READY WIT AN ESSENTIAL IN TEACHING ART

Instructor Must Be Qualified to Fill in Gaps When Memory Fails

If you can tell right off the bat how much the earth weighs in tons you have some claims, at least, to call yourself a schoolteacher. That is what the pedagogues heard this morning at the third day's session of Dauphin County Institute, from Dr. W. D. Henderson, of the University of Michigan. Dr. Henderson, with his ready wit and eloquence sprinkled with plenty of common sense, has made himself a great favorite in the sixty-fifth annual gathering of the institute He generally keeps the audience on the jump with something original. Today his was the first talk and he discussed "the memory and how to improve it."

Dr. Henderson spoke prior to intermission when the whole body of teachers were in the audience chamber. It is the custom after intermission for the various sections to separate and meet in other rooms. The eminent educator made no bones, confessing that he himself had a bad memory. He related now before a distinguished audience he once started to recite the twenty-third Psal m and reaching midway got stuck. He was in an "awful sweat" he said but determined to go ahead and finished with something or other, he could not exactly remember. A clergyman afterward told him that he "had not improved on King David, so that any one could notice."

On another occasion Dr. Henderson stayed up all night committing Macbeth, by Shakespeare. He only got along about twenty lines when his memory failed him. This time he said he braved the dilemma out by bawling as loud as he could a jumble of words that must have made the late William S. turn over in his grave.

While chaffing himself in this fashion Dr. Henderson showed that he had no weakness of brain when he related how the question of the earth's weight stalled him. But he quickly solved this by his knowledge of mathematics, giving the correct answer with a moment's figuring. He put the question abruptly to the teachers thi smorning and a confused flutter told the truth, that few if any could immediately give the answer in tons. All the fair young schoolmarms who so assiduuosly keep notes made a big point of jotting down this one.

Dr. Henderson outlined concrete practical methods for improving the memory, both for the benefit of the teachers and the pupils whom they instruct. After his talk the audiences seprated, the high school teachers meeting in the Senate chambor, where they were addressed by Dr. J. D. Mahoney, of the West Philadelphia School for Boys, and by Prof. C. D. Koch, State High School Inspector. Section No. 2 had for instructors Mrs. H. C. Fetterolf, Dr. Maloney and Dr. MacFarlane. Section No. 3, meeting in the County Court House heard Dr. Koch, Dr. MacFarlane, Miss Lillian Johnson and Miss Fetterolf.

Veteran Engineers Ill; Middle Division Men

Calvin C. Miller, retired passenger engineer of the Middle division of the Pennsylvania Railroad, 2340 North Sixth street, and Bernard Rourke, 1534 North Fifth street, another veteran who has been on the retired list for some time, are quite ill. Both were employed on the Middle division.

Engineer Miller is said to be in a critical condition. He is suffering with internal trouble as a result of a fall. "Barney" Rourke, as he is known, has been under the weather for ten days. He is confined to his bed.

Railroad Notes

William J. Reuter, a passenger brakemen on the Pennsylvania Railroad, running out of Harrisburg, is ill at his home, in York.

W. A. Smith, a Pennsy brakeman, is off duty on account of illness.

Hiram McGowan Simmers, who is looking up employes for the Pennsylvania Railroad, will send another large force to Pittsburgh to-night.

The report of the P. & R. Relief Association for the month of August shows receipts of $30,540.98 and disbursements, $26,375.32.

Mack Wakefield, ticket agent at Lewistown Junction passenger station, and Frank Sides, shop clerk at Lewistown Junction shops, have enlisted in the Aviation service of the United States Government.

John Callahan, formerly of the Pennsylvania lines west of Pittsburgh, was appointed traffic manager of the National Coal Association and will direct co-operation with the railroads to provide sufficient cars for the handling of the 500,000,000-ton annual output of soft coal.

