

1919 PROGRAM PLANS SPEEDY ARMY CARRIERS

Ship Construction Proposed Will Be in Excess of Ten Million Tons

Washington, April 25.—The Shipping Board has decided on a substantial increase in its building program for 1919 over the tonnage planned for this year, and indications are that the increase will be continued in 1920.

For military reasons the exact size of the future building program was not made public. From previous statements of Chairman Hurley, however, it has been estimated that the construction in 1919 will be in excess of ten million tons, the largest amount ever built in one year by any nation. Before January 1 all the shipyards will be in full operation and many old yards which have demonstrated their ability efficiently will be expanded.

8,000,000 Tons to Be Steel

Of the total tonnage next year, approximately 8,000,000 tons will be steel. There were thirty-seven yards building steel ships when the United States entered the war. They had 182 ways, which were increased to 255 by the Shipping Board. Thirty new yards have been established with a total of 293 ways. Thirty-five of the yards building steel ships and 258 of the ways are on the Atlantic and Gulf Coasts, nineteen yards and sixty-six ways are on the Pacific and thirteen yards and seventy-four ways on the Great Lakes. It is expected 2,500,000 tons of wooden ships will be turned out next year, virtually all on the Gulf and Pacific coasts. There now are 332 ways for wooden ships.

Continuation of the Navy building program may be expected, but on completion of emergency work ways for another 650,000 tons of merchant shipping will be reached.

BUILDING PERMITS

Building permits were issued today to Margaret Snyder, Joseph Koons, contractor, for remodeling the three-story brick house at 1302 North Seventh street, at a cost of \$200; George E. West, John J. Hare, contractor, for addition at the rear of 1013 Market street, \$2,200; Mrs. Charles Rupp, John J. Hare, contractor, addition, rear of 8 North Cameron street, \$1,000.

NEW SEALER AT WORK

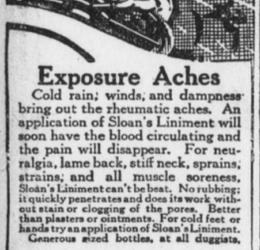
George Nebinger, inspector of weights and measures, succeeding Harry D. Reel, who resigned to accept a position with a scales manufacturer, commencing today, will be taken over by Mr. Reel to have the methods of testing scales, weights and measures explained. Mr. Nebinger will begin his duties May 1.

DETROIT TROLLEY STRIKE OFF

Detroit, Mich., April 25.—The strike of 2,500 motormen and conductors of the Detroit United Railway Company, which tied up streetcar service here since early yesterday morning, was called off shortly before noon today, when the carmen voted to submit their differences with the company to federal mediation.

Exposure Aches

Cold rain, winds, and dampness bring out the rheumatic aches. An application of Sloan's Liniment will soon have the blood circulating and the pain will disappear. For neuralgia, lame back, stiff neck, sprains, strains, and all muscle soreness, Sloan's Liniment does its work. Rubbing it quickly penetrates and does its work out on or clopping of the pores. Better than plaster or ointment. For feet or hands try application of Sloan's Liniment. Generous sized bottles, at all druggists.



Sloan's Liniment

KILLS PAIN

Sloan's prices not increased 25c 50c

2 Popular Coffees

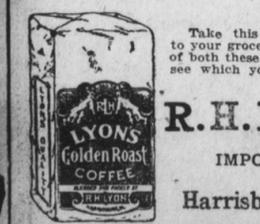
Here are two coffees, very popular among people who want good coffee. Why are they popular? Because of their fine flavor and rich aroma. They are carefully blended from the finest beans and fresh roasted daily.

Golden Roast Coffee, . . . 30c lb.

has rich aroma and fine flavor. Every pound cup-tested to maintain its good quality. Packaged in moistureproof package that holds in its fine flavor. It is as good as most 35c coffees.

Old Favorite Coffee, . . . 25c lb.

is mellow and tasty. Popular for its flavor and economical price. Four cents is saved by packaging it in stout moistureproof bags lined with glassine. As good as most 30c coffees.



TRUST COMPANY SUIT ON TRIAL

Equity Proceeding to Foreclose Big Mortgage Is Before Judges Today

The equity suit of the Commonwealth Trust Company against the Hummelstown Consolidated Water Company to foreclose a \$125,000 first mortgage bond debt against that corporation was heard in court today before Judges S. J. M. McCarrell and Charles V. Henry.

