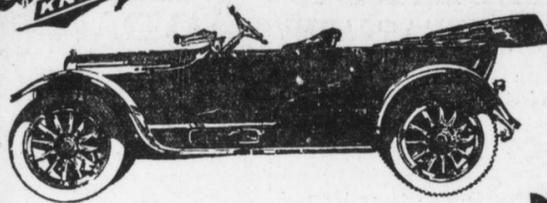


Willis KNIGHT



Sliding-Sleeve Motor

No Noise--No Valves to Grind

See It To-day at the Industrial Efficiency and Welfare Exhibit

Car Barns, Eleventh and Herr streets.

Demonstration by Appointment.

THE OVERLAND-HARRISBURG CO.

Distributors for Central Pennsylvania

Show Room, 212 N. Second street; Service Station, 127-129 Cranberry Street

Bell 3883

THOUSANDS OF CARS STALLED

War Exports Hold Up Railroads; May Have to Turn Down Business

New York, Nov. 17.—Railroad men in this city view the freight congestion in and around New York with concern. The situation is growing more serious every day and at present there is no relief in sight. It will take hundreds of ships to carry away the exports that are now sidetracked and perishing men do not know where the ships are coming from.

Thousands of cars are stalled within a distance of 300 miles of New York. It was learned to-day that between 600 and 700 freight cars, loaded with locomotive parts consigned to Russia, are included in the line-up.

A problem which is facing the railroads is the loss which must be incurred if the freight cars can not be made to move to their destination. Freight consigned to domestic points accumulates demurrage charges if not taken off the cars within a limited time. There is no demurrage charge for export freight, however, and ships are permitted to unload at will.

The president of one of the big Eastern roads said to-day that the freight congestion was his destination. Freight he could recall. His company had not yet been forced to turn down business, he said, but such a course might follow if ships were not found to relieve the situation.

Standing of the Crews

HARRISBURG SIDE

Philadelphia Division — 201 crew to go first after 4:15 p. m.: 217, 207, 206, 209. Engineers for 201: Brakemen up: Carson, Flickinger, Pennell, Libhart, Steiner, McComas, Flagnen up: McCann, Kane, Cooper.

Middle Division — 242 crew to go first after 2 p. m.: Thirteen Altoona crews to come in. Engineers up: Wissler, Willis. Firemen up: Pottelger, Fritz, Forzythe, Wright, Hunter, Wagner, Reisel, Stauffer, Stephens, Mohler, Sheesley.

ENOLA SIDE Philadelphia Division — 129 crew to go first after 3:40 p. m.: 125, 102, 132, 122, 127, 115. Engineers for 102, 115: Conductors for 125, 125, 125, 132. Brakemen for 125, 122, 127, 115.

YARD BULLETIN — ENOLA The following is the standing of the yard crews after 4 p. m.: Engineers up: Tubony, Muemeyer, Shellhammer, Stees, Miller, Turner, Kenford, Passmore.

Middle Division — 227 crew to go after 12:30 p. m.: 250, 220, 224, 216, 225, 214, 240, 246. Firemen for 24: Fireman for 111, 113. Brakeman for 111.

YARD BULLETIN — ENOLA The following is the standing of the yard crews after 4 p. m.: Engineers up: Zelders, Luddick, Barnhart, Huggings, Potter, Clark, Kawel, Waller.

Industrial and Welfare Exhibit

11th and Herr Streets, November 15th to 19th See the exhibits of the various State departments. See what the great industries of the country are doing for the safety and welfare of their employes. See the latest and best industrial developments for the economic and efficient administration of the home, office and factory. If you are interested in the industrial development of your State you will not fail to see this Show. Music every afternoon and evening.



Progress EXHIBITORS

- Alliance Machine Company... Cranes American Abrasive Metals Company... Safety Treads American Issue Publishing Company... Anti-Saloon Publication Bell Telephone Company of Pennsylvania... The Public Service Borrowing Adding Machine Company... Adding Machines Crane Company... Valve and Sanitary Appliances

Eleventh and Herr streets, 10 A. M. to 10 P. M. Admission 10 cents, except Wednesday evening after 6 P. M., 25 cents.

RAILROAD RUMBLES

The Reading Railway has ordered 500 steel coal cars from the Standard Steel Car Company. This makes 3000 cars placed within the past three weeks, of which 1500 are coal cars.

Orders have been placed with the American Locomotive Company for four Mallet engines for the Boston & Albany, five Pacific locomotives for the Missouri, Kansas & Texas, and one consolidation and two switching engines for the Birmingham & Southern.

There were large gains in freight traffic on the Pennsylvania Railroad during the first half of November, and the number of cars passing eight junction points was 87,350 cars more than in the corresponding period in 1914.

A Pittsburgh contractor has just been awarded the contract for the construction of a freight station for the Pennsylvania at Windber, Pa., to cost \$25,000.

have inquiries out for fifty locomotives. This news was made public last night at Philadelphia.

PENNSY PHONES RESTRICTED

Superintendent Noel W. Smith, of the Pennsylvania Middle division, has issued the following notice relative to the use by non-employees of the Pennsylvania telephone system for private or other business:

"It has been brought to our attention that on several occasions a non-employee has been granted the use of the Railroad company's telephone lines for personal business. This is a violation of former instructions and it must be understood that under no circumstances is it permissible to permit a nonemployee to use the Railroad company's telephone service for personal business, or otherwise unless special permission is obtained from this office."

