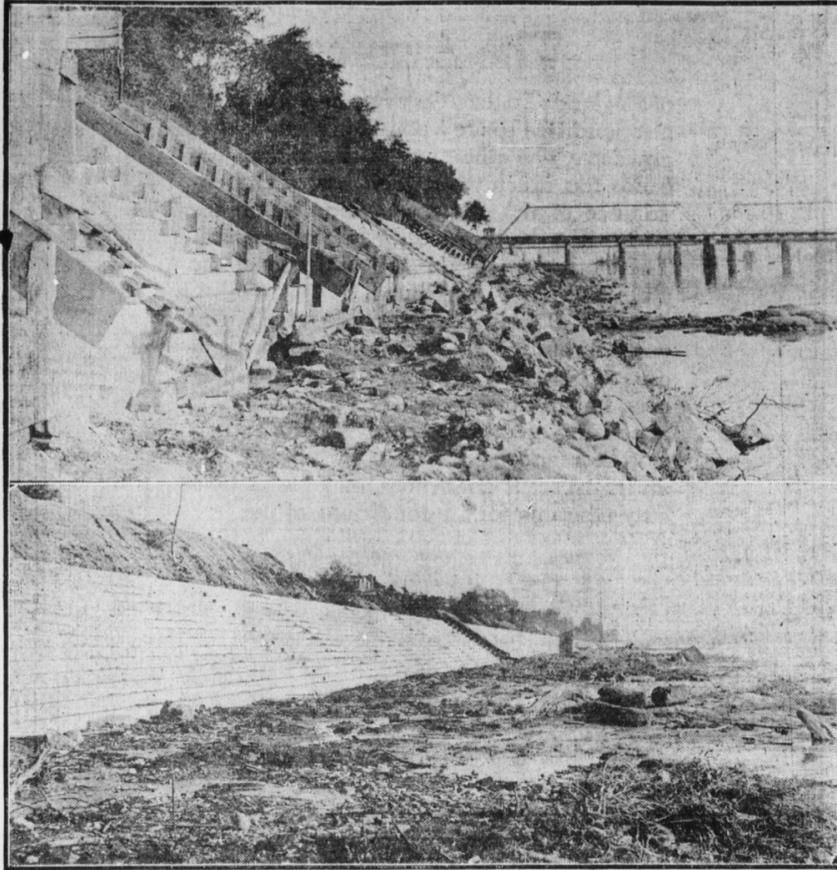


FATHER SUSQUEHANNA ALONE DIDN'T FALL DOWN ON THE JOB



Upper etching—How the accumulations of rubbish exposed by the extraordinarily low water, counteract the beautiful effect of the city's new "Front Steps" is clearly shown in this view snapped between State and Walnut streets; lower etching—View taken in the neighborhood of Peffer street depicting similar conditions. The State Water Supply Commission has expressed the fear that the failure to remove the "fill" outside the wall will seriously interfere with the operation of its new water gauge.

STATE TOO WANTS RUBBISH CLEARED

[Continued From First Page]

these unsightly deposits of years are more offensive than usual, but the fact that the river is so low emphasizes the importance of great energy at this time. Some work is being done by the contractors, but the officials fear the operations will be interrupted by fall rains.

Quick Action Imperative

While the contractors are removing some of the stuff covering the space between the wall and the main current there are large deposits of gravel and river stone at the former outlet points of the lateral sewers, which outlets have been removed. It is urged that these be cleared away by the city authorities while it is yet time.

And the State Water Supply Commission is interested in the removal of the outlying deposits for another important reason. It is installing a gauge at the Walnut street bridge, which will automatically record the Susquehanna river stages at Harrisburg. This gauge consists of two main parts; a sensitive diaphragm, in a concrete box on the bottom of the river and the recording apparatus on the east abutment of the bridge.

