

RAILROAD INSPECTION PARTY ENROUTE EAST TODAY

General Manager Long With His Forces Will Complete Trip to New York

General Manager S. C. Long, of the Pennsylvania Railroad, with his inspection party left this morning at 8.30 o'clock for Philadelphia and New York. Stops will be made to permit the inspection of improvements underway at Philadelphia and to look over the work on the new electric line which soon will be completed from Philadelphia to New York.

As stated, this inspection is simply for tracks and roadbeds, but in view of the fact that President Samuel Rea and his inspection party next month will be making a similar inspection, it is thought that the higher officials, General Manager Long is giving his forces an opportunity to see what is going on. When President Rea and party make their trip in October the new automatic signal system will be given a close inspection and stops will be made at all points where improvements are now in progress.

The track inspection party reached Harrisburg on schedule time last evening, the first train arriving at 5 o'clock and the other five sections following at intervals of five and ten minutes. At the meeting at the Board of Trade auditorium at 6 o'clock prizes were awarded for the best track and roadbed. As in the past, those sections close to Harrisburg were picked as the best. A total of \$5,400 was awarded.

Prizes Awarded

First, premium \$1,200, of which \$800 goes to the supervisor and \$400 to his assistant having the best lines and surface between New York and Pittsburgh and Philadelphia and Washington, to C. M. Wisman, supervisor, and H. M. Grimm, assistant, in charge between Tullytown, Pa., and Deans, N. J.

Four premiums of \$800 each, \$600 for the supervisor and \$200 for the assistant, for the best line and surface on a main line superintendent's division between New York and Philadelphia and Philadelphia and Washington, awarded as follows: C. Z. Moore, supervisor, and C. L. P. Russell, assistant, in charge between Dillerville and Harrisburg; T. H. B. Baker, supervisor, and J. B. Baker, assistant, in charge from west of Rockville bridge to Thompsonstown; W. S. Wilson, supervisor, and C. W. Barwis, assistant, in charge between Altoona and Portage, including the Horseshoe Curve; G. H. B. English, supervisor, and C. M. Hursh, assistant, in charge between Wilmington, Del., and Perryville, Md.

A special improvement premium of \$1,000, \$700 to the supervisor and \$300 to the assistant, for the greatest improvement in line and surface on the main line between New York and Pittsburgh and Philadelphia and Washington was awarded to A. W. McClellan, former supervisor, and L. P. Pierce, assistant, for the section between Donohoe and Wilmerding.

Fuel Traffic Decreases.—The August statement of coal and coke carried on Pennsylvania Railroad lines east of Pittsburgh and Erie shows wide decreases, except in anthracite coal shipments, which were moderately larger. For eight months like conditions ruled. The decrease in bituminous coal and coke tonnage is noticeably heavy.

Northward Changes.—Northern Central Railway directors yesterday made necessary revisions in the company's by-laws and organization to accord with the conditions under which the railroad is operated by the Pennsylvania Railroad Company under the lease. Vice-presidents who

occupied similar positions with the Pennsylvania Railroad Company in charge of operating, traffic, financial, real estate and other departments retired because they will hereafter perform these duties for the lessee company. Samuel Red continues as president. Michael Jenkins, of Baltimore, and J. J. County, who performs similar duties for other lease lines in the Pennsylvania system, were elected vice-presidents. It is understood the election of Mr. Jenkins as a vice-president was very pleasing to Baltimore interests in the company.

Idle Cars On Decrease.—The number of idle freight cars continues to decrease. In the last two weeks 8,819 cars, formerly idle, have been put into service. The number of unused cars on September 1 was 163,326, as compared with 172,145 cars on August 15. More coal cars have been put into use, but in box cars the improvement is only nominal. Movement of grain has not yet drawn heavily on the box car supply and congested grain at export points, although tying up a certain number of grain cars temporarily, resulted in curtailment of shipments of grain for other lines, so freeing cars at the loading point.

Standing of the Crews

HARRISBURG SIDE

Philadelphia Division—119 crew first to go after 11.15 a. m.: 115, 107, 104, 126, 114, 115, 120, 122, 111.

Engineer for 126, Fireman for 107, 112, 123, Conductors for 105, 113, 126, Flagmen for 104, 114, Brakemen for 107, 114, 112, Engineers up: Hubler, Manley, Streper, Tennant, Long, Firemen up: Murray, Lantz, Weaver, Myers, Davidson, Farmer, Horstlick, Libhart, Duval, Swank, Miller, Amberg, Grove, Balabugh, Hickey, Bushey, Mulholm, Shive, Copeland, Wagner, Koehneuer.

