

**SHOPMAN INJURES HIS BACK**  
A. S. Zimmerman, an employe at the Lucknow shops, this morning injured his back while doing some heavy lifting. His back was so badly wrenched that he was removed to the Harrisburg Hospital.

**ANTHONY DERR RETURNS TO DUTY**  
Anthony L. Derr, a ticket examiner for the Pennsylvania Railroad, employed at the local passenger station, is back on the job. He had a long siege at home with an attack of grip, having been off duty since January. His return to duty to-day was an occasion for many congratulations and best wishes.

# ALL THE NEWS OF THE RAILROADS

## S. C. LONG DIES ON P. R. R. TRAIN

General Manager Stricken While Enroute to His Home With Other Officials



**SIMON CAMERON LONG**  
General Manager Simon Cameron Long, of the Pennsylvania Railroad, died suddenly yesterday morning. He was on a train enroute to his home at Merion. Death was due to heart failure, following an attack of acute indigestion.

Mr. Long, who was 60 years of age, was in company with James E. Fainstocck, treasurer of the Pennsylvania Railroad Company, and George W. Creighton, general superintendent of the company, Altoona, when he was stricken. He was removed from the train at Fifty-second street, where physicians had been summoned, but they found death had been almost instantaneous.

Announcement of Mr. Long's death occasioned quite a stir in railroad circles in this city and vicinity. General Manager Long, with General Superintendent George W. Creighton and Superintendent William B. McCaleb, spent the best part of last week in the vicinity of Harrisburg, inspecting prospective sites for improvements and looking over Mt. Gretna camp site.

He returned to Philadelphia Thursday night and it is said had planned further inspection trips over the Philadelphia Division and branches this week.

**Born in Dauphin County**  
Simon Cameron Long, general manager of the Pennsylvania Railroad, was born at Fishersville, Dauphin county, about 57 years ago. His father was George Reinhold Long, and his mother, Clarinda Christ, daughter of the late John Christ. The parents of Mr. Long were wedded by a Methodist minister at New Castle, Delaware.

George Reinhold Long, father of General Manager Long, was engaged in the store business at Fishersville, and from that place was appointed or elected to the office of Recorder of Deeds and Register of Wills of Dauphin county. Shortly thereafter the Long family removed to Harrisburg where Mr. Long assumed the duties of office. The campaign of that time, having been a very warm one, it is recalled that one night before Mr. Long removed to Harrisburg that his little store, the village gathering place, was burned to the ground and was believed to have been the work of political enemies, considerable feeling having been engendered by reason of Mr. Long who was a Whig and active in the campaign at that time.

**Employed at Harrisburg**  
Mr. Long served about two years when he died and his remains were taken to Pinegrove and interred in the Evangelical cemetery and afterwards reinterred in the family lot of Wellington Christ, a Pinegrove merchant and uncle to S. C. Long, in the Lutheran cemetery. The elder Long was a great admirer of the late Simon Cameron and named his boy after him. While employed at Harrisburg Mr. Cameron and the elder Long became well acquainted. The elder Long was a nephew to merchant Wellington Christ of Pinegrove, the latter for many years a Reading Railway dispatcher at Pinegrove.

Mr. Long, the mother of S. C. Long, died in 1879, and young Long grew up and spent his boyhood days with his grandparents and uncle, in the same home occupied by the latter to this day, the home being opposite the D. R. Miller home on the main street, Pinegrove. Mr. Long attended the public school of Pinegrove and graduated under Prof. George W. Channel, now living at Ft. Casion. He has no brothers or sisters living and Mr. Christ is the only surviving uncle.

After graduating at the Pinegrove high school he was sent to Lafayette College, where he graduated about 1877. Coming back to his home after graduation, he was appointed to a clerkship at the P. & R. depot and chalked coal cars from tickets sent to the office by the colliery clerks and afterwards became a billing clerk in the same office at a salary of \$26 per month. There is a story to the effect that the late Colonel James L. King, of Pinegrove, had met Mr. Cameron and remarked there is a youngster at Pinegrove you ought to do something for, and Mr. Cameron inquired, "Who is he?" Mr. Nutting said "S. C. Long, and he is named after you."