In Concrete Box on Wall

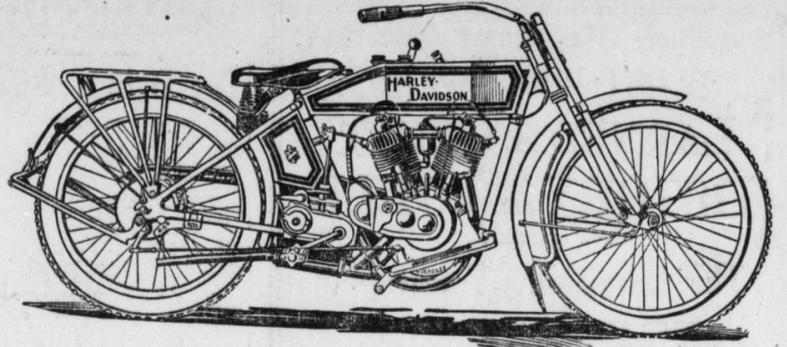
The diaphragm is made of rubber and is placed in a small concrete box at the foot of the river wall, directly under the downstream side of the bridge. One side of the diaphragm is exposed to the water, and as the river rises and falls the difference in pressure on the diaphragm due to the varying height of the water pressing against it, acts on an air column in a flexible tube connecting the diaphragm to the recording apparatus on the bridge abutment, which in turn acts on a coil controlling the movements of a pointer. The end of this pointer is supplied with ink and draws a continuous line of the varying heights of the water surface on a chart controlled by clockwork. This instrument will record continuously the stage of the river and it is only necessary to change charts once a week.

Debris Affects the Gauge

The new automatic gauge will improve upon the chain gauge which is operated by hand and placed on the upstream handrail of the bridge in the first span. Before there was any work done on the river wall this gauge was about twenty-five feet from the shore at the present river height, while now, due to a filling in of the river bed in connection with the work on the wall, it is less than two feet. There is also a large pile of dirt encircling the concrete box for the new automatic gauge, which has not been removed. This pile of dirt in connection with the other fill in the river bottom at this point will seriously affect the efficiency of the new gauge unless promptly removed.

Contracts Awarded For Dreadnoughts

Special to The Telegraph Washington, D. C., Oct. 7.—The New York Shipbuilding Company, of Camden, will build one of the two dreadnoughts for which bids were opened at the Navy Department yesterday afternoon. Its bid was higher than that of the Newport News Shipbuilding Company, but as each company presented a



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1915 CATALOG ON REQUEST

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CEMENT CASE IS FINALLY HEARD

Dexter Company Raises Question Before the Public Service Commissioners

The Public Service Commission yesterday heard the complaint of the Dexter Portland Cement Company against the Lehigh Valley, Central of New Jersey and the Delaware, Lackawanna and Western Railroad Com-

panies. The company alleged that it was at a disadvantage of 10 cents a ton in the matter of the haul from Nazareth to Easton, Bethlehem and Allentown as compared with the rates paid by its competitors. The respondents claim that this excessive amount is due to the fact that the shipments of the complainant are over more than one road.

Another hearing was held in the matter of the approval of certain crossings of the Wilkes-Barre Connecting Railroad Company, at the conclusion of which two of the proposed crossings in Plains were approved, and action on the contemplated overhead crossing in Miners Mills was deferred for two weeks until the parties inter-

ested can agree on the distribution of the cost.

The commission approved the application of the Northwestern Pennsylvania, the Nypano and the Erie Railroad Companies of lease and agreement to sell certain lands in Crawford county and took testimony on the complaint of the borough of Schuylkill Haven that the Schuylkill Haven Gas and Water Company fails to furnish an adequate supply of water.

George D. Dixon, vice-president of the Pennsylvania Railroad, will appear before the commission tomorrow in advocacy of a 5 per cent. increase on intrastate freight rates. This proposition is now before the Interstate Commerce Commission.

proposal for but one ship, each will receive a contract.

The bids were for the construction of two of the superdreadnoughts of the California class authorized by the present Congress. The number of vessels of this class authorized was three, one of which has been named the California and the other two designated as the Mississippi and Idaho. The two latter are to replace the battleships

that were sold to the Greek Government last summer.

The lowest bidder for the proposed vessels proved to be the Newport News Shipbuilding Company, which offers to build one of the new battleships for \$7,195,000. The New York Shipbuilding Company, of Camden, was the next lowest bidder with an offer of \$7,250,000 for a ship according to government plans. This does not include the cost of armor or armament, which will cost an additional \$7,000,000, bringing the value of each of these vessels up to \$15,000,000.

The bid of the Newport News Company submitted is \$65,000 lower than the price at which the new battleship Pennsylvania was awarded to the same company a year ago, although the Pennsylvania is to be 600 tons smaller than the vessels of the California class.

Don'ts For Trolley Riders!