The suit was brought after holders of more than half of the bonds presented them to the trust company as a trustee, to bring the suit. In defense it is stated by attorneys for other bondholders of the company that by an agreement signed by owners of \$119,000 of the \$125,000 mortgage bond debt against the corporation was heard in court today before Judges S. J. M. McCarrell and Charles V. Henry.

The action is based on allegations that the company paid no funds in to handle the trustee to meet interest payable on bond coupons due April and October 1, 1915, and April and October 1, 1916; that state taxes had not been paid and were in existence as a lien superior to the mortgage; and that the plant at Hummelstown was not kept in good order so that state taxes could be paid.

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An attachment of the Auditor General's report gave the total of unpaid state taxes with interest charges as \$4,872. When asked to give the amount due April 1, 1916, he estimated it at \$4,674.00.

W. Grant Rupp, the Commonwealth Trust Company, was called to testify that coupons for interest on the bonds were returned to the bank and were provided for payment. W. M. Ogelsby, vice-president and trust officer of the bank, testified that before the suit was brought \$75,000 worth of bonds had been presented for collection, of which all but \$7,000 had been marked at the reduced interest rate. Since the suit was brought \$24,800 additional bonds were presented, all but \$200 at the 4 per cent interest rate.

Charles H. Kinter, receiver of the company, was the last witness called to show the condition of the plant at Hummelstown. He was appointed receiver in April, 1916. While objections were entered to the admission of the evidence, the court received Mr. Kinter's testimony. He testified that the plant was in bad condition, one pump out of service, and told of other defects, including the condition of sand in the filter beds.

He gave as the income and expenditures of the plant for the last three years the following figures: 1915, income, \$21,322; expenditures, \$19,122; 1916, income, \$20,241; expenditures, \$22,370; 1917, income, \$35,201; expenditures, \$34,446. When questioned about the increase in operating expenses last year and whether the chemicals used advanced in price from two to four hundred per cent, Mr. Kinter said that the increase in price at 70 per cent covering labor, materials and chemical prices.

Foreign Minister Tells Netherlands Parliament Situation Is Serious

The Hague, April 25.—Speaking today in the First Chamber of the Netherlands Parliament on the sand and gravel question with Germany, the Dutch Foreign Minister declared that the situation was a very serious one. He said he could not say more about it.

DIES OF INJURIES

Nick Cernic, aged 37, 1204 North Seventh street, who was struck by a work train at Marysville, died in the Harrisburg Hospital last night.

HIT BY AUTO

Robert Solomon, aged 5, 7407 North Sixth street, sustained head injuries when he was struck by an automobile yesterday. He is at the Harrisburg Hospital.

WORKERS NEEDED FOR BIG DRIVE AGAINST BOOZE

Work Against Liquor Traffic Will Be Easy For Many Hands

"If you think the cause is worthy of your effort, you will make any reasonable sacrifice of time to help in this work," summons the Dauphin County Ratification Committee today of all citizens who want to see prohibition established promptly.

Between now and Wednesday, May 1, every man who cares and every hour available must be made to count in this work. The committee is in a hurry to get the names of candidates for the primaries.

The vital necessity of stopping the sale of intoxicating drinks has long been realized in Harrisburg and Dauphin county and now for the first time an efficient working system has been developed, if the public help. The first step to take is to report to your ward chairman, and here the names of the chairmen, with addresses, so that no one may have an excuse for not taking part in the great crusade:

- 1. W. T. Volz, 1613 Berryhill.
- 2. A. K. Hollinger, 237 Hummel.
- 3. John DeGray, 2323 N. Third.
- 4. H. K. Sausman, Dauphin.
- 5. H. H. Baer, 1909 Penn.
- 6. J. B. Moses, 652 Cumberland.
- 7. A. G. Murray, 318 Boar.
- 8. R. C. Ganser, Eighteenth and Forster.
- 9. Wm. Laverty, 122 Sylvan Terrace.
- 10. A. E. Burkholder, 270 Pepper.
- 11. Geo. W. Rupp, 240 Emerald.
- 12. John Shilling, 617 Emerald.
- 13. Edward Eshenhour, 2008 Derry.
- 14. John Cori, Mechanics Bank.