Otto Monk, a trainman of Lehighton, Pa., was awarded $25,000 damages against the Lehigh Valley Railroad Company by a jury in the Federal District Court at New York. Monk lost his left arm on the night of December 1, 1916, when a coal car carrying no signal light was switched to a side track and ran him down.

NERVOUSNESS AND BLUES

Symptoms of More Serious Sickness.

Washington, Park, Ill.,—"I am the mother of four children and have suffered with female trouble, backache, nervous spells and the blues. My children's loud talking and romping would make me so nervous I could just tear everything to pieces and I would ache all over and feel so sick that I would not want anyone to talk to me at times. Lydia E. Pinkham's Vegetable Compound and Liver Pills restored me to health and I want to thank you for the good they have done me. I have had quite a bit of trouble and worry but it does not affect my youthful looks. My friends say 'Why do you look so young and well?' I owe it all to the Lydia E. Pinkham remedies." — Mrs. Robert Stopiel, Sage Avenue, Washington Park, Illinois.

If you have any symptom about which you would like to know write to the Lydia E. Pinkham Medicine Co., Lynn, Mass., for helpful advice given free of charge.

Our new storeroom is stocked with a complete line of

HARDWARE
PLUMBING,
GAS AND
ELECTRIC
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STORE OPEN TILL 9.00 P. M.

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IT'S WELL TO KNOW

You run no risk of getting a poor job when you entrust your plating, polishing and art metal refinishing work to us.

Experienced workmen and the use of the very best of material enables us to guarantee every job to meet with the approval of the man who pays the bills.

Our prices are as reasonable as the quality of work is high.

Automobile work a specialty.

NUSS MFG. CO.
11th & Mulberry Sts.

NUXATED IRON

$100.00 FORFEIT

increases strength of delicate, nervous, rundown people 100 per cent. in ten days in many instances. $100 forfeit if it fails as per full explanation in large article soon to appear in this paper. Used and highly endorsed by former United States Senators and Members of Congress, well-known physicians and former Public Health officials. Ask your doctor or druggist about it.

Will Coarser Food Harm Complexion?

Not if it is Well Digested. Take a Stuart's Dyspepsia Tablet After Meals and Prevent Heartburn, Gas, Sour Risings and Heaviness.

Skipping from dainty food to the rougher variety will surprise the stomach in many cases. Coarser food will not hurt anyone if the digestion is good, but most stomachs will need help. Stuart's Dyspepsia Tablets after meals will digest the food, clear the stomach and prevent dyspepsia, bad breath, gastritis, catarrh of the stomach, pains in bowels, nervousness, heartburn, belching, bloating, etc.

These are the causes of muddy, blotchy complexions in most cases. No face creams can do any good. Get a 50-cent box of Stuart's Dyspepsia Tablets at any drugstore, correct the faults of the stomach to restore the complexion to its natural beauty.—Advertisement.

EDUCATIONAL

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AND
Harrisburg Business College
Troup Building, 15 So. Market Square
Thorough Training in Business and Stenography.

Civil Service Course
OUR OFFER—Right Training by Specialists and High Grade Positions. You Take a Business Course But Once; the BEST is What You Want. Fall Term — Day and Night School. Enter any Monday.
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Office Training School
Kaufman Bldg. 121 Market Street.
Training That Secures
Salary Increasing Positions
In the Office
Call or send today for interesting booklet. "The Art of Getting Along in the World." Bell phone 694-R.

WATCH FOR HOLIDAY OPENING
Grand Union Tea Store
208 N. Second Street

ALL NEWS OF THE RAILROADS

NEW SCHEDULE OUT TOMORROW

Three New Trains Shown by Unofficial Reports; Express From St. Louis to Boston

With the new passenger train schedule on the Pennsy will come more promotions for Pennsy engineers, firemen and trainmen. The official advance sheet for the new timetable will be issued to-morrow. The schedule is in effect November 25.

