

Businessmen Comment on Action in Lemoyne R. R. Bridge Changes

Published information that jurisdiction over the Cumberland Valley Railroad bridge at Lemoyne has been disclaimed by the state highway officials after being referred to them by Cumberland Valley railroad officials has been the cause of much comment in West Shore towns, especially Lemoyne.

The West Shore Firemen's Union

it is understood, is determined to have the bridge placed in good condition and in order to do this they have to go to the railroad officials again to see what is going to be done.

"This matter has been hanging fire for more than a year," a Lemoyne businessman said to-day, and we are anxious that something be done soon in the matter as the bridge is in worse condition to-day than it ever was."

A committee from the West Shore Firemen's Union appointed several months ago to investigate the matter will proceed at once to determine further action of the union. The matter will be brought up before the union at its next meeting.

METAL PARTS LOCATED
By Associated Press
Santos, Brazil, Nov. 15.—Pieces of machinery removed from German steamships before they were requisitioned by Brazil, amounting to about ten tons of metal, have been discovered by the police of Santos. They are being taken from their hiding places and will be used on the former German ships.

EIGHTY-EIGHT MEN IN SERVICE
Marietta, Pa., Nov. 15.—Eighty-eight men from Marietta are now serving their country at the front, in all branches of the service. Two are known to be in France. They are Frank Kiehl and Paul Stoner. Christmas boxes were mailed to-day for the various camps.

ALL NEWS OF THE RAILROADS

SAVING COAL IS NEW P. R. R. ORDER

Employees Co-operate With Officials; New Record Hung Up Yesterday



P. L. SMITH, FIREMAN

In the campaign for the conservation of coal on the Middle division of the Pennsylvania railroad, N. W. Smith, superintendent, is pursuing a unique and interesting plan. Both firemen and engineers are writing their own opinions as to how coal may be saved and there is an interesting rivalry in evidence as to the least number of shovels of coal necessary between Harrisburg and Altoona.

According to records on file, Passenger Engineer Grafton Drake with W. D. Bowers as fireman, the latter now a freight engineer, held the record up to yesterday. Between Altoona and Harrisburg a total of 248 shovels of coal were used. On one section, a distance of forty-eight miles, and another sixty-four miles, were covered without the use of any coal.

New Figures
Yesterday Engineer Drake with P. L. Smith as fireman hung up a new record. On an eastbound run, they covered the distance, 132 miles, using but 214 shovels of coal. This is a new record and will be filed with Superintendent Smith to-morrow.

In making this record a fire was built in the engine, three stops made and four stoppages recorded. Those who understand running an engine know what stopping and slowing up means to a fireman. Each shovel full of coal weighs seventeen pounds, it is said. This means that a total of 3,638 pounds of coal were used between Altoona and Harrisburg. Both Engineer Drake and Fireman Smith have prepared interesting articles on coal saving, and anxiously await other records.

P. R. R. OFFICIAL DIES IN PHILA.

E. T. Postlethwaite, Assistant to President Rea, Stricken; Former Harrisburger

Philadelphia, Nov. 15.—Edward T. Postlethwaite, assistant to the president of the Pennsylvania Railroad, and one of the best-known railway executives in the country, died in a hospital late last night of apoplexy. He was stricken ten days ago. He was 67 years old and for many years was a resident of Harrisburg.

Mr. Postlethwaite entered the service of the company in 1863 and became assistant to the president in 1907, during the administration of Frank Thomson. Lately he had charge of all matters relating to the handling of the mails by the railroad and in that capacity spent much of the time in Washington.

Resident of Harrisburg
E. T. Postlethwaite many years ago was a groceryman in South Second street, this city. When business lagged he took up the study of telegraphy and shortly thereafter closed up business and worked for the Atlantic and Pacific Telegraph Company. Subsequently he became a legislative correspondent and was a special writer for a number of newspapers.

While doing legislative work he became acquainted with the late Frank Thomson, a former Pennsylvania Railroad president, who was at that time general superintendent, with headquarters at Altoona. Steadfastly Postlethwaite was given a position as secretary to Mr. Thomson.

From that time on he was associated with Mr. Thomson in every position and later when Frank Thomson was made president of the Pennsylvania Railroad, Postlethwaite became assistant to the president. He held this position up to the time of his death, having been reappointed by subsequent administrations of the Pennsylvania company. His principal duties were in looking after mail facilities, and he brought about many improvements in the handling of the mails.

Mr. Postlethwaite was a native of Mount Union and married Miss Eliza Denning, of this city, daughter of the late James and Corinne Denning, who resided in Market street near Fifth. Mrs. Postlethwaite survives her husband.