In addition to this movement for all prohibition laymen getting into the fight actively, all clergymen of this city are responding for themselves and urging their congregations to lend a hand. The big point is that unenrolled and unregistered men must make good on Wednesday, May 1, so they are qualified to vote on May 21. There are more than 5,000 unregistered men in the city, who must be personally called on before May 1. To reach these, many churches are holding the Ratification Committee calls on all to show their colors.

Trustee Named to Settle Estate Funds Held in Trust More Than Twenty Years

George M. Whitney was appointed trustee today of a fund of \$21,000 held in trust for Charles F. Etter as the amount due "remainders" of the Simon Oyster estate. The petition for appointment of a trustee was presented by counsel for Mrs. Sara M. Etter and the Commonwealth Trust Company, executors of the Etter estate.

The fund came into Mr. Etter's charge over twenty years ago, when condemnation proceedings were instituted against the Mount Airy farm, owned by the Oyster estate and later taken over by the use of the State Hospital in North Cameron street. Under the will of Simon Oyster the farm and a brick dwelling in South Cameron street were given to Mrs. Etter and then to his children if he should have any. The peculiar language of the will resulted in the construction that a life estate only was given to the children, who were appointed to decide damages in 1892, 1893 and 1896, when parts of the farm were taken over, they directed the damages to be given to the children, and the children who should receive the funds. The court awarded the larger part of the money for the farm to N. Oyster and the balance, more than \$8,000, to the children. The funds, then, Mr. Etter, who was named trustee for any other possible heirs.

Mayor Calls on City to Observe Liberty Loan Day

Mayor Keister last night issued a proclamation officially setting aside tomorrow afternoon as a half-holiday, in keeping with the federal proclamation designating tomorrow as Liberty Day. May Keister's message is as follows:

Proclamation by Mayor
Whereas, the President of the United States of America, and the Governor of the Commonwealth of Pennsylvania, have issued their proclamation calling upon the people of the United States and of the State of Pennsylvania to observe Friday afternoon, April 26, as Liberty Day, and

Whereas, the City of Harrisburg has ever been the foremost ranks, not only as a patriotic municipality, but as a municipality which substantially backs its patriotism, and which believes in the truth of the old adage that "the more you know, the more you love," therefore, I, Daniel L. Keister, Mayor of Harrisburg, do call upon the people of this city to join with the people of Pennsylvania and Americans in the observance of next Friday afternoon as Liberty Day.

Let us devote that afternoon to furtherance of the Liberty Loan and let each of us consider himself or herself an agent on behalf of the Liberty Loan, not only in bringing the bond proposition to the attention of others, but in subscribing to the amounts in the highest possible amounts.

I call upon the patriotic people of Harrisburg to meet Friday afternoon at 7 o'clock at the City of Harrisburg, to close their shops and offices, and spend Friday afternoon not in seeking pleasure, but in hard work, to the end that Harrisburg will not only subscribe its full quota of Liberty Bonds, but go well beyond that mark.

BAPTIST YOUNG FOLKS TAKE PART IN "OLD MAID'S CONVENTION"



In the cut above are seen the characters of that funniest of funny plays, the "Old Maid's Convention," given this evening by young people of the Tabernacle Baptist Church, in the Y. M. C. A. auditorium of the Pennsylvania Railroad.

ALL NEWS OF THE RAILROADS

READING SHOPS WORK OVERTIME

New System to Help Uncle Sam Now in Operation; Big Engines Help

Reading, April 25.—The 2,400 men employed at the Reading Railways Company's locomotive shop are now on a 65-hour schedule. This means ten hours more than they have been working. The fact that the Reading Company is hard pressed for motive power rendered the longer hours absolutely necessary.

Heretofore the men worked 55 hours week, five days of 10 hours and five hours on Saturdays. On the new schedule they will work five days of 11 hours and 30 minutes, starting at 7 a. m. and ending at 7:30 p. m. on Saturdays 7-12 hours, stopping at 3:30 p. m. This means larger pay checks for all concerned. One hour is allowed for dinner.

