

On Easter Morn Wear a "Wesco Pinch-Back"



Another huge shipment of Pinch-Back Suits arrived to-day at The New Store of Wm. Strouse. They're Crackerjacks — right-up-to-the-minute Clothes—with character standing out all over 'em. They're setting a new standard of dressiness among the young chaps about town—you've noticed some of 'em no doubt. Come in, let us show you how YOU'D look inside these newest and dressiest of clothes. Make this Easter a real dress-up occasion; you can do it nicely at

\$15, \$18, \$20

Easter Candy For the Boys--

This Easter Time, at The New Store of Wm. Strouse will stand out like a star for the youngsters of Harrisburg. There's candy here for all the boys. With every purchase, whether it's a pair of stockings—a collar—a pair of knee pants—a hat or cap—anything for the Boy.

And a handsome, accurate watch with the compliments of The New Store is in the pocket of every suit.

The New Store of Wm. Strouse

JAMES N. MAY DIES

Special to the Telegraph
New Cumberland, Pa., April 18.—James N. May, aged 72 years, died early this morning at the home of his niece, Mrs. William H. Dare, in Bridge street, from a complication of diseases. Mr. May was an almost lifelong resident of Camp Hill and when a young man was a student at the Denlinger Academy, at Camp Hill, which later became the Soldiers' Orphan School. For a time he lived on a farm near Camp Hill. After the death of his

wife, about a year ago, he came to New Cumberland and made his home with his nieces, Mrs. William H. May, Miss Jennie and Miss Jessie Naylor, who are his only near relatives. Funeral services will be held on Thursday afternoon at 2 o'clock from the Dare home, with burial in the Camp Hill Cemetery.

DR. BENJAMIN EBY BURIED

Special to the Telegraph
New Cumberland, Pa., April 18.—Funeral services of Dr. Benjamin Eby,

who died on Thursday from a hemorrhage brought on by a toothbrush bristle lodging in his throat, were held at his home here yesterday, conducted by the Rev. T. S. Wilcox, pastor of the Methodist Church. The active pallbearers were the following members of Harrisburg Lodge, No. 12, Elks: Elwood Ross, Harry Reese, Bert Harris, J. N. Weaver, H. V. Breckenridge, Dr. Thomas Poffenberger. The honorary pallbearers were John Watts, Lawrence Fetrow, B. F. Garver, J. H. Reiff, H. C. Oren and S. N. Kirkpatrick.

C. E. CONVENTION OFFICE IS OPEN

May 11 Will Be "Booster Night" in Harrisburg Endeavor Circles

At the general convention committee meeting for the State Christian Endeavor Convention, to be held in this city, July 11-14 in headquarters room, Harrisburg National Bank building, last evening, a number of arrangements were made. The St. John's Reformed C. E. society served luncheon to the general committee. The headquarters room has been fitted up for big convention work, a typewriter, telephone and stationery is now conveniently at hand for any committees desiring to meet there any time during the week. Any Endeavorers desiring to meet there should make application for the key and date to A. C. Dean, president of the Harrisburg C. E. club.

H. W. Kettel, chairman hall committee, reported that two churches besides the Chestnut street hall have been secured for the convention sessions. Several other churches will also be engaged for the three big Junior and Intermediate rallies.

Homer A. Rodchaver, of Chicago, has been definitely engaged and he will be the chorister of the convention chorus.

Mr. Brewster, "Bilby" Sunday's soloist in his evangelistic campaign, will also take part in the big program.

Denominational rallies will be arranged for one big night when all denominations will gather their pastors and Endeavorers together for a rally program and boosting the State convention. Arrangements should be made to hold all of the rallies on Thursday evening, May 11, as a booster night.

Advanced registration of delegates are to be made as early as possible and places of entertainment secured. A number of delegates have already made application through the chairman, Prof. John F. Kob, of the entertainment committee.

The Rev. E. E. Curtis, chairman of the general convention committee, and A. C. Dean, president Harrisburg C. E. Union, and advisory member of the convention, attended the State Executive Committee meeting in Philadelphia yesterday and gave encouraging reports from that body and final arrangements have been made for a record breaker convention.

CLASS MUSICALES

Progress, Pa., April 18.—This evening at 8 o'clock Young Men's Sunday School Class, No. 4, will hold a musical entertainment at the Church of God.

COUNCIL PLANS TO AWARD AUDIT JOB

[Continued From First Page.]

lump sum, per diem basis; \$10 per day for chief accountant and \$7.50 per day for assistant accountant; accountants; reasonable traveling and hotel expenses.

Audit Company New York, no lump sum; per diem basis; \$25 for chief accountant and \$15 for assistant accountants; \$2.50 per day for expenses. Commonwealth Audit Company, Chicago; \$4,160; to be completed within ninety days.

James Cameron, New York; \$5,000 to be completed within four months. The firm suggested that the cost might be greater should developments of fraud or unsatisfactory keeping of the accounts result which would entail greater work.

Main, Squires & Company, Pittsburgh; \$5,000; to be completed by not later than November 1, 1916; can be finished by September 1, 1916.