According to reports a number of new trains will go on, and time of present trains changed. The Boston Express trains east and west between St. Louis and Boston will be known as Nos. 71-72. The new Express from the west will arrive here at 1 a. m. Westward it leaves Harrisburg at 11.59 p. m. Train No. 35 which was combined on the last schedule with No. 59 will go back and will leave Harrisburg at 1.35 a. m.

Four Work Trains

In order to relieve trains now running heavy, four work trains will be put on to haul mail and express only. They will leave Harrisburg at 7.15 a. m. and 3 p. m.; and Altoona, 7.15 a. m. and 1.30 p. m. Train No. 601, now leaving at 7.55 a. m. for Altoona, Pittsburgh and the west will leave at 8 a. m. Train No. 41 leaving Harrisburg at 8.05 a. m. weekdays and 8.35 a. m. Sundays, will run every day, leaving at 8.05 a. m.

Train No. 61 and leaving Harrisburg for the west at 6.21, will be known as 103 and will leave at 6.25. The only stops will be at Marysville, Duncannon and Newport. Train No. 669 leaving at 7.30 for the west will make all stops as at present. Mifflin train, No. 6293 now leaving Harrisburg at 12.30 a. m. will leave at 11.12 p. m.

Standing of the Crews

HARRISBURG SIDE

Philadelphia Division—The 117 crew first to go after 4 o'clock; 113, 108, 101.

Brakemen for 117, 113.

Engineers up: Sellers, S. K. Steffy, Binkley, Grass, Gemmill, Andrews, Hogentogler, Baer.

Firemen up: Newman, Quentzler, Carbaugh, Emerick, Weaver.

Conductor up: Gallagher.

Brakemen up Sutch, Giveler, Netzley, Collier, Monroe.

Middle Division—The 23 crew first to go after 1 o'clock; 34, 32, 29, 31, 233, 19.

Preference crews: 205, 9, 10.

Laid off: 22, 33, 21.

Firemen for 31, 19, 10.

Conductors for 29, 10.

Flagman for 10.

Brakeman for 23.

Engineer up: Ford.

Firemen up: Famous, Bechtel, Linsenbach, Mellinger.

Conductor up: Corl.

Brakemen up Likens, Bupp, Clark, Fisher, Pierre, Campbell, Arter, Hollenbach, Clemm.

Yard Board—Engineers up: Auman, Miller, Beaver, Essig, Ney, Myers, Boyle, Shipley, Revie, Ulsh, Bostdorf, Schiefer, Rauch, Weigle.

Firemen up: Biever, Yost, Kinger, Troup, Dissinger, Wright, Sellers, Fitzgerald, Bitner, Steward, Crist, Parker, Byers, Witman, Baker, Swomley, Mowery.

Engineers for 4th 7C, 1st 15C, 18C, 26C.

Firemen for 5C, 6C, 3rd 7C, 4th 7C, 5th 7C, 4th 15C, 26C.

ENOLA SIDE

Philadelphia Division—The 205 crew first to go after 3.45 o'clock; 227, 204, 209, 203, 244, 226, 202.

Engineer for 226.

Firemen for 205, 203.

Flagmen for 04, 26.

Brakemen for 02, 03, 09, 44.

Conductor up: Dewees.

Flagman up: Meck.

Brakemen up: Bushey.

Middle Division—The 105 crew first to go after 1.15 o'clock: 237.

Laid off: 114, 106, 120.

Fireman for 105.

Brakeman for 105.

Yard Board—Engineers up: Sheaffer, Kapp, Gingrich, Kingsberry, McNally, Feas, Seal.

Firemen up: Albright, Cramer, Kenneday, Walters, Metz, Brubaker, Shuey, Morris, Benser, Boyer, Milliken, Haubecker, Meck, Holmes.

Firemen for 2nd 129, 137, 1st 102.