With the additional ten hours added it is believed that the mechanics will be able to keep up with the work. During a portion of the winter the officials had some difficulty with the power and some days the men were idle for several hours.

Electric Power Plant

This trouble has now been remedied and in the event of a shortage of electric power from the company's plant, that is necessary to run the shops, and there will be an abundance of it, the extra supply being furnished from the West Reading plant of the Metropolitan Edison Company.

Experts who have visited the Reading shop declare that it is one of the best equipped in Eastern Pennsylvania and that the cost of the new plant is about \$1,000,000. There are few machines employed there that are not up to date in every particular.

Big Engines Help

Last year the very hard one on machinery, and had it not been for the thirty Russian locomotives that were turned over to the company, the shops would have been badly handicapped in the handling of the traffic. There were times when it required the closest kind of calculating on the part of the road foremen of engines to meet the conditions.

Since the mild weather set in conditions have greatly improved, but the traffic has increased to such an extent that the passenger locomotives are still being used in the local freight service. Some of these locomotives belong to the seashore roads and during previous years were housed during the winter.

In the past year the company built ten modern shifting engines at the local shops, besides rebuilding and overhauling locomotives of various classes. The men are now working on five Pacific type passenger locomotives, all of which will be completed before the seashore travel gets in full swing.

More than a year ago the Reading Company placed large orders for Baldwin for thirty heavy locomotives, but this order was held up on account of the war, but it is understood that they will be delivered shortly. This addition of motive power will place the Reading in good shape.

Standing of the Crews

HARRISBURG SIDE

Philadelphia Division—The 110 crew first to go after 12:01 o'clock: 117, 116, 127, 135, 107, 115, P. S. V., 118.

Fireman for 127.
Conductor for 116.
Flagman for 118.
Brakemen for 115, 107, 118, 110.
Engineers up: Anderson, Shoaff, Small, Bieckel, Mohn, Schwartz, Schlegelmilch, Frickman, Stauffer, Black, Lefever, Houssell, Smith, Simmons, Miller, Wenrich, I. H. Gable.
Firemen up: Waltz, C. E. Myers, Eckenrode, Kirk, Byerly, Achey, Derr, Smith, Byers, Shettle, C. P. Miller, Shannon, Krammer, Wood, Shoaff, Kimmel.
Conductors up: Solomon, Sellers, Brakemen up: Mader, Netzel, Brown, Cambrie, Clark, McNeil, Mizel.

Middle Division—The 30 crew first to go after 2:45 o'clock: 303, 214, 23, 253, 220, 233, 240, 38.
Engineer for 23.
Fireman for 23.
Conductor for 38.
Brakeman for 30.
Engineers up: Krepps, Beverlin, E. R. Snyder, Howard, O. W. Snyder, Durst, Rathbone, Hawk, F. K. Smith, Tiller, Rowe.
Firemen up: Martin, Baker.
Conductors up: Carl, Bennett.
Brakemen up: Ewing, Lukens, Kirkpatrick, Keel, George, Walls.
Yard Board—Engineers for 5-7C, 2-14C, 1-15C, 3-15C, 11C.
Firemen for 4-7C, 6-7C, 2-14C, 16C, 23C, 25C.
Engineers up: Biever, Myers, Shipley, Schiefer, Ullsh, Lackey, Cookery.
Firemen up: Kilgore, Hoover, Brakemen up: Meyer, Heck, Bartley, Baker, Crook, Stapp, Newkirk.

ENOLA SIDE

Philadelphia Division—The 343 crew first to go after 1:15 o'clock: 243, 246, 252, 249, 250, 225, 224, 202, 231, 240.
Firemen for 245, 249.
Conductor for 224.
Flagman for 231.
Brakemen for 202, 216, 224, 231, 245, 249, 250.
Conductor up: Gomperling.
Brakemen up: Baker, Smeltzer, Knopick, Smithers.

Middle Division—The 107 crew first to go after 1 o'clock: 104, 111, 101, 108, 117.
Fireman for 111.
Fireman for 101.
Conductor for 117.
Brakemen for 107, 104, 111, 101, 108, 117.
Board—Firemen for 2nd 126, 140, 2nd 102.
Engineers up: Peas, Herren, Bruaw, Ewing, Lutz, Quigley, Blair, Zepher, Crane, S. H. Alexander, Knopick, Smithers.
Firemen up: Snyder, Jones, Kilp, Haubaker, Conly, Nolte, Garlin, Eichelberger, Haverstick, Huber, Wickley, Martin, Bainbridge, Handboer.

