

ALL NEWS OF THE RAILROADS SPECIALTES STRONG

ENGINEER JOINS HONOR ROLL MEN

Robert M. Holder Quit Active Duty Yesterday; Has Excellent Service Record



ROBERT M. HOLDER

Starting with October 1, another well-known and faithful employe of the Pennsylvania railroad will be numbered with the Honor Roll men. His name is Robert M. Holder, occupation an engineer on the Middle division. He was placed on the retired list yesterday after a long service record.

Engineer Holder's railroad career dates back to his eighteenth year, when as a young man, he entered the service of the company at Spruce Creek, with the work train force. Sometime later he was made a fireman and ran out of Tyrone.

Becomes Engineer He filled that position until promoted to an engineer, several years later. This position he held 23 years, and has been in the company's employ for 47 years.

For the past 15 years he has been engineer on the "Way" local running from Huntingdon to Harrisburg. He made his last trip on September 27. During his service he has hauled important trains, and his associates always held him in the highest esteem. Since his retirement he has received many congratulations and best wishes.

Organize Two Branches of Women's War Relief

Branches of Department No. 2, Pennsylvania Railroad Women's Division for War Relief were organized to-day at Parkersburg and Columbia. A special train with members of the Harrisburg division left at 11:30 to-day for a special train for Parkersburg and Columbia. At the former place the meeting was held at 1:15 p. m. at the Community House, and at Columbia at 2:30 this afternoon.

Reading Lines Busy With Freight Shipments

The train crews on the Harrisburg Division of the Reading Railroad were unusually busy on Sunday. A total of 4,638 cars was transported east and west on the Lebanon Valley. Most of the eastbound shipments were bituminous coal, coke and merchandise freight. Of the large amount of freight passing through Reading 3,000 cars were handled on the East Penn.

Name New Solicitor to Succeed N. S. Longaker

Charles H. Matthews, Jr., has been appointed district passenger solicitor of the Pennsylvania Railroad for the Philadelphia district, succeeding N. S. Longaker, who has been appointed to division passenger agent at Harrisburg.

RAILROAD MAN GIVES LECTURES

Conductor and Former Minister to Talk on "Giants of the World"



BOYD S. FOWLER

The Wisconsin minister who is filling the position of brakeman on a railroad has nothing on Boyd S. Fowler, of this city, a Pennsylvania railroad conductor. The latter looks after his railroad duties, and is also a big success on the lecture platform. He has been heard in this city and elsewhere, and everybody says Conductor Fowler is magnetic, convincing and original.

At Camp Curtin Memorial M. E. Church to-night he will lecture on "Giants of the World." It is some lecture according to critics, and ministers and others. In addition to the lecture the trainmen's band under the direction of W. F. Engle will give a concert. The program is scheduled to start at 7:45.

TRADING FEATURE RAILS AGAIN HEAVY, YIELDING UNDER ADVERSE INFLUENCE; GENERAL LIST REACTS AFTER OPENING

By Associated Press
New York, Oct. 2.—(Wall Street)—Specialists were the strong feature at the opening of to-day's trading in stocks, such issues as American Can, Baldwin Locomotive, Distillers, Maiting, Mexican Petroleum, Royal Dutch and Marine pfd., gaining 1 to 1 1/2 points. Rails were again heavy under the adverse influence created by new low records for steel, common and preferred. Steels were fractionally higher but copers moved irregularly, the general list reacting later. Liberty Bonds were active at 99.94 to parity.

NEW YORK STOCKS

Chandler, Barber and Company, members of the New York and Philadelphia Stock Exchanges—3 North Market Street, Philadelphia; 1333 Chestnut Street, Philadelphia; 34 Pine Street, New York—furnish the following quotations.

	One.	2 P.M.
American Can	46 1/2	46 3/4
American Locomotive	97 1/2	98 1/2
American Smelting	97 1/2	96 1/2
American Sugar	111	111
Anacosta	71	70 1/2
Atchafalaya	63 1/2	63 1/2
Baldwin Locomotive	97 1/2	98 1/2
Baltimore and Ohio	61 1/2	59 1/2
Bethlehem Steel	95	92 1/2
Butte Copper	25	24 1/2
Canadian Pacific	147 1/2	147 1/2
Central Leather	86 1/2	85
Chesapeake and Ohio	55	53 1/2
Chl. Mil. and St. Paul	52 1/2	52 1/2
Chino Con. Copper	40	40 1/2
Chgo. Products	30 1/2	31 1/2
Cruible Steel	73 1/2	72 1/2
Distilling Securities	44	40 1/2
At Camp Curtin	49 1/2	50
General Motors	96 1/2	94
Goodrich, B. E.	43 1/2	43 1/2
Great Northern pfd.	103	102 1/2
Hide and Sheep	93 1/2	93 1/2
Inspiration Copper	49 1/2	48 1/2
Kennecott	38 1/2	38 1/2
Kansas City Southern	18	17 1/2
Lehigh Valley	59 1/2	59 1/2
Lehigh Valley	59 1/2	59 1/2
Maxwell Motors	33	32 1/2
Merc. War Cfs	28 1/2	27 1/2
Mexican Petroleum	94 1/2	94 1/2
Miami Copper	33 1/2	33 1/2
Midvale Steel	50 1/2	51
New York Central	76 1/2	75 1/2
N. Y. N. H. & H.	25	25 1/2
Norfolk and Western	110	108
Northern Pacific	99 1/2	98 1/2
Pennsylvania Railroad	54 1/2	54 1/2
Chgo. Con. Copper	40	40 1/2
Reading	82	81
Republic Iron and Steel	83	81 1/2
Southern Pacific	44 1/2	43 1/2
Studebaker	44 1/2	43 1/2
U. S. Steel	110 1/2	109 1/2
Utah Copper	91	89 1/2
Washington Mfg.	42	42
Willis-Overland	25	25 1/2