PASSENGER DEPARTMENT

Middle Division — Engineers up: Sparver, Miller, Keiser, Robley, Keane, McDougal, Renninger, Crimmel Alexander, Donnley, Spotts, Graham, Buck, R. M. Crane, Riley, Crum.

Firemen up: Richards, Gladhill, Crammer, Schrauder, Herr, Zeigler, Keller, Lyter, Naylor, Huss, Keller, Ramsey, Bealor.

Engineers for cpld. 49, P-21, 45, 59, 15.

Firemen for cpld. 49, P-21, 31, 41.

Philadelphia Division — Engineers up: Osmond, Pleam, Bless, Kennedy, Welsh, Gibbons, Lindley, Gillums.

Firemen up: Cover, Shindler, White, Dodd, Aulthouse, Hershey, Floyd.

Engineer for M-22.

Firemen for 578, M-22, 626.

One Philadelphia extra crew here.

THE READING

The 15 crew first to go after 8 o'clock: 2, 8, 7, 6, 16, 1, 11, 24, 102, 51.

Firemen for 7, 15, 24.

Flagmen for 2, 6, 7, 8, 11 15, 16, 24.

Brakemen for 2, 6, 7, 8, 11, 15, 16, 24.

Engineers up: Bordney, Wireman, Motter, Pletz, Hollenbaugh, Roth, Kohl, Little, Beecher, Dialow, Minnich.

Firemen up: Miller, Bohner, Kochenhour, Deckert, Sheetz, Mentzer, Folk.

Conductors up: Barbour, Patton.

Brakemen up: Potteiger, Berger, Cassel, Gardner, Reidell Felker, Wade, Smith, Aunspach, Kline, Cocklin.

NO HEADACHE OR NEURALGIA PAIN

Get a 10 cent package of Dr. James' Headache Powders and don't suffer.

When your head aches you simply must have relief or you will go wild. It's needless to suffer when you can take a remedy like Dr. James' Headache Powders and relieve the pain and neuralgia at once. Send someone to the drug store now for a dime package of Dr. James' Headache Powders. Don't suffer. In a few moments you will feel fine—headache gone—no more neuralgia pain. —Adv.

RAILROAD COMPANIES HAVE JURISDICTION OVER BRIDGE; STATE OFFICIALS CLAIM

After receiving word from officials of the Cumberland Valley Railroad Company some time ago to the effect that that company had nothing to do with changes at the Cumberland Valley Railroad bridge at Lemoyne, members of the investigating committee from the West Shore Firemen's Union to-day received a letter from the State Highway Department stating that this structure is maintained jointly by the Northern Central Railway, the Cumberland Valley and the Valley Railways Company.

A report of the results of the investigation will be brought before the union at its next meeting, and what further action will be taken will be decided at that time.

The gist of the letter sent to the acting president, Thomas B. Kenney, was as follows:

"The whole West Shore is keenly interested in the talked-of new bridge over the Cumberland Valley tracks at Lemoyne. Almost every day I am asked whether or not the company has any plans for the improvement, and so I am passing the question along to you."

Kennedy's Reply

A reply to this letter from Thomas B. Kennedy includes the following information:

"This company does not have any plans for any changes in the Rossmoyne street bridge at Lemoyne.

"The bridge in question is a link in State Highway Route No. 250, and I presume that if the authorities desire any changes in this bridge they will so arrange."

Union's Letter to State

The letter sent to J. Denny O'Neil, State Highway Commissioner, by the committee from the West Shore Firemen's Union, is as follows:

"Some time ago a committee of the West Shore Firemen's Union and representatives of the borough of Lemoyne called at your department and presented to Mr. Uhler facts showing the bad condition of the bridge over the Cumberland Valley Railroad at Lemoyne on the state highway from Harrisburg to York, through Lemoyne and New Cumberland.

"This committee complained, among other things, of the grade of the approach from the north; of the danger to pedestrians on this approach and of the unsafe condition of the bridge proper.