PASSENGER DEPARTMENT

Middle Division—Engineers up: J. Crimmel, O. L. Miller, D. Keane, R. E. Crum, H. M. Crane, S. H. Alexander, H. H. Hanges.
Firemen up: C. L. Sheats, F. L. Pottier, R. F. Mohler, Roy Herr, S. H. Wright, S. R. Mearkle, S. H. Elbert, G. B. Huss, H. W. Fletcher, F. A. Von.
Engineers for 25, 665, 19, 59.
Firemen for 629, 59, 601.
Philadelphia Division—B. A. Kennedy, V. C. Gibbons, C. B. Ormond.
Firemen up: Wm. Shive, R. K. Strickler, W. M. Welch, F. L. Floyd, J. Cover, L. E. Everhart.
Fireman for 604. No Philadelphia crews here.

THE READING

The 61 crew first to go after 12:01 o'clock: 14, 58, 24, 7, 10, 60, 73, 6, 4, 67, 12, 70, 59, 53, 63, 6.
Engineers for 58, 7.
Fireman for 14.
Contractor for 10.
Flagmen for 4, 7.
Brakemen for 73, 4, 6, 10, 14.
Engineers up: Dittlow, Deardorf, Bonawitz, Felix, Ruth, Minnich, Raiser, I. Stricker, Hollenbaugh.
Firemen up: Shampner, Kochenour, Bohner, Maul, Hess, Deardorf.
Conductor up: Barbour.
Fireman up: Leibritz.
Brakemen up: J. Smith, Shank, Baker, Hahn, Epler, Edlebeue, Hogenstogler, Burnett, McKeever.

Liberty Bonds Here For Penna. Railroad Men

Liberty Bonds for Pennsylvania Railroad employees have arrived and are being distributed to the subscribers. A special arrangement has been made for the men to make their payments. The drive is still on for 100 per cent records. All along the main line there has been considerable activity.

STILL THEY COME

Later this afternoon freight crew No. 38 on the Harrisburg side of the Middle division reached 100 per cent. The members are: Engineer H. F. Stewart, Fireman T. W. Derick, Conductor S. H. Smith, Flagman A. Malby, Brakemen F. A. Deugh and Charles Yost.

FINAL CONTEST IN CAGE SPORT

Championship Game to Follow Farewell Shoot For Local Official

J. T. Coleman, director of athletics for the Pennsylvania Railroad, has completed arrangements for the final basketball contest for the championship of the Grand Divisions East of Pittsburgh and Erie. This announcement was made today by S. A. Hepford, of Enola, chairman of athletics of the Philadelphia Division. The contest will be staged in the Motive Power Athletic Association gymnasium, Saturday evening, at 7 o'clock. The two teams which will fight it out for the championship are the Altoona Machine Shop, winners of the Western District, and the Philadelphia General Office, winners of the Eastern District. Each of the teams has won a game on their own floor and this contest will determine the winner of the Pennsylvania title.

Farewell Shoot

Another big athletic event for railroad sportsmen is also scheduled for Saturday afternoon. A farewell trans-shooting match will be held on the grounds of the Philadelphia Division Gun Club, Sixth and Division streets, in honor of C. Z. Moore, secretary and treasurer of the organization for the last few years. Mr. Moore, who is supervisor at Middletown, will leave the services of the company on May 1. Joseph Brown, president of the club, will have charge of the shoot. Representatives from the Motive Power and Transportation departments of the railroad, and the Harrisburg Sportsmen's Association will participate in the prize of high gun to fifty targets will be offered.

Big Railroad Merger Is Plan of Government

Sunbury, April 25.—The first step toward a consolidation of the interests of the Pennsylvania, the Philadelphia and Reading, the New York Central and the Susquehanna and New York Railroads at the great yards at Newbury Junction, which is causing much talk among the railroad men of Sunbury as it may eventually mean many changes here, was taken yesterday.

