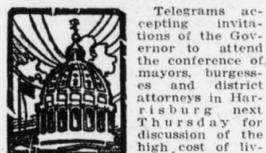


MANY TO ATTEND PRICE CONFAB

Attorney General Palmer to Be Chief Speaker; Opening of New Rabbit Season



Telegrams accepting invitations of the Governor to attend the conference of mayors, burgesses and district attorneys in Harrisburg next Thursday for discussion of the high cost of living have been received at the Governor's office, from a number of municipal officials and several of the district attorneys and arrangements are being made for a gathering of at least 250 men.

Governor Sproul, who has called the conference, will likely open the meeting with a statement of the plan of co-operation between Federal and State Officials and Attorney General A. Mitchell Palmer will speak on behalf of the United States Government. Attorney General William I. Schaffer and his deputies will attend the conference as will heads of various departments of the State government.

The Pennsylvania rabbit season which opens to-morrow has a different season limit from last year. Under the new regulation the limit is ten in a day and forty in a season instead of sixty as a seasonal bag. Reports continue to come in of many rabbits in the State. Almost every county has asked for more hunters' licenses than allotted to it because of the marked interest in hunting.

The State Capitol was showing the approach of the election to-day as many men left the city to go to their home districts preparatory to the battle on Tuesday. Most of the departments will close to-night until Wednesday.

The Public Service Commission will not have any arguments or hearings on Monday or Tuesday. The Commission will call upon the Lykens Light and Power Company for an answer to the Elizabethville complaint.

Forestry Commissioners will make a visit to the Snyder county grove of primeval trees on Sunday. The arrangements are being made by Col. Henry W. Shoemaker.

Congressman J. Hampton Moore last night warmly defended the new Philadelphia charter as a great piece of legislation at one of the closing rallies of the campaign. The charter was attacked by Coroner W. R. Knight whose remarks were the subject of some caustic criticism by Mr. Moore, who said no one dare defy it.

The Philadelphia Public Ledger says that Mr. Moore will have a big majority, some estimating it at 125,000.

It is expected that further orders regarding the new National Guard will be issued very shortly, including some statement as to the disposal of the old Fourth Infantry.

The Public Service Commission order for elimination of grade crossings in Reading which is the result of long proceedings is to be followed up at once by planning of the bridge.

The State yesterday freed the New Holland turnpike in Lancaster county. The State and county shared the \$27,000 cost of the department announced to-day.

Arbitrators appointed to fix the price the city is to pay for the plant of the Holmesburg and Disston Water Company continue to be deadlocked and Public Service Com-

Famous Child Musician Visits City's Schools



MILIE, MAGDELEINE BRARD

Milie Magdeleine Brard, soloist with New York Symphony orchestra, which plays here to-morrow afternoon, accompanied by her mother, arrived in this city last evening at 10:28 o'clock from New York city. The distinguished visitors were met at the station by Miss O'Connell, teacher of French, and the Misses Ryan, all of the Edison High School, and Mr. and Mrs. J. G. Sanders. The visitors were escorted to the Penn-Harris hotel, where they will be located during their stay in this city.

To-day Milie Brard and her mother visited the schools of Harrisburg, this being the first time this little woman has had the pleasure of seeing any of our great public school systems in America. The first school visited was the Camp Curtin Junior High School. Here the assembly was in charge of Mr. Brehm, the principal, who spoke a brief welcome to the visitors, and who then introduced Mrs. Sanders under whose management the New York Symphony concert will be given in this city Saturday, and who gave a brief talk about Milie Brard's unusual musical career.

The pupils of the High School then sang "The Star Spangled Banner," and the "Marseillaise," under the inspiring leadership of Miss Mildred Conkling, after which Mrs. Sanders introduced Milie Brard, who amid storms of applause from the interested school children came to the front of the stage and talked to the school in her own native French. Her talk was interpreted by a teacher of French in this school.

At the Edison School the program was repeated. A feature of this visit, however, was the presentation of two beautiful bouquets of flowers which were presented to Milie Brard by two little girls representing the two grades from which the flowers were a gift. These little girls presented the flowers with a charming little talk to the visitor in French. The last school visited was the Central High, where the principal, Dr. Walter Severance, was in charge of the assembly. Here, in addition to the regular program, vocal numbers were given by Mrs. Thamine Cox and Mrs. William H. Witherow.

Milie Brard's father is a member of the French Chamber of Deputies. She will visit the Capitol to-day. Music students of the musical conservatories of the city are invited to meet Milie Brard this evening at Sigler's Music House, at 7:30 o'clock.

Never has such interest been manifested in so young an