"Two days after we called at your department a child was run down by a heavy truck on the bridge and killed. Since that time a number of vehicles have collided with the rail which is erected almost in the middle of a part of the approach.

"In answer to a letter directed to the president of the Cumberland Valley Railway his assistant has stated that this bridge is under the control of the State Highway Department and that his company has nothing to do with it.

"Competent engineers have stated that the grade of the north approach can be improved at small expense. Under any circumstances the passageway for pedestrians should be protected from automobile traffic."

State Official's Answer

An answer to the letter which was sent on November 6 was received on Tuesday. It follows:

"Concerning your letter of November 6, with reference to responsibility for condition of bridge over the Cumberland Valley Railroad at Lemoyne, Pa., on State Highway Route No. 250, addressed to the State Highway Commissioner, would advise that I am directed to say that this department has made a thorough investigation into the responsibility for this structure and finds that the same is maintained jointly by the Northern Central Railway Company, the Cumberland Valley Railway Company and the Harrisburg and Mechanicsburg Electric Railway Company. Under the circumstances, this department has no jurisdiction in the premises."

This letter was received from George H. Biles, Second Deputy State Highway Commissioner.

Bridge Built in 1870

According to an inscription on the bridge the structure crossing the tracks was built by the Keystone Bridge Company, of Pittsburgh, in 1870. According to older residents of the community it was placed here more than twenty years ago. The entrances on either side are similar to scaffolding, the roadway being held up by timbers, it is claimed.

'FERTILE ACRES' JUMP IN STATE

Remarkable Showing Made by Pennsylvania in Increasing Its Yielding Fields

Pennsylvania's "fertile acres" increased approximately one per cent a year in the last seven years according to a statement issued today by the State Department of Agriculture comparing reports on farm acreage with the results of the census taken in 1909. The increase in acreage devoted to the five principal grain crops in 1917 over 1909 is 322,526, but the increase for the seven main crops, which include potatoes and hay in addition to grain, over 1909 is 517,116. There has been an increase in acreage devoted to the five cereals over 1916.

Th statement says in part:

"The increased acreage during the year has been marked in wheat, oats, corn and buckwheat, while there is a slight decrease in the rye acreage as compared with a year ago. The increase in the five cereal crops is 209,159 acres over 1916 while there has been a corresponding decrease in pasture land of but 63,781 acres. It would be the natural result for the farmers to have turned their fields that were used for pasture into grain growing crops, but the acreage figures show that many new acres have been developed and that in many sections fields that were formerly covered with tree stumps and underbrush have been cleared and are now doing their share of bringing a greater agriculture to Pennsylvania.

"In 1916 there were 1,341,994 acres devoted to wheat growing while this year the statistics of the Pennsylvania Department of Agriculture show that the crop was harvested from 1,382,106 acres or an increase of 40,112 acres. In 1909 there were 1,225,558 acres growing wheat showing the increase in 1917 to be 156,548 acres.

"The corn acreage this year was 1,600,586 acres compared with 1,491,921 acres last year, an increase of 108,665 acres. In 1909 there were 1,380,671 acres growing corn, showing an increased acreage at the present time of 219,915 acres. The oats acreage for 1917 was 1,077,861 compared with 1,050,941 last year, a gain of 26,920 acres. In 1909 there were 1,144,248 acres devoted to oats and this year shows a decrease of 66,387 acres. Last year there were 277,144 acres in buckwheat, but this year the acreage is 114,142 or an increase of 36,998 acres or almost 14 per cent. In 1909 there were 292,728 acres in buckwheat. Pennsylvania leads the country as a buckwheat producing state.

Rye is the only cereal crop that shows a decrease in acreage this year over last year as well as over 1909. There seems to be a general yearly decline in the acreage of rye, although there are many sections of the state where it can be profitably grown. This year the acreage was 263,596 as compared with 267,132 last year, a loss of 3,536 acres. In 1909 the acreage was 272,560.