"Oh yes," remarked Mr. Cameron, "I knew his father," and an appointment on an engineering corps at Paoli, near Philadelphia, was the result. This was about 1877 or 1878. Later he was appointed to a supervisorship on the Pennsylvania Railroad at Coatesville,

## RAILROAD NOTES

"Giants of the World" is the subject of a lecture to be given by Boyd A. Fowler, a Pennsylvania railroad yard brakeman, March 30, at Fourth Street Church of Christ, Fourth and Delaware streets.

Under a decision of the Anthracite Conciliation Board, made public Saturday, Thomas Garr, of McAdoo, a locomotive engineer dismissed four months ago by the Lehigh and Wilkes-Barre Coal Company, on the ground that he was responsible for a wreck, received reinstatement.

That on the Elsham Lee or George W. Creighton will succeed General Manager Long in the railroad executive position was the belief among railroaders here yesterday. Lee has been his first assistant for more than a year and Creighton has been general superintendent at Altoona for several years. —Philadelphia North American.

C. W. Garverial, in charge of the Enola car ship oilhouse at night, has moved his family to Enola in a newly-furnished home. He was given a farewell dinner by his parents at their home in Nineteenth street, Harrisburg, Sunday afternoon.

The second bowling contest between the general office force and Foreman Hassler's office will be played on the Enola P. R. R. Y. M. C. A. alleys Monday evening, starting at 6 o'clock. The boys from Hassler's office expect to make a better showing than they did last week and have strengthened their team considerably.

Oscar Mingie, aged 61, freight conductor on the South York branch of the Pennsylvania railroad, whose home is at Altoona, was struck by a runaway coal car and fatally injured.

Brakeman J. E. Shepp and Charles H. W. Garverial, in charge of the Enola car ship oilhouse at night, are off duty on account of illness.

E. H. Malehorn, a Pennsylvania railroad freight conductor, who has been off duty on account of illness, has recovered.

When completed, the Philadelphia and Reading wireless station at Reading will be one of the most up-to-date plants on the system.

Charles C. Phillips, employed as a telegrapher for the Philadelphia and Reading railway, has resigned and entered in the signal service of the United States Army.

Abraham Fry, a flagman on the East Penn and Lebanon Valley, one of the oldest men in the freight service on the Pennsylvania railroad, will be placed on the pension roll April 1. He has been following railroading about half a century and retires on the age limit. Mr. Fry lives at Allentown.

## Standing of the Crews

**HARRISBURG SIDE**  
Philadelphia Division—125 crew to go first after 4 p. m.: 126, 113, 130, 110. Engineer for 125.  
Firemen for 130, 126.  
Flagmen for 125.  
Engineers up: Brooke, Yeater, Keame, Gray, Baer, May, Schwartz, Sellers, Black, Baldwin, Binkley, Lefever, McGowan.  
Firemen up: Ecknar, Walkage, Baker, Copeland, Hoch, Zoll.  
Conductor up: Myers.  
Brakemen up: Kinnard, Mumshaw, Bengtist, Kimberling, Boyd, DeSilvey, Fissell.

**Middle Division**—202 crew to go first after 2.25 p. m.: 202, 244, 239, 206, 10, 205, 15, 235, 25, 32.  
Engineer for 10, 25, 32.  
Firemen for 25.  
Flagman for 32.  
Brakeman for 32.  
Engineers up: Peighal, Nickels, Cook, Numer, Bowers, Asper, Howard, Harris, Brink, Albright.  
Firemen up: Gates, Gearhart, Sellers.  
Flagman up: Shutt.  
Brakeman up: Miller.

**Yard Crews**—Engineers up: Wagner, Shlad, McCord, Wise, Watts, Sieber, Cleland, Goodman, Harling, Matson, Reckwith, Machamer, Cless, Ewing, Yinger.  
Firemen up: Bruaw, Ziegler, Smith, Vuchity, Rodenhafner, Smith, Howe, Dunbar, Shoemaker, Rothe, Hassler, Charles, McCormick, Otatot, Bryan, Lawrence, Shoen, Kiner, Whoshlo.  
Engineers for 5th 8, 20, 4th 24, 76.  
Firemen for 1st 8, 16, 20, 4th 24, 76.

**PASSENGER SERVICE**  
12:01 P. M.  
Middle Division—Engineermen for 45, 19.  
Firemen for 13, 45, 17.  
Extra engine-men up: C. L. Miller, D. Keane, L. Sparver, F. McC. Buck, H. F. Krepps, W. C. Graham, T. D. Crane, G. G. Keiser, S. Alexander, W.