THERE will be unusually large crowds on the streets of Harrisburg during the next few days. There will be many who will be excited and in a hurry. Thousands of parents, with their families of little ones, will be hurrying here and there to give the happy youngsters a joyous outing. Many will be taking new routes and going into unfamiliar places. On such a day of excitement, bustle and crowds it is especially important that everyone should use the utmost care in the streets. Everyone should try to keep cool. Use more than ordinary caution. Try not to get excited. Stop, Look, Listen.

The Harrisburg Railways Company will do its part so far as it is possible. Every precaution will be taken to handle the large crowds safely. Every available employe will be on duty. There will be extra inspectors and superintendents at points of conjection. Extra sand men will give

added protection on various grades, and a largely increased force of men will be on duty on the streets. Everything possible will be done to make the week one devoid of accidents, but the public can and should help by being careful. There will be thousands of automobiles in the streets, so parents should warn their children not to play on the roadways. Tell them it is dangerous.

Here are a few don'ts that parents themselves should heed and should also impress upon their children. They are good rules to observe at all times, but they are especially applicable during the next few days when great crowds, unusual noises and the general excitement are calculated to make one more reckless and careless than usual. Observance of these cautions may help save many precious lives.

DON'T allow children to play in streets on which electric cars run. Tell them to keep their eyes open, and to listen while crossing the tracks. They can't be too careful. Accidents occur in the most unexpected ways.

DON'T allow children to steal rides on the rear of a wagon or carriage. Their discovery by the driver often startles them into running in front of a moving car. The motor-man may not see them in time to prevent an accident. Tell them it is extremely dangerous.

DON'T allow children to put their heads or arms through the open window of a car. A passing wagon may be too close and cause injury and possibly death.

DON'T cross railway track before looking both ways. First look to the left, then to the right. Be sure no car approaches from either direction.

DON'T use the center of a street car track as a place in which to change your mind. If you are in doubt as to where to go, or are bewildered, make your decision on the curb before you start across the street.

DON'T cross a street hurriedly or absent-mindedly. Stop, look and listen and take your time.

DON'T pass behind a car without first making certain another car or vehicle is not approaching. Many accidents are caused by people running excitedly around the rear of a car, from which they have alighted, directly into a car coming from the opposite direction.

DON'T board or alight from a car when it is in motion. Life is not so short that you cannot wait a few seconds for the car to stop. Your life may depend upon your heeding this injunction.

DON'T dash after a car that is speeding away from you. There are more cars, and your life is too dear to risk it in any such fool-hardy performance.

DON'T take any chances. There are so many street cars, wagons and fast moving automobiles on the streets these days that you can't be too careful.

DON'T face the rear of the car when you are alighting. ALWAYS FACE FORWARD. Your heeding this advice will help to reduce the possibility of accident to a minimum.

DON'T fail to impress your children with the necessity of always being careful when boarding or alighting from cars. Tell them to wait until the car comes to a full stop.

DON'T fail to be as courteous to the conductor as you expect him to be courteous to you. Sometimes we may make a mistake and employ a motorman or conductor who is discourteous. As a rule all of our crews are loyal and courteous. We expect them to treat our patrons courteously and patiently. If you find that a conductor is discourteous or a motorman is careless in the handling of his car, don't fail to report such facts to us, with the number of the employe, the number of the car, the time and nature of the incident and your name. We don't want unreasonable complaints because we investigate them thoroughly before anything is done. We wish to be absolutely fair to our men as well as to you. Our men are often unusually polite and painstaking, considering the many annoyances they daily encounter. We would be glad to hear of these praiseworthy acts. We like to hear good things said of our men.

DON'T place all confidence in the performance of your machine, if you are driving an automobile. You may dash across the street in front of a moving car a hundred times safely and fail once. You may spin around a car that is not moving fast enough for you many times without accident, but a tire may burst once and involve you in a disastrous collision. Always be careful when you are approaching a street car track. The path of a motorman is defined. He cannot turn out to avoid an accident with you. He does not know where you are when you come driving furiously down a side street, but YOU ALWAYS KNOW WHERE HE IS. So for your own sake and for the sake of those who use the cars, be careful in driving your automobile.

DON'T be negligent or careless. We are operating our cars as safely as we can without your assistance. We desire you to co-operate and make travel on our lines absolutely safe.

HARRISBURG RAILWAYS COMPANY