Standing of the Crews
HARRISBURG SIDE
Philadelphia Division—The 123 crew first to go after 4 o'clock: 124, 104. Engineers for 124, 104. Fireman for 124, 104. Conductor for 123, 124, 104. Brakemen for 123, 124, 104. Engineers up: Schwartz, Black, Leffer, Gehl, Dolby, Albright. Fireman up: Stambaugh, Briggs, Norman, Bridger, Dohner, Beers. Conductor up: Bliner.

Middle Division—The 228 crew first to go after 4 o'clock: 218, 21, 223, 4, 203, 240, 22, 33, 21. Fireman for 31, 33. Flagman for 31, 33. Engineers up: E. R. Snyder, Ford. Fireman up: Breen, Beers, Bechtel, Pitt.

Brakemen up: Clemm, Keffler, Lantz, Murphy, Stephens, Stoner, Hughes, Vanbuskirk.

Yard Board—Engineers up: Rauch, Wiegand, McCord, Snyder, Myers, Hoffmann, Auman, Miller, Beaver, Essig, Ney.

Firemen up: Swomley, Mowery, Rote, Hoadeshel, Gardner, Ripley, Spence, Miller, Peters, Biever, Yost, Eckinger, Troup, Dissinger, Wright, Sellers, Fitzgerald.

Engineers for 4th 7C, 1st 15C, 18C, 25C, 26C.
Firemen for 5C, 3rd 7C, 4th 7C, 5th 7C, 11C, 12C 4th 15C, 28C.

ENOLA SIDE
Philadelphia Division—The 222 crew first to go after 4:15 o'clock: 235, 213, 223, 214, 214, 231, 238, 207, 236, 241. Fireman for 215. Flagman for 222. Brakemen for 35, 41. Fireman up: Stetley, Crum, Sparver, Miller, Keiser, Robley.

Fireman up: Keller, Ramsey, Beator, Nowark, Richards, Cramer, Gladhill, Schrauder. Engineers for cpid. 49, P-21, 19, 27, 41. Firemen for cpid. 45, P-21, 45.

Philadelphia Division—Engineers up: Welsh, Gibbons, Lindley, Gillums, Lippi, Osmond, Pleam. Fireman up: Floyd, Everhart, Shindler, White, 2 o'clock. Engineers for cpid. 2, M-22. Fireman for cpid. 2, P-36, M-22, 576, 626. Two Philadelphia extra crews here.

THE READING
The 9 crew first to go after 4:45 o'clock: 12, 3, 2, 19, 14, 53, 61, 60, 64, 66, 58, 55. Engineers for 58, 5. Firemen for 3, 12, 18. Flagman for 52, 2, 18. Brakemen for 53, 60, 61, 66, 69, v, 2, 3, 10, 12, 19.

Engineers up: Warner, Griffith, Bowman, DeFord, Landis, Beecher, Bergert, Hoffman, Kauffman, Bordneve.

Fireman up: Stoner, Looker, Stahl, Hoffman, Bush, Moore, Emeric, Kingsborough, Hummelbaugh. Conductors up: Daub, Strawhecker, Ford, Phelabaum, Patton.

Brakemen up: Elbert, Zink, Sourber, Rittenberg, Shultz, Wilbert, Morrcw, Warmer James Stahl.

Railroad Notes
The engine on passenger train No. 2 yesterday broke down at Middletown. Traffic was delayed a half hour until another engine was put in service.

New plans for a bridge at Penn street, Reading, under the Reading railway tracks have been completed.

Secret service agents are investigating the report that hundreds of bushels of potatoes are rotting on Philadelphia sidings.

Many railroads are fitting up old wooden cars with safety appliances in order to make them serviceable in the present car shortage.

Owing to the scarcity of motive power on account of unusual war-time demands the Lehigh Valley Railroad Company yesterday at Hazleton began to put in service old engines built twenty-five years ago, which have been virtually discarded. They have been repaired and repainted and will be employed in hauling coal and freight from the anthracite field to tidewater points.

Walter Thayer, general freight agent of the Pennsylvania Railroad lines east of Pittsburgh, was appointed general coal freight agent yesterday to succeed the late Robert H. Large. This appointment was made by directors of the company as one of a number of changes in the freight traffic and accounting departments. George A. Adams, chief clerk to A. J. County, vice-president in charge of accounting, was advanced to the office of assistant to the vice-president.

Resorts
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A. J. Murphy, Mgr.
C. V. Murphy, Asst. Mgr.