**DEPARTMENT HEADS READY**  
At the weekly meeting to-day of the Pennsylvania Railroad department heads, reports were presented showing conditions favorable for adding in preparedness for war. It is said that in the event of a call for troops, employes who respond will not lose their places.

**WILLIAM HOYT BURIED TODAY**  
The funeral of William Hoyt, late eastern traveling passenger agent of the Missouri Pacific Railroad, took place to-day at Erie. Services were held late yesterday afternoon at the home in Plainfield, N. J., and were attended by 150 traveling passenger agents from various parts of the United States. Mr. Hoyt was well known in Harrisburg, having at one time been connected with the Chicago-Alton Railroad, when Daniel W. Barr, now a ticket examiner at the Pennsylvania Railroad station, had charge of the local office.

**This Good Old Remedy**  
isn't just a purgative. Quite the contrary. It makes purgatives unnecessary by keeping the liver lively. Take small doses regularly—a larger dose only if you're sure you need it. That's been the rule of hearty, sprightly, happy folks for 50 years.

**CARTER'S LITTLE LIVER PILLS**  
Genuine bears Signature  
Colorless faces often show the absence of iron in the blood. **CARTER'S IRON PILLS** will help this condition.

Want Pink Cheeks—Red Lips?

Some unfortunate men and women are prone to wonder why some of their friends are blessed with an abundance of color—pink cheeks and red lips—while theirs are always colorless. The reason for this last named condition is—there is not enough red blood corpuscles in the blood—under a microscope the blood is thin and watery. The flesh is flabby too. Well known physicians assert that the regular administration for several months, of three-grain hypo-nucleic tablets will greatly improve the color, add to the weight, make the cheeks pink and the lips red and in general be very beneficial. For self-administration, obtain from any of the best apothecary shops.

**"I Found Help in My Own Home Says R. K. Shaffer**



"I was in a pretty bad way a few weeks ago though you wouldn't think it to look at me now," says R. K. Shaffer, a cattle drover, whose home is at Campbelltown, Pa.

"I was run down, and my nerves were all unstrung, and I was bothered with indigestion and heartburn, I didn't care for food and every meal seemed to have its torture for me.

"I didn't sleep good and couldn't get any rest and I felt as if my machinery was out of order and needed repairing, but I couldn't find anything to repair it with.

"But would you believe it, I found something in my own house that put every bit of my machinery in tip top running order and that was Tanlac.

"And take it from me, cattle droving is no job for a man that's out of condition and whose nerves are on the blink.

"I certainly praise Tanlac for what it did for me."

Tanlac, the famous reconstructive tonic, is now being introduced here at Borgas' Drug Store, where the Tanlac man is meeting the people and explaining the merits of this master medicine.—Advertisement.

Good Printing  
The Telegraph Printing Co.

# Dives, Pomeroy & Stewart

## Smart and Exclusive Suit Styles In Every New and Approved Material

An impressive showing of suits for every type of woman is announced for this week. The values are notably of interest for it is seldom that garments of such pronounced quality and distinction are offered at so low a price range.

Developed of every new and approved material, in the most wanted colorings.

Exclusive models shown this week for the first express a new departure in modelling which insures the individuality of custom-made garments.

**Attractive Groups Are Shown at \$25.00 to \$47.50**

Wool velour and serge suits in apple green, tan and navy; this garment is made with a deep yoke, box plaited back and front to waist line with a full flare skirt and large pointed pockets; double sailor collar of self material and white broadcloth stitched with gold. \$25.00

Fine serge suits in navy, black and tan; in a plain tailored style bound in silk braid; large pointed collar of pongee silk. \$25.00

Shepherd check suits in black and white and green and white; this garment is made with a high waist line and full plaited skirt; the collar, cuffs and belt is bound in black silk braid. The skirt is made with a plain panel back and front, inverted pockets, finished with black silk braid. \$27.50

Poirot twill, serge and poplin suits made in a plain tailored model with a full flare skirt, trimmed with heavy stitching and cape collar of self material and broadcloth. \$22.50

Wool poplin and Poirot twill suits in Copenhagen, navy and tan; this garment is made in a semi-belted style with fancy patch pockets and deep pointed collar of stripe pongee silk. \$32.50

Fine Poirot twill suits in navy and black; this garment is made in a plain tailored style with a high waist line trimmed with broad silk Hercules braid and fancy bone buttons; deep collar of white silk. The skirt is made in a plain tailored style, trimmed with bone buttons. \$47.50

# The New Coats are in Beautiful Colors

For street occasions the range of coat styles is almost unlimited. The colors are gay and rich and the fabrics luxurious and light in weight.