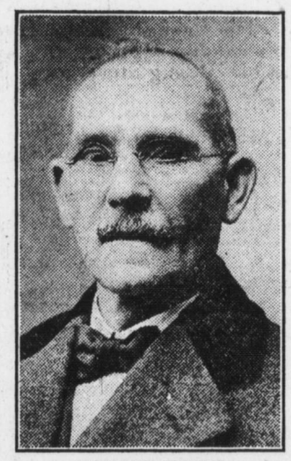
"The acreage from which hay was harvested showed a decrease over last year, but by referring to the 1909 figures more evidence is brought to light of the increasing number of fertile acres which are being used on Pennsylvania farms. In 1909 there were 3,088,105 acres devoted to hay crops while this year there were 3,236,568 acres. This is an increase of 148,463 acres. Last year hay was harvested from 3,800,349 acres, showing the decline this year, owing to the increase in other crops but 63,781 acres."

LECTURE SERIES OPENS

There was a god attendance last night at the Y. M. C. A. to hear the first of a series of six lectures on the New Testament, conducted by the Rev. George P. Mains. By the interest taken in the first lesson, the course promises to be very valuable, especially to all men teachers of the Bible and Sunday schol classes. "The Cannon" is the title for the study on next Tuesday evening at 7 o'clock. All men of all ages are cordially invited to attend these lessons, which are on topics vitally interrelated.

FIREMAN HAS UNIQUE RECORD

For Thirty-eight Years Held This Position; Refused to Take Promotions



EDWARD KELLY

Edward Kelly, 563 Camp street, fireman on the Middle Division of the Pennsylvania Railroad, will join the Pennsy's honor roll next month. He is 65 years of age and retires with a record of fifty-two years in service, during which he was a fireman for thirty-eight years. He would never accept a promotion to engineer.

Began as Water Boy

He entered the services of the Pennsylvania Railroad at the age of 13 years as water boy on the ballast train. Five years later he was made an extra fireman and held the position as laborer. In 1878 he accepted a position as brakeman in the Harrisburg yards, working for the Middle Division. In 1879 he was made a regular fireman and has fired for all engineers on the Middle Division on fast trains. He is a member of the Brotherhood of Locomotive Firemen and Enginemen and well known to employes on the main line.

President Dice on Main Line Inspection

President A. T. Dice, General Manager C. H. Ewing, Assistant General Manager F. M. Pasick and General Superintendent W. H. Keffer made a tour of inspection over the Shamokin Division. They went via the Catawissa branch from East Mahanoy Junction to West Milton, and thence to Williamsport. They returned via Sunbury and Shamokin. Superintendent W. F. Eckert, of the Reading Division, joined the party at Pottsville later in the day.

ONLY HALF A MAN!

Most Men Neglect the Blood and Nerves Until Too Late

It doesn't take very much weakening of a man's blood, nerve and vital forces to cut his strength in half and leave him "only half a man." The dangerous feature of this impoverished condition is, that much of the damage is done before the victim is aware of it.

When a man—or woman—begins to look or feel older than they really are, when they begin to tire easily, or early in the day, it is almost certain that impoverished blood, frazzled nerves or faulty digestion is the cause of the trouble.

DR. CHASE'S BLOOD AND NERVE TABLETS have restored health and strength in thousands of cases of general weakness and impoverished blood. They contain the vital element of Iron, Nux Vomica, Gentian and other remedies that build up body and nerves alike.

It is interesting to note the steady gain resulting from taking DR. CHASE'S BLOOD AND NERVE TABLETS. It is urged that patients weigh themselves before taking them and watch the increase in weight from month to month.

For sale at all druggists—Price sixty cents.—Advertisement.

