of Any Medicine in the World. Sold everywhere. In boxes, 10c, 25c.

**Striking Values For Tuesday In Many EASTER Needs**

Of special moment are Suits and Coats that come to you, at considerably less than you'd expect to pay.

Every article sold here has our guarantee back of it. Note the new goods on sale for Easter. Don't fail to read each and every article. If you know **MERCHANTISE VALUES**, we positively can save you real cash money on every purchase.

Genuine Lancaster Apron Gingham, worth 10c; special, yard ..... **7 1/2c**

Ladies' Newest Trimmed Hats—pretty styles just in from New York—prices range from **\$1.98 to \$5.98**  
Values up to \$10.00

Newest Tailored Suits, made of finest wool poplin, fancy French models; \$30 values; special ..... **\$19.49**

Newest Spring Coats for Easter—all the colors and styles now offered—prices one-half less than same goods elsewhere; prices from **\$3.98 to \$14.98**

Handsome New Tailored Suits, \$25.00 value; all the newest models; best silk lining; the ..... **\$14.89**  
Very latest models ..... **\$14.89**

Special values for Tuesday at Special Prices—Women's New White Chincher Coats, real value \$8.00; Tuesday special ..... **\$4.79**

Women's New Shepherd Check Dress Skirts; special Tuesday, each ..... **88c**  
Women's New All Silk House Shirt Waists, sold elsewhere for \$2.50 and \$3.00—all the new styles here ..... **\$1.98**

Tuesday—Extra Special, one lot New Spring Coats for ladies, \$7.50 value ..... **\$3.88**  
Women's Newest Styles Spring Coats, worth up to \$10.00; Our Price ..... **\$5.88**  
Children's Gingham Dresses; sizes to 15 years ..... **49c**  
Ladies' Corsets; special models, worth \$1.00 ..... **69c**  
all sizes ..... **98c**  
Women's New Blouse Waists, new models, worth \$1.40; each ..... **98c**  
New Spring Style Middies, ladies', misses' and children's sizes, \$1.50; each ..... **98c**  
Men's Overalls and Blouses; big lot bought before the advance in price; on sale ..... **50c**  
Women's New Silk Hose, worth 40c; bought before rise in price; on sale now; all colors and black ..... **25c**  
Tuesday Special—Fels Naptha Soap; Saturday special ..... **3c**

**SMITH'S, 420 Market St.**

Brakemen up: Seigman, Stauffer, Sullivan, Reed.  
Mort, Moss, Davis, Sticker, Payne, Scott, Gunes, Boltz, Taylor, Guedtler.

**DEAD LETTER SPEED LAWS**

"The legal speed limits in American cities," says Frederick Upham Adams, the automobile expert, in the April American Magazine, range from twelve to twenty miles an hour. Such limits never have been enforced, never should be enforced, and never will be enforced, for reasons which will be considered in detail in the next article. The real traffic regulations of our larger cities, as daily enforced by the police, make it obligatory with the speeds of from twenty to twenty-two miles an hour on streets with heavy traffic when the driver gets the signal that there is a clear space ahead. The law may set the minimum at fifteen, but you must run at twenty when you have a chance. Unless such a high speed be generally maintained by drivers whenever possible on main city thoroughfares, effective traffic regulation will be impossible and disastrous congestion chronic and inevitable.

"We have reached a period in the development of the automobile in the United States when the traffic authorities are more concerned over a minimum speed which must be maintained whenever possible than over maximum speeds."

**PLANT ROSES!**

"Oh," you say, "I did plant a rose-bush several years ago and a lot of the roses died." True, I remarked, and so it is true that the geraniums, coleuses and tender annuals also all died at the end of the first season. Not one of them gave such flowers as the roses did give, or ought to have given if recently treated. Therefore, I respectfully hint that if the roses all died at the end of the first year, they were yet very much worth while, because they paid their way when the traffic and bloom and beauty and probable fragrance.

Plant roses this Spring. Plant whatever "novelties" allure you, for some of them will turn out well, and if they do not, you have had the experience of trying and hoping; you have had the glow of expectancy. Do not expect success always—Do you never miss a shot, Mr. Golfer—never lose a ball? Does Mrs. Rose-Garden always make good with her Jelly? Is she always ahead at auction bridge? Rose-planting is a sport.—J. Horace McFarland in The Country-Side Magazine for April.

**AMERICAN AUTO NOT YET OF LEGAL AGE**

"It is difficult to comprehend that the American automobile is not yet of legal age," says Frederick Upham Adams in the April American Magazine. "It was not until Thanksgiving day, 1895, that the first proof was given to the public that the automobile was a practical possibility. It was my privilege to suggest and later to conduct the first automobile race ever held in the United States. It was in Chicago and the winning car made the route of 57 miles at the then record rate of a little more than eight miles an hour. On October 9 of 1910, not quite twenty years after, the winning car in the Astor cup race ran 350 miles at an average rate of more than 102 miles an hour."

**SPRING 1916**

**OPENING THIRTIETH THIRTEENTH Mrs. B. Walzer 27 South Second St.**

**A CHILDISH DELIGHT**

is experienced by the little ones who have a bank account in the First National bank and who take pride in adding to it from their savings. Encourage the children to save and you are inculcating the virtues of economy that will rebound to their advantage in later years by starting an account now in the **FIRST NATIONAL BANK** 224 MARKET STREET

**SEVERE ITCHING OF PIMPLES ON FACE**

Very Big and Hard, Obligated to Scratch and Was Disfigured, Lost Sleep at Night.

**HEALED BY CUTICURA SOAP AND OINTMENT**

"I had a great deal of trouble with pimples. First a pimple appeared on my face and it multiplied very quickly and I picked the pimples and thought they would come off but they didn't. They were very big and hard and they festered all over my face. The itching was so severe that I was obliged to scratch my face, and my face was disfigured. I also lost my sleep at night. The trouble lasted three weeks and I tried many remedies but got no relief. I used Cuticura Soap and Ointment. I was entirely healed in three weeks." (Signed) Miss Anna Stinkar, 302 Vine St., Plymouth, Pa., July 14, 1915.

Sample Each Free by Mail With 32-p. Skin Book on request. Address post-card "Cuticura, Dept. T, Boston." Sold throughout the world.

**WANT AD WILL SELL THAT AUTO**

**TELEGRAPH**

WANT AD WILL SELL THAT AUTO