tion that the Germans work like automatons and are not yet able to deceive anybody but themselves. Early editions of the morning newspapers which were sought eagerly by the crowd which had remained up late point to the feebleness of the German boast to "burn up London." They also call attention to Germany's lying claims regarding "bombs dropped on military buildings in inner London and numerous fires." The newspapers publish accounts of the thrills given London in the last week and comment on the fine behavior of the populace.

Germans Desperately Seek a Means to Stop British Advances on Belgian Front

Although the Berlin military writers are admitting that the British can hardly regain the initiative on the western front the German high command is evidently doing its utmost to keep the British from making the best use of their advantage in Flanders. Apparently dreading the effect of the next British stroke, Crown Prince Rupprecht has been launching attacks upon Field Marshal Haig's lines in an effort to disarrange the British positions. Similar tactics were adopted last week on the eve of the renewed British thrust, heavy counterattacks being delivered on the evening of September 25 when it became evident to the Germans that Haig was about ready to launch his drive.

early yet for the effect of the present attempt to be developed. The British commander, however, reports that the attacks themselves, five in number, were complete failures, the Germans not being able to make any appreciable impression on the British positions along the Ypres-Ment road and at the southeastern edge of Polygon wood, where the thrusts were delivered.

Who Reads the Harrisburg Telegraph and Why?

Because it reaches 75 per cent of the homes in its field, and because it has faith in the article it has for sale—the Harrisburg Telegraph employs its own columns to give you this message. It knows it will reach you. B. M. Ogelsby, Advertising Manager.

CURB MARKETS IN STATE INCREASE

Howard Heinz Says That Idea Is Taking in Many Cities This Fall

Plans are complete for the opening of additional curb markets at South Bethlehem, Chester, Pottsville and Mt. Carmel. Before spring has arrived it is certain that a large number of cities and towns throughout the entire state will have adopted the curb market as a strong ally in the solution of the food distribution problem. Howard Heinz, director of the Food Supply Department of the Pennsylvania Committee of Public Safety, is delighted with the success of the old-time marketing system as a means to bring producer and consumer into direct contact and reduce the cost of living. He pointed out how the first curb market established at Allentown has now expanded to three separate markets in different parts of the city. Scranton made an experiment with one. It was patronized so well that four curb markets are now in operation. Johnstown has two and Hazleton, Pittston, Coatesville, Altoona and Chambersburg each have one.



Re-elect M. C. Kennedy President of C. V. Railroad

At a meeting held yesterday at Chambersburg the board of directors of the Cumberland Valley Railroad re-elected Moorhead C. Kennedy, president. The directors were previously re-elected by the stockholders. No action was taken on the appointment of President Kennedy for duty in France. It is understood that in the event of the United States government making President Kennedy one of the commissioners to take up work in France, he will be granted leave of absence by the directors. Directors re-elected were: John P. Green, M. C. Kennedy, Spencer C. Gilbert, Samuel E. George, H. Stewart, L. S. Sadler, W. W. Atterbury, Henry Tattnell, George D. Dixon, A. J. County and W. A. Patton.

Minister Takes Up Duties as Brakeman

Rhineland, Wis., Oct. 2.—The Rev. Frederick Wedge is now freight brakeman in the employ of the Northwestern road. He passed the required examination for entrance to the train service in Antigo and made his first "run" between Antigo and Ashland. The Rev. Wedge says he likes railroad work and intends to remain on the job until he has saved enough to pay his debts and put away a little egg in the bank. According to his statement he will receive about \$125 per month.

Railroad Notes

Samuel G. Heford, general athletic director of the Philadelphia division of the Pennsylvania railroad, is planning a shoot for Saturday for the championship team. It will be held at Sixth and Division streets. Express business on both the Reading and Pennsy is breaking all records. Extra cars are being used on all passenger trains. A big freight wreck at Alliance, Ohio, on the Port Wayne branch of the Pennsy, tied up traffic from the western Trains were from two to four hours late reaching this city. Lieutenant of Police Edward J. Crawford of the Philadelphia division police department, who was on special duty on the Allegheny division during the strike, was taken ill yesterday and returned to his home in this city. Chief of Police Victor Grove, of Steelton, called on his former fellow officers to-day at the Pennsylvania railroad station. This was the first meatless day on the Pennsylvania dining cars. Vegetables and fruit were featured on the menu cards. Joseph Heltzinger, a well-known passenger engineer on the Harrisburg division, of the Philadelphia and Reading railroad, who has been sick in his home in Reading the past ten months, celebrated his sixty-fourth birthday anniversary on Monday.