THEY KNOW THEIR COUNTRY NEEDS THEM

JAMES L. REDMAN

James L. Redman, a cook in the Quartermaster's Corps, has just returned to camp after a ten days' furlough with his parents, 1215 Swatara street. Mr. Redman is attending school learning to be mess sergeant. He likes the service very well and is enjoying good health and Army life.

A NEW "JUDY" IN "DADDY LONG-LEGS"

Interest in the new player whom Henry Miller selected to succeed Ruth Chatterton in the role of "Judy" in "Daddy Longlegs," will be satisfied when the pretty auburn-haired Southern girl, who plays the part, is seen at the Orpheum to-night. Frances Stirling Clarke is the lucky girl who secured the role which has made Ruth Chatterton a star in America and elevated Renee Kelly to the same position in London. And Miss Clarke secured the coveted honor through a simple letter and without any "pull" or other influence. When Mr. Miller decided to book "Daddy Longlegs" for a tour this season he had considerable difficulty in finding someone for the role. There were many applicants, but none were suitable. About every young player, or older one either, thought she could play "Judy," but the producer was critical and none would suit. As a rule applicants for stage positions who write to managers for places accomplish little. But Miss Clarke wrote a simple little letter asking for the role and put such a "punch" into her epistle that she was asked to call at the Miller office and engaged on her first interview.

Miss Clarke had wanted to play the lead in the charming comedy ever since she saw Miss Chatterton in it. Never giving up hope, she wrote several times in various seasons, but her letters accomplished nothing. Two months ago she went home from church and on the way had a "hunch." She wrote her note to Mr. Miller and its sincere and simple tone was so impressive that it brought an immediate response and pretty Miss Clarke now has the satisfaction of telling her friends that she has "made good" in one of the strongest and most alluring roles in the whole catalog of modern successes.

A New Vampire in "The Honor System"

Noah Webster says a "vampire" is "a fabulous ghostly being that sucks the blood of the living when they are sleeping," which seems in presentday experience to be a pretty accurate description of the gas meter.

Kipling said a vampire was "a rag and a bone and a hank o' hair," which is a very unkind way to describe a perfect lady.

The motion picture audiences recognize one by a face painted ghastly white, lips very red and a pair of bad, murky, dark, dank and desperate eyes. Yet Gladys Brockwell, in William Fox's great human story, "The Honor System," is a fascinating vampire and none of these things.

The big feature calls for a dance hall jade, and Gladys Brockwell, of womanly form and delicate features, was chosen for the part. Miss Brockwell, a finished actress of some years standing and formerly star of her own company on the speaking stage, gives her own interpretation of the role, which is wonderfully apt and clever.

It is said there is no twisting of lax lips, no gnashing of teeth or facial contortions. She is the vampire of reality, which is only a beauty gone wrong, with a rotten spot in her soul, like the hidden decay at the heart of a fine red apple tree.

It is coming to Harrisburg next Monday, Tuesday and Wednesday, November 19, 20 and 21, and will be shown at the Victoria Theater.

MITE SOCIETY MEETS

Dauphin, Pa., Nov. 14. — Last evening the mite society of the Methodist Episcopal Church met at the home of William Garverich, Railroad and Schuylkill streets. After devotional service and regular business meeting refreshments were served to the Rev. W. H. Zweizig, Mr. and Mrs. John Wolf, Mrs. Lewis Maus, Mrs. Sherman Fertig, Mrs. Sam Robb, Mrs. Clyde McNeeley, Mrs. Sue Moyer, Miss Effie Zweizig, Charles McNeely, Miss Rebecca Lyter, and Mr. and Mrs. William Garverich.

COTTAGE PRAYER MEETING

Dauphin, Pa., Nov. 14. — The first of the cottage prayer meetings of the Presbyterian Church, will be held at the home of Freeman C. Gerberich, Erie street, this evening. Due to the scarcity of coal, it has been decided by the congregation to hold the mid-week meetings during the winter at the homes of the different members.