A committee was appointed to inquire thoroughly into the advisability of the move and make a report in a few days as to their findings. They will report on unfavorable as well as favorable features if they find them. Those who attended the meeting included S. C. McCormack, superintendent of the Pennsylvania division of the New York Central; V. B. Fisher, superintendent of the Shamokin division of the Philadelphia and Reading Railroad; P. M. Newman, president of the Susquehanna and New York Railroad, and W. G. Spangle, division freight agent of the Central Grand division of the Pennsylvania Railroad.

Lehigh Engines Sideswiped; Passengers See Collision

Shenandoah, Pa., April 25.—Two large bull moose type Lehigh Valley engines sideswiped in front of the passenger station crowded with people last evening, almost toppling over, and causing a panic. Women fainted and children screamed, thinking an explosion was about to occur.

Both engines were disabled, and William Roads, 25 years old, and James Ragan, 36 years old, the firemen, were critically injured.

Methodist Missionary Women Convention

Delegates of the Woman's Home Missionary Society of the Methodist Church in the Harrisburg area met in eleventh annual convention in Camp Curtin Memorial Methodist Church this morning. Devotional services and greetings were given by the pastor of the convention church, the Rev. J. H. Mortimer. Reports of various committees occupied much of the morning session. An address on the financial aspect was given by Mrs. Byron E. Staples, conference corresponding secretary.

The afternoon session opened with devotional services in charge of Mrs. Morris E. Swartz. Department and committee reports were read and Mrs. Staples addressed the delegates.

Dr. Robert Barnell, pastor of the Grace Methodist Church, will conduct this evening's devotional exercises. Following music by the choir, the report of the Department of Young People will be given and Mrs. O. M. Keefer, conference secretary of Young People's Work, will speak. Mrs. Staples will speak and the benediction will be pronounced by the Rev. Morris E. Swartz.

HOLLAND AND GERMANY MAY HAVE BROKEN

Touton Minister Leaves The Hague For Berlin; Dutch Envoy on Way Home

Amsterdam, April 25.—The Hetvok announces that the German minister to the Netherlands has left The Hague for Berlin.

It adds that the Dutch minister to Germany is on his way from Berlin to The Hague.

Washington, April 25.—Unofficial advice that reached here last night to the effect that the German ambassador to Holland and the Dutch ambassador to Germany had been recalled took Washington by surprise.

While it has been known that the situation between the two countries has been tense in consequence of the action of the allies in sending Dutch troops and officers to Holland to permit German supplies to go through Dutch territory, officials of the State Department declared tonight that they could not believe an actual break had come. No official advice, it was positively stated, had been received.

At the Dutch legation, where official confirmation was also lacking, the opinion was expressed by the German ambassador had simply returned to Berlin for instructions. It frequently happens, legation officials explained, that the Dutch and German ministers, owing to the nearness of their respective capitals, go home for instructions of important character rather than rely on the uncertain character of telegraphic communication.

Zone Passes Revoked

Soldiers were placed on guard on and around the pier immediately after the accident. It was learned that the ship had been brought alongside the pier from the east and that the masts and funnels came in contact with the roof of the pier shed, this apparently preventing her from turning over.

While the workmen on board were jumping into the water or climbing to the pier, other laborers on the pier were endeavoring to make fast the masts and funnels. These snapped one at a time, however, and the bow of the vessel settled on the pier, leaving only 150 to 200 feet of the afterpart of the ship above the surface.

The military authorities revoked all zone passes of admittance to the pier. Agents of the Department of Justice and other Government bureaus began an investigation. Police ministers, leaving only 150 men who had been imprisoned, were seen on the pier.

Passengers on a passing vessel also reported that they could see men at work on the exposed part of the hull, cutting holes through the side with gas flame torches.

Police and fire boats prevented the approach of all other craft. It was reported that soon after 1:50 St. Paul turned over, fire broke out in an unsubmerged part of the vessel which the fire boats fought and extinguished.

Persons who saw the St. Paul being warped in said she had a decal list at the time, indicating the names of the passengers and crew. Whatever the cause began sometime before she reached the pier.

Six Drown, Others Missing

At least six men were drowned and a number of others are missing, according to some of the workmen who were allowed to leave the pier. Five of the known dead were laborers and one was a member of the ship's crew.