Conductors up: Ford, Ropp, Houde-shell, Flagmen up: Harvey, Sullivan, Brakemen up: Burk, Blosser, Cox, Hippie, Stehman, Ferguson.

Middle Division—220 crew first to go after 12.01 p. m.: 232.

Engineer for 232, Fireman for 207, 217, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

THE READING

Harrisburg Division—119 crew first to go after 11.15 a. m.: 19, 18, 4, 17, 21, 1, 3, 24, 2, 15, 23, 16, 14, 5, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

SUBMERS OF FIGHT AT SEA

Enormous Acreage Has Been Put Into the Ground Throughout the Keystone State

More wheat will be put into the ground this autumn than for a year past in Pennsylvania, declare officials of the State Department from their tour of inspection through various sections of the State and attending agricultural exhibitions. The year 1914 was notable for a large crop of wheat, preliminary estimates being about 24,000,000 bushels, and it is thought that with the right conditions this may be exceeded.

People on Capitol Hill attribute the planting of many additional acres in wheat to the high prices prevailing and to the prospects that there will be a large foreign demand for wheat next year. Reports from some counties show larger portions than usual on farms being sown in wheat and in several counties noted for wheat crops there is much activity. It is also reported that wheat is being sown late in order to lessen danger of damage by pests.

Hunters Registering.—Chances are that the registration of hunters for 1914-1915 will rival that of last year, when approximately 200,000 hunters took out the papers required to permit them to hunt. In addition it is estimated that over 100,000 farmers, their families or their tenants hunted on their own lands last year, taking advantage of the provision of the law enabling them to do so without being licensed. The estimates are being based upon reports made by the State Game Commission, which is stated to have been heavy in a number of counties where the demand was light at this time last year. It is estimated that there will be a brisk demand for licenses early in October.

Hold Up Shipments.—Low water in streams in the State in which it was planned to plant 2,000,000 bushels of young trout from the Bellefonte and Corry hatcheries for the present. It was stated by the young fish were to be successfully "planted" and that the embargo would be raised as soon as condition improved. Thus far Bellefonte has put out about 37,000 young fish, all one year old and from four to five inches long. The returns from Corry hatcheries are believed to be about the same. The number of young perch, bass and "sunnies" are being distributed. They will be continued.

Rate Fixed.—The Pennsylvania Public Service Commission fixed October 22 as the date for the hearing of the complaint of the West Chester Electric Company against the rates of the Philadelphia Suburban Electric Company. The hearing was held on September 10 and the date was fixed at the recent meeting.

Hearing Goes Over.—The attorney general's department has continued definitely the hearing in the proceeding attacking the stock issues of the Phoenixville Valley Forge and Stratford Street Railway. The hearing will not be heard for some time and various propositions will be considered meanwhile.

Big Payroll.—The Lehigh Valley Railroad Company paid to the State Treasury \$180,875.20, representing the State tax on loans and the Philadelphia and Reading Coal and Iron Company put in \$50,000 in State taxes.

Argument Put Off.—Owing to the absence of M. Hampton Todd, former attorney general, in Europe, and for other causes, the argument of the automobile license case has been postponed from the October to the January term of the Supreme Court. It will be heard in Philadelphia.

Hearing Held.—The Economy and Efficiency commission today went into the organization and methods of the fiscal departments of the State Treasury. Auditor General A. W. Powell and his associates and some of the attaches of the State Treasury were heard. The health department will be taken up next.

Stock Increase.—The Nassau Mills corporation of Philadelphia today filed notice of increase of its stock from \$75,000 to \$100,000.

Bakeshop Standards.—The State Industrial Education board yesterday afternoon held a public hearing on the proposed new bakery standards. There will be a public hearing on the drafts next month.

Senator Here.—Senator T. M. Kurtz, of the Senate, and a number of other persons county friends visited the "Hill" today. They are on an automobile trip.

Spoke at Latrobe.—Dr. N. C. Schaeffer and Dr. J. George Beat, of the State Board of Education, spoke at the dedication of the new high school at Latrobe.

Hill Visitor.—W. S. Smith, of Meadville, former member of the House, was a "Hill" visitor.

Newsman Here.—H. M. Andrews, Johnstown Democrat, has returned from a vacation. He was formerly legislative correspondent of the North American.

HEARD ON THE HILL

Secretary Gaither and family have returned from the seashore.

H. L. Hofsford, secretary to Dr. Dixon, has returned from a vacation.

General C. B. Dougherty, of Wilkes-Barre, was at the Capitol.

Cashier T. A. Crichton, of the State Treasury, returned from a visit to Tioga county.

Deputy Attorney General Cunningham is at Atlantic City.

The State Army Board has approved plans for the Allentown armory.

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