United States Auditing Company, Philadelphia; no lump sum; suggests that work will require at least two supervising accountants and several assistants. No price per day quoted.

Some Notable Bidders

Some of the bidders are famous throughout the country. The Wilson Company suggested Farley Gannett, consulting engineer of this city as a reference. The New York Auditing Company figured prominently in the capitol graft trials and the James Cameron concern took an important part in State audits.

The auditing companies in addition to bidding on the contract for examining the books of the city treasury, also will suggest a new and better method of keeping the books.

Council Adopts New Rules to Safeguard Wall on River Front

Chief among the new rules for the parks and playgrounds as adopted today by Council in accordance with Commissioner E. Z. Gross' suggestion were these regulations pertaining to the River Front slopes:

"Damage or defacing of any part of the concrete steps or wall along the River Front, or any steps leading to the river wall, or any light standard, or any part of the light standards upon the wall or in any park is forbidden.

"Throwing of stones or draining of any offensive substance of any kind on or into any park, parkway, fountain, spring or other park waterway or depositing of waste paper, fruit, refuse, lunch baskets or similar articles in any place save in proper receptacles therefore, is prohibited."

Intoxicated persons are not permitted to loaf in the parks and the speed of all horse or vehicular travel is restricted to ten miles an hour. Fishing is permitted in Wildwood lake although this sport is prohibited in other park waterways. Otherwise the old rules prevail.

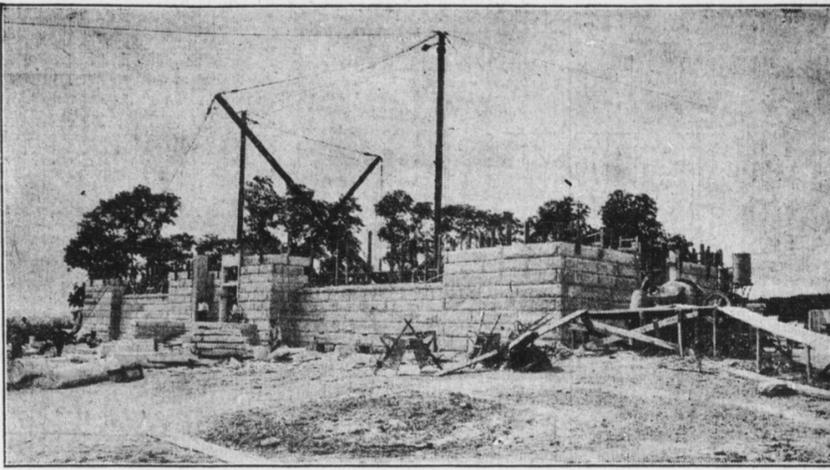
Wants New Detectives

Mayor Meals offered an ordinance creating two new detective jobs and it is understood that his intention is to elevate John Murnane and Hyde Spence from plain clothes men to detectives at salaries of \$85 per month. The ordinance providing a detective at a salary of \$100 per month will be rescinded and \$85 fixed as the pay. Paul Schelhas will get this job. Council approved Mr. Bowman's award of the contract for supplying 25 fire hydrants to the Kennedy Valve company at its bid of \$29 a piece and about 42 various-sized valves to the Rensselaer Valve Company at \$11.20, \$16.55 and \$23.80 respectively. The question of insuring the Donata fountain group was left to Commissioner Gross to thresh out.

Requests For Auto Stands in Market St. Are Laid Over

Application by Frank Satz, Elmer E. Firing, Earl Challenger and Russel E. Adair to operate motor buses from "regular stands" in front of several hotels along Market street aroused some little discussion in Council this

Some Facts About the Paxtang Mausoleum



A MAUSOLEUM DURING CONSTRUCTION

We have had so many inquiries about the building of this structure, the manner of its construction, the kind of materials used, where procured, quantities, etc.; that we have determined to place before those interested some salient facts about it, together with a photograph of one of our mausoleums in process of construction.

Again this method of entombment being distinctly new to Harrisburg we feel that many are vitally interested as they naturally are in all improvements. We, ourselves, feel that this step just as distinctly marks a scientific advancement as did the coming of the era of electricity, the telephone, the automobile, the airplane or any of the many discoveries of an age of science.

In the production of these great mausoleums we have combined the most recent sanitary improvements with the most modern mechanical skill, thereby producing a building architecturally beautiful and practically indestructible. A structure to endure through the ages and endowed to ensure its care and upkeep forever.

ELEMENTS OF ITS CONSTRUCTION

Most conspicuous in the above photograph are the great derricks employed in placing the huge blocks of white Carolina granite in position. A glance at the incompleting walls will convey to the mind some idea of the immensity of these blocks, and more especially at the side of the doorway where is seen an immense upright stone three times the height of the man beside it.

In the immediate foreground are to be seen other huge granite blocks ready to be trimmed and set in place, while in the foreground are some great turned pillars weighing approximately eight tons each.