BIG AUTO SHOW AT HERSHEY GARAGE

Formal Opening Today With Show Continuing Three Days

The new Hershey garage at Hershey, Pa., will hold their formal opening beginning today and continuing Friday and Saturday. This establishment is another link in the big Hershey family, being owned and operated by the Hershey Stores Company and is under the management of George W. Stout.

Located on Chocolate avenue, in the heart of Hershey and having a capacity of over a hundred cars, this garage is sure to be the mecca for motorist traveling to the chocolate town. It is thoroughly modern in every respect, being equipped with all the latest appliances for the convenience of the autoist.

In addition to maintaining a garage this new concern will handle Studebaker touring cars and International trucks. They are prepared to enter into this field of endeavor on an extensive scale.

During the show, the Hershey orchestra will furnish music each evening. Large crowds are expected. A cordial invitation of inspection is extended to everyone.

FLUSH THE BLOOD WITH PURE FRUIT SALTS IN SPRING

In winter most men and women feel the blood sluggish. A flagging appetite, a disposition to pick at this dish and that, rather than eat a square meal, is among the early indications that the human machine needs a thorough cleaning. Few people realize this is a critical point in their health. They do not know that unless the right kind of medicine is taken NOW, the whole spring and summer may be ruined by continued ill health.

The condition of your blood is the thermometer of your health. Spring is the time to get rid of the accumulated impurities that gather during the winter and load the blood with poisons.

It is the height of folly to dose the stomach with dangerous drugs when the blood is crying aloud for a thorough cleansing. A spoonful of pure fruit salts in a glass of hot water, taken regularly on arising in the morning for just a few days will flush the blood clean of poisons, open the bowels in a healthful, natural way, and tone the entire system until every organ is doing its work and that tired-out, half-sick feeling becomes a thing of the past.

Just try this test to-day. Go to Kennedy's Medicine Store or any other well stocked drug store, ask for a thorough cleansing. A spoonful of pure fruit salts in a glass of hot water, taken regularly on arising in the morning for just a few days will flush the blood clean of poisons, open the bowels in a healthful, natural way, and tone the entire system until every organ is doing its work and that tired-out, half-sick feeling becomes a thing of the past.

ARMY DOCTORS SAY: RADWAY'S READY RELIEF Better Than ALL OTHER PAIN REMEDIES

A LETTER from Dr. Simpson of the Anderson Zouaves, N. Y. (63d Regt.), says: "During the time our regiment was stationed on Riker's Island we were out of medicinal stores. I obtained some of RADWAY'S READY RELIEF and used it with greater success in the treatment of Bowel Complaint, Colds, Rheumatism, Chills, Pains, Aches and Soreness of the limbs than all other remedial agents."

This letter was also approved by Col. Riker, Lieut. Col. Tisdale and Gen. Oscar V. Dayton of the same regiment.

Get out this ad and send with name and address for this FREE SAMPLE BOTTLE of RADWAY & CO., 208 Centre St., N. Y. For sale at all druggists, 25c, 50c, \$1.00

Troup Victrola Service

Come to Troup's for your Victrola. We have a complete stock of all styles in every finish and the largest stock of records in the city. By cash, charge account or monthly rentals as follows:

Victrola IVA \$20	Records 5	Victrola XIA \$110	Records 6
\$5 cash; \$3 monthly . . . \$25	Records 5	\$8 cash; \$6 monthly . . . \$116	Records 8
Victrola VIA \$30	Records 5	Victrola XIVA \$165	Records 8
\$5 cash; \$3 monthly . . . \$35	Records 5	\$8 cash; \$8 monthly . . . \$173	Records 10
Victrola IXA \$57 50	Records 5	Victrola XVIIA \$215	Records 10
\$5 cash; \$4 monthly . . . \$62 50	Records 5	\$10 cash; \$10 monthly . . . \$225	Records 10
Victrola XA \$85	Records 5	Victrola XVIIIA \$285	Records 10
\$5 cash; \$5 monthly . . . \$90	Records 5	\$15 cash; \$10 monthly . . . \$273	Records 10

"Keeping the Home Fires Burning"
Victor Record 64696—By McCormack—On Sale Now.

J. H. Troup Music House

Troup Building 15 So. Market Square