Choose from Burellas, tricotine Lupina, wool velour, cashmere Bolivia or Gunniburl.

The most desirable colors include—

Spruce Apple Periwinkle Rose Gold  
Citron Beige Mouse Hemlock

Wool velour, serge and poplin suits, in navy, tan, black and Copen; made in a loose model, semi-belted; large sailor collar of silk or broadcloth in contrasting shades. \$14.50

Poirot twill and wool velour coats made with a box plaited back, large cape collar and cuffs, finished with stitching; in rose, gold, green and tan. \$18.50

Wool velour coats in gold shade; this garment is made with a box plaited back and full flare skirt; large inverted pockets trimmed with heavy stitching and cape collar of self material and broadcloth. \$22.50

Bolivia and Burella cloth coats in rose, tan and Copenhagen; these garments are made in a plain or fancy model. \$30.00

Wool velour and Burella cloth coats in Copenhagen, rose and gold; this garment is made with a high waist line and full gathered back; large cape collar of self material and stripe Khaki Kool silk, in rose and white and blue and white. \$37.50

Dives, Pomeroy & Stewart—Second Floor.

Engineers for 62, 22.  
Firemen for 51, 58, 64, 22, 24.  
Conductors for 51, 56, 58, 6, 22.  
Brakemen for 51, 56, 58, 62, 22, 24.  
Engineers up: Hollenbaugh, Massimore, Fraufenreder, Freed, Martin, Billig, Little, Jones, Ruth, Minnick, Walton, Reynolds.  
Firemen up: Ellenberger, Fackler, Smith, Miller, Shander, Erb, Shover, Bushey, Saunders, Sherman, Grove, Groah, Marks.  
Conductors up: Clark, Shover, Shuff, Griffey, Levay, Kaufman, Harlan, Bates.  
Brakemen up: Beitel, Lowe, Kline, Pottelger, Clehey, Shubarer, Norford, Shultz, Cassett, Davis, Spertzel, Gardner, Binkley, Thompson, Sipe, Dutery, Coleman, Bowers, Rishel, Chief callers: Moore and Wood.

**ENOLA SIDE**  
Philadelphia Division — 237 crew to go first after 3.45 p. m., 227, 242.  
Fireman for 237.  
Brakeman for 227, 37 (2).  
Fireman up: Brown.  
Middle Division — 225 crew to go first after 2 p. m., 223, 228, 226.  
Front end, 112.  
Yard Crews:  
Engineers for 1st 105, 110.  
Firemen for 1st 124, 134, 3rd 126, 112.  
Engineers up: Hill, Boyer, Anspach, Kling, Smith, Branyon, Bretz, Kaufman, Reese, Anthony.  
Firemen up: Books, Walsh, C. H. Hall, Rice, Giltzman, M. S. Hall, Eichelberger, Hinkle, Taubert, Myers and Reed.

**KEEP YOUR SHOES NEAT IN SHOE POLISHES**

**10: BLACK WHITE TAN 10:**

A "2 in 1 Shoe Polish" is made for every use. For Black Shoes, "2 in 1 Black" (paste and liquid); for White Shoes, "2 in 1 White Cake" (cake) and "2 in 1 White Liquid" (liquid); for Tan Shoes, "2 in 1 Tan" (paste) and "2 in 1 Tan Combination" (paste and liquid).

F. F. DALLEY CO. of New York, Inc. BUFFALO, N. Y.

ing Up Father Copyright, 1917, International News Service By McManus

IF YOU WANT TO GET OUT TONIGHT—JUST COMPLAIN ABOUT YOUR FOOD AND SAY YOU'RE GOIN' OUT TO EAT—

THAT'S SURE TO WORK!

TAKE THAT STUFF AWAY—I CAN'T EAT IT IF THAT'S THE BEST YOU'VE GOT I'M GOIN' OUT TO EAT—

I THOUGHT YOU LIKED CABBAGE?

WHY—THAT TASTES LIKE FREE LUNCH—

I HAVE NO DOUBT ABOUT THAT!

YOUR FRIEND—DINTY MOORE SENT IT OVER—I CAN'T EAT IT EITHER—WE'LL BOTH GO OUT TO EAT—