ON SECRET MISSION

Rome, Nov. 16, via Paris, Nov. 17. It is announced by the newspapers that M. Stratos, former Greek minister of marine is on his way to Switzerland whence he will go to Germany supposedly on a special mission.

Cadillac Standard of the World. See our display which includes a cut open chassis in operation at the Welfare and Efficiency Exhibit CAR BARNs 11TH AND HERR STREETS Crispin Motor Car Co. 413-417 S. Cameron Street

READING CREWS

The 24 crew first to go after 6 a. m.: 6, 9, 20, 19, 5, 8, 1, 7, 5. East-bound: 85, 1, 7, 5. Engineers for 65, 68, 19, 24. Firemen for 68, 89, 24. Conductors for 19, 20, 21. Brakemen for 65, 23, 8, 9, 21. Engineers up: Glass, Wyre, Barnhart, Sweeney, Rine, Forney. Firemen up: Rumbaugh, King, Dobbins, Grumbine, Longenecker, Bair, Stephens.

MANNING SAYS STATE AND CITY SHOULD JOIN

[Continued from First Page] development scheme was the keynote of Mr. Manning's talk.

Capital the Pivotal Point. "In closing," said the speaker, "I want to call attention to the absolute necessity of a closer co-operation between the officials of Harrisburg and the officials of the State in the development of this, the State Capital City."

The "City Beautiful" The people only need to go on at the same rate in years to come in co-operation with the State," concluded the landscape architect, "to make it so fine that it will be the objective point of many Americans as well as European visitors who are looking for a City Beautiful."

With the aid of nearly a hundred stereopticon slides Mr. Manning showed by maps and pictures how Harrisburg can be beautified and developed as the objective point in the years to come of the thousands who must necessarily travel the main highways leading down through the mountain and river valleys of Pennsylvania from New England and New York to the Middle and Southern Atlantic States.

Always he kept emphatically before his audience the importance of harmonious work of city and State authorities in the broadening of the streets, the laying out of the parks and parkways, and the construction of radial roads leading from the city to the north, east, south and west, with the imposing edifice of the Statehouse as the prominent point of interest in the whole scheme.

made for a great open-air forum properly arranged for the convenience of an audience in order that this State at its outdoor inaugural ceremonies will not be compelled to erect temporary makeshift structures for the accommodation of officials and public as are provided at the National Capitol in Washington.

State Street One of the great entrance ways to the city from the east will be over State street. City and State should work together in such a way, declared Mr. Manning as to allow the tourist an unobstructed view of the Capitol building. The incoming visitor should get his first grand uninterrupted view when he reaches the "rod barn" at the junction of State and Walnut streets.

A great new terminal station to be constructed by the Pennsylvania railroad in such way as to allow an unobstructed view of the Statehouse across the park stretches from the waiting rooms was another suggested possibility.

State street throughout its length, because of its peculiar relation to the Capitol, was given special attention. In years to come, Mr. Manning said, Harrisburg might do well to erect a great monumental bridge across the Susquehanna at State street. Easy

grades and approaches would be possible through the tiny valley directly across the river.

Some Suggestions

Widening of the present main arteries leading across the Market Street Bridge through Lemoine; the acquisition of sufficient ground on the Cumberland shore to permit the construction of broad roadways to correspond with the drive along Front street; the acquiring by joint county or State action of enough land on either side of the highways through the river gaps above Harrisburg to permit the widening of the thoroughfares; the acquisition of Fort Washington; co-operation of city and State in maintaining such uniformity of building line as to prevent a restricted view of the Capitol building from points across the river—these are only a few more of the park expert's suggestions for further development of the "City Beautiful" scheme.

Scores of other State Capitals and their surroundings were pictured to emphasize what Harrisburg should work to accomplish or avoid in the beautification of the city with relation to the Statehouse. Open vistas through properly planted trees should be provided wherever possible.

Harrisburg and Europe

Maps and pictures of parkway development and pleasure road construction in various cities of America and Europe were displayed for comparative purposes. Special attention was given to the need of planning for

the ever-increasing travel of auto tourists.

Some views of the water fronts of other cities of the world as compared with the "front steps of Harrisburg" were included in Mr. Manning's repertoire. He used the splendid stretch of curving steps to show how utility and beauty had been combined by Harrisburg in turning the protective wall for the river interceptor into a 3-mile promenade throughout the length of the city.

Harrisburg Leads

"All this," declared Mr. Manning, "is largely due to the public spirit of the citizens of Harrisburg. That kind of spirit, by the way, should be developed throughout the State and you will find that men of equally broad views in other parts of Pennsylvania will be just as ready to co-operate in the same way. The State might do well to encourage this spirit, particularly in acquiring the additional strips of land where highways should be broadened."

The only other talk of the evening session was delivered by Charles E. Meek, of New York City, who talked on "Fire Prevention." Governor Brumbaugh was unable to attend because of a press of other engagements.

Come Ahead! The New Reo "6" Has the Right of Way to Popular Favor. If you see the first six-cylinder seven-passenger Reo at the Industrial Welfare and Efficiency Exhibit, you will say, as others do who have seen it, that it is one of the prettiest cars ever shown in this vicinity. Its beauty is backed up by remarkable power and flexibility. Harrisburg Auto Co.

SEE DODGE BROTHERS MOTOR CAR It Speaks For Itself. PENNA. SOCIETY OF ENGINEERS' EXHIBIT 11th and Herr Space 70-74 KEYSTONE MOTOR CAR CO. 1021-25 Market St.