Children's Hats
59c Actual Values — Sale Price..... 39c
\$1.00 Actual Values — Sale Price..... 69c
\$1.50 Actual Values — Sale Price..... 98c
\$2.50 Actual Values — Sale Price..... \$1.48
\$3.00 Actual Values — Sale Price..... \$1.98
Trimmed Hats
\$3.00, \$4.00 and \$5.00 Actual Values in Trimmed Hats, reduced for this sale to \$1.98 \$2.48 \$2.98

Pennsy Fireman Is Now Wearing Khaki Uniform

One week ago to-day Ellsworth Kruger left for Camp Jackson, at Columbia, S. C. He is now wearing a khaki uniform and is a member of the United States Field Battalion in training there. This boy was a Pennsy fireman and is a son of Mr. and Mrs. W. C. Kruger, 1826 Logan street.



Knitters! Knitters! Knitters!
Important Message For You

The special demonstration which we have been conducting here this week is to be continued.

Mrs. Mary Robertson, of Philadelphia
an expert demonstrator has pronounced this demonstration the most successful she has held anywhere in the east, regardless of the size of the city.

In view of this interest we have induced her to stay here next week, for the purpose of instructing beginners, as well as to teach the new stitches to experienced knitters and art needleworkers.

The Demonstration of Golden Fleece Yarns
places at your command yarns in every color. Come and fill your needs here.

Thanksgiving Table Linen

60 inch mercerized table damask 29¢
60 inch extra heavy mercerized table damask 39¢
64 inch extra fine mercerized table damask 50¢
72 inch mercerized table damask 59¢
68 inch linen finish table damask 75¢
72 inch linen finish table damask \$1.00
Hemmed mercerized napkins (ready or use) 7¢, 11¢ and 15¢

SOUTTER'S
1c to 25c Department Store
Where Every Day Is Bargain Day
215 Market St. Opposite Courthouse

To Hold Prayer Service For U. S. Success in War
The weekly half hour prayer service for the soldiers and sailors of the nation will be held to-morrow afternoon at 5.15 o'clock. The service is very simple, very beautiful in its quiet dignity, and very helpful. There is no address, but in hymn and psalm and prayer, and especially in the comprehensive and comprehending prayer of Dr. Mudge, there is comfort and calm. A feature of this brief time of supplication is a church. That such a service meets a need of the hour is shown by the growing attendance. The meeting is undenominational.



CALVIN C. MILLER

VETERAN PENNSY ENGINEER DIES
Injury Results Fatally to C. G. Miller, a Widely-Known Honor Roll Man

Calvin C. Miller, aged 67 years, a retired passenger engineer of the Middle division of the Pennsylvania railroad, 2346 North Sixth street, died at the Harrisburg Hospital last night at 11.45 p. m. Announcement of his serious illness was made in the Harrisburg Telegraph yesterday. The survivors are a widow, Mrs. S. Elizabeth Miller; one daughter, Miss Verna S. Miller; two brothers, John Miller, of Mapleton; Thomas Miller, of Piney Fork, Ohio; and one sister, Mrs. William E. Miller, of Tyrone. The funeral will be held Saturday afternoon. Services will be held at home at 3 o'clock and will be in charge of the Rev. A. S. Miller, pastor of Camp Curtin Memorial M. E. Church.

"Cal" Miller, as he was called, had an Army of friends and was known from coast to coast. He was retired two years ago on his own request, after a record of forty-two years' service. Since that time he has been a salesman for a lubricating oil firm and looked after his farm plots near Camp Hill. It was while working on one of his garden plots that he received an injury that hastened his death.

Engineer Miller was known as "the man with a permanent smile." Before his retirement he was an engineer on Pittsburgh Express west and Quaker City Express, east.

He started with the Pennsylvania Railroad January 1, 1873, as a fireman. On September 1, 1881, he was given a regular run as a freight engineer and January 18, 1889, he made his first passenger run to and from Altoona. He had only one bad accident, July 29, 1912, a rear-end collision at Tyrone. Another engine collided with his train.

He was a member of Tyrone Lodge of Masons, Knights of Pythias, Brotherhood of Locomotive Engineers, Division No. 74; Harrisburg Lodge No. 12, B. P. O. Elks; Harrisburg Republican Club and Frigid ship and Co-operative Club for Rail-

The DOCTOR'S ADVICE
by Dr. Lewis Baker

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Terms, \$5 cash—\$5 monthly... \$90	Terms, \$15 cash—\$10 monthly... \$275

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