New Officers Elected by Keystone Republican Club

Reorganization of the Keystone Republican Club was effected last evening in the office of Alderman Phil Shaner. The following officers were elected: John H. Shaner, president; William Shadle, vice-president; Fred Keisler, secretary; and Harry C. Shaner, treasurer; trustees, H. W. Sallade, Frank Barr, Charles C. Osborne. The club was chartered last April, and after a summer session was again organized to advance the interests of the Republican party.

TICKET CLERK DIES

Millersburg, Pa., Oct. 2.—H. C. Hoff, Pennsylvania railroad ticket clerk at Millersburg for many years, died at his home in North Market street early this morning after several weeks' illness of heart trouble. Mr. Hoff is a native of Williamsport, where he was agent of the Pennsylvania Railroad Company. He is survived by his wife, three daughters and two sons and was 60 years old. The funeral will take place from his late home Friday afternoon at 2 o'clock. The Rev. Mr. Musselman, of the Lutheran Church, of which he was a member, will officiate. Burial at Oak Hill Cemetery.

TO MEET AT DAUPHIN

A meeting of teachers and directors of the Middle Paxton township and Dauphin borough schools will be held to-morrow evening at Dauphin, Assistant County Superintendent W. S. Zimmerman will speak on "Patriotism," introducing a new system which will be used in the district this year.

War Gardener Raises Great Crops on Very Small Piece of Land

H. H. Baer, 1909 Penn. state, was so successful with his war garden that he has asked the Chamber of Commerce to assign him the same plot next year. The report of what Baer raised on his lot might make even a professional trucker green with envy. He received the following letter from him: "I was awarded the prize for results of my little war garden at Division street, 25 by 45 feet in size. So far as the garden is concerned, 1 1/2 pecks of tomatoes, six dozen ears of corn, 12 heads of cabbage, one bush of peas, seven pounds of string beans, 3 quarts of lima beans, 5 quarts of seed onions, 1 peck of beets, 1/2 peck of peas, 90 radishes and one lot of lettuce. At present there are two rows of turnips, 25 ears of corn and six rows of celery still in my garden. I would like to have the same plot for next summer or if you can give me something larger, I would prefer it. I would enjoy farming as it is very fascinating as well as a help financially especially in these times. I am now going to high school and another pretty soon to go. I write this letter to the Chamber of Commerce to encourage this kind of work on the Chamber's part."

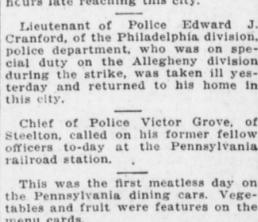
Kelker Street Market Will Be Modernized by Its Latest Purchaser

B. F. Blough, president of Blough Manufacturing Company, who has purchased the Kelker street market from Dr. Robert H. Moffitt, announced to-day that extensive alterations and remodeling work will be started at once to make the marketplace up-to-date in every respect. It is planned to have the market open on Tuesday and Friday mornings as before, and on Saturday and Sunday in the morning until 12 in the evening. It is said that with the success of the new move plans will be started to have a big daily market following the methods used in larger cities.

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FIGHTING IN AIR SAVES LONDON IN RAID

Continued from First Page. Local constables who said they witnessed it by means of powerful binoculars. Although the machines were thousands of feet in the air, the fire of the machine guns could be heard distinctly through the haze in progress of this fight died away the anti-aircraft gun in the city ceased but it could be heard in the distance indicating that the enemy was being driven off under a heavy bombardment.

Raider Loses Way

According to a report from an Essex district a heavy mist which came up while the raid was in progress caused one raider to lose his way while going back to the coast. The German flew very low and could be seen clearly and appeared to be enveloped in a ring of bursting shells. Seemingly trapped, the airman began a series of dips and other hair-raising stunts. He succeeded in breaking through the shell fire and made for sea, pursued by a streak of gun fire. As soon as the signal was given in London that all was clear the streets, tubes, restaurants and hotels resembled New York on election night. There were great crowds everywhere laughing and joking and many were singing. Others were searching in the bright moonlight for fragments of shrapnel for souvenirs.

Drop Bombs in Hurry

Although details were slow in coming in, it was apparent that the barrage of the anti-aircraft guns again was effective in thwarting the German efforts. As on other nights, the guns made it so hot for the raiders, that they dropped bombs in open places, their one concern being apparently to unload and get away. The growing confidence of Londoners in the ability of the anti-aircraft guns to keep the raiders at bay was shown by the fearless and good behavior of the crowds. The tactics of the Germans are so well known that they cannot spirited betting among sportsmen as to the time of probable raids. It is pointed out in this connection that the Germans work like automatons and are not yet able to deceive anybody but themselves.

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