Diabetes Sufferers Read This. There Is Hope for You

Warner's Safe Diabetes Remedy produced astonishing results for Mr. Friquet who had given up in despair.

Following is a voluntary and astonishing statement from Mr. Jules Friquet of 511 West First Street, Los Angeles, Cal. This certainly is evidence of the beneficial qualities of Warner's Safe Diabetes Remedy and more convincing than anything we could say. Read this:

This letter is the best proof that I am still alive. Your medicine is a miracle to me. My weight was reduced from 157 to 114 pounds when I left the hospital. I left there Aug. 6th in despair. Hundreds of people that know me said I would never live to return to my studio. After leaving the hospital, I saw your "Ad." in the paper. I began its use and at once commenced to improve, and now everybody is saying to me that I look better than ever before. I tip the scales at 132 pounds and I am back working again to the astonishment of all. I feel splendid and people say I am looking better every day. I must tell you that every word I have written is true, and I can prove it by hundreds that knew of my condition. Jules Friquet, 511 West First Street, Los Angeles, Cal.

Warner's Safe Diabetes Remedy is made from a formula tried and tested and used with remarkable results during the past 40 years. As the name indicates Warner's Safe Diabetes Remedy is absolutely safe and is made solely from herbs and other beneficial ingredients.

Sold by leading druggists everywhere. Sample sent on receipt of ten cents. Warner's Safe Remedies Co., Dept. 266 Rochester, N. Y.

WEAK KIDNEYS MEAN A WEAK BODY

When you're fifty, your body begins to creak a little at the hinges. Motion is more slow and deliberate. "Not so young as I used to be" is a frequent and unwelcome thought. Certain bodily functions upon which good health and good spirits so much depend, are impaired. The weak spot is generally the bladder. Unpleasant symptoms show themselves. Painful and annoying complications in other organs arise. This is particularly true with elderly people. If you only know how, this trouble can be obviated.

For over 200 years GOLD MEDAL Haarlem Oil has been relieving the inconvenience and pain due to advancing years. It is a standard, old-time home remedy, and needs no introduction. It is now put up in odorless, tasteless capsules. These are easier and more pleasant to take than the oil in bottles.

Each capsule contains about one dose of five drops. Take them just like you would any pill, with a small swallow of water. They soak into the system and throw off the poisons which are making you old before your time. They will quickly relieve those stiffened joints, that backache, rheumatism, lumbago, sciatica, gall-stones, gravel, 'brick-dust," etc. They are an effective remedy for all diseases of the bladder, kidney, liver, stomach and allied organs.

Go to your druggist to-day and get a box of GOLD MEDAL Haarlem Oil Capsules. Money refunded if they do not help you. Three sizes. GOLD MEDAL are the pure, original imported Haarlem Oil Capsules. Accept no substitutes.—Advertisement.

CARTER'S LITTLE LIVER PILLS.

WHAT YOU SURELY NEED

is a healthy, active, industrious liver. Small doses of these pills taken regularly insure that. You may also need a purgative sometimes. Then take *one* larger dose. Keep that in mind; it will pay you rich dividends in Health and Happiness.

Genuine bears signature Brent Good

Small Pill
Small Dose
Small Price

ROSY CHEEKS or HEALTHY COLOR indicates Iron in the Blood. Pale or colorless faces usually show its absence. A condition which will be much helped by CARTER'S IRON PILLS

Going Out of Ready-to-wear Clothing Business

60 Overcoats $45.00
50 Overcoats $40.00
45 Overcoats and Suits . . $32.50
40 Overcoats and Suits . . $27.50
35 Overcoats and Suits . . $25.00
30 Overcoats and Suits . . $22.50
25 Overcoats and Suits . . $20.00
20 Overcoats and Suits . . $16.00

All this clothing is new this season — If it were possible to compare what you are able to buy in this sale with what will be shown next season, we would not have a garment in our possession twenty-four hours from now — Don't miss this opportunity.

SIDES & SIDES