The following summary of materials used in the construction of a mausoleum of the size planned for Paxtang Cemetery may be interesting:

There is used in the construction of the foundations, sub-floors, inner walls, etc., about one thousand cubic yards of concrete. Twenty-five tons of steel for re-enforcing. Six thousand square feet of granite for the exterior. Nearly one thousand barrels of Portland cement. More than seven hundred tons of crushed stone. The same quantity of sand. For the interior about five thousand square feet of white Riverside marble from the famous Rutland quarries. To finish the roof are required some three thousand square feet of Ludovici tile together with a large quantity of sheet and bulk lead for joints and flashings.

All exposed metal used in the mausoleum will be U. S. standard 90 per cent bronze. This includes doors, door frames, window frames, ventilators, grills and gates, in fact, any metal that exposure to the elements might destroy in the years to come. The glass for windows is all leaded art glass specially designed for this mausoleum by artists of note in that particular field.

It is a known fact that more than sixty per cent. of all people have an aversion to burial in the ground, an aversion that with some is an absolute horror. Before the coming of the modern mausoleum only those of great wealth could enjoy the comfort and satisfaction of such a noble resting place. To-day it is available to and within the financial reach of any family who can afford a lot and monument, the ultimate cost being no greater and all future care and upkeep being provided for.

If this plan appeals to you, and you desire further particulars, Cut Out, Sign and Mail This to

Harrisburg-York Mausoleum Co.
16 Spooner Building, Harrisburg, Pa.

Name

Street

City or R. F. D.

T-4-18-16.

Why

falter on the HILLS

Hill-hesitation is galling to your average driver. His sporting-blood boils when a 1910-Complex flivvs past on the first long pull with apparent ease and matter-of-factness. Invariably he bawls-out his motor and labels it "a cheese." But—ten-to-one, the motor itself is guiltless. The real cause is faulty lubrication.

If your car does the hesitation on the grades, look first to the oil you are using.

The Atlantic Refining Company, the oldest and largest manufacturers of lubricating oils in the world, have produced a group of four motor oils that answer every lubrication question, under any and all driving conditions.

Polarine, the leader of the group, is the correct lubricant for 8 out of 10 cars. The alternatives are Atlantic "Light," Atlantic "Medium" and Atlantic "Heavy."

Read up on this subject. We have published a handsome and comprehensive book about lubrication. It is free. Ask your garage for it. If they cannot supply you, drop us a postal and the book will be sent you without charge.

ATLANTIC MOTOR OILS
THE ATLANTIC REFINING COMPANY

and Largest Manufacturers of Lubricating Oils in the World

PHILADELPHIA PITTSBURGH

HOW TO BE SLIM

If you are too fat and want to reduce your weight 15 or 20 pounds, don't starve and weaken your system, or think you must always be laughed at on account of your fat. But go to any good druggist, and get a box of Oil of Korin capsules, take one after each meal and one before retiring at night.

Weigh yourself once a week and note what a pleasant and reliable method this is for removing superfluous fat from any part of the body.

It costs little, is absolutely harmless and I am sure a week's trial should convince anyone that it is unnecessary to be burdened with even a single pound of unsightly fat.

twenty-six years of service as engineer that he had been in an accident of this kind.

FIVE ARE DEAD IN N. H. WRECK

[Continued From First Page.]

play of the Bradford Dye Association. Miss Jeanette Clark, Westery, daughter of William Clark, president of the Westery Mills of the American Thread Company.

Margaret Bliss, address unknown. William Barber, Westery, carpenter.

Mrs. Oscar Martelle, South Bridge, Mass., died in hospital at New London. More than thirty other persons were injured, most of them suffering from cuts and bruises or shock.

Victims in Rear Car
All the victims were occupants of the rear car of a local train which had started to run on a siding in front of the Bradford station when the Gilt Edge express from Boston crashed into it. Coals from the express locomotive and the explosion of a gas tank set fire to the wreckage and the flames spread so rapidly that the nearby station and freight house were destroyed together with four wooden coaches of the local train. The passengers had much difficulty in climbing out of the demolished car and those who lost their lives were badly burned.

As there is no fire department here, no adequate light could be made against the flames until the arrival of apparatus from Westery, six miles distant.

No one was injured on the express, which was backed to a junction and proceeded to New York soon after the accident. Early to-day the tracks were sufficiently cleared to enable the resumption of traffic and all the survivors proceeded on other trains.

Investigations Under Way
Trainmen were at variance in their statements as to the signals set against the express after the local train, detained here by engine trouble, had been ordered to take the siding. They agreed that the signals nearest the local was set for danger, but Charles H. Mansfield, engineer of the express, said the signal next behind this showed a clear track ahead, and that when he caught sight of the "home" light shining through the thick fog it was too late to stop his swiftly speeding train.

Engineer Mansfield remained here to-day with the understanding that he was not to leave until the several investigations had been completed.

The inquiry by the Public Utilities Commission of Rhode Island was well under way. George H. Carmichael, a special agent, having been early on the scene to collect statements from witnesses.

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The coroner's inquest probably will be held late this afternoon.

Superintendent P. T. Litchfield, of the New Haven division of the New Haven, also continued his investigation. He conferred with Engineer Mansfield, whose record, it was stated, showed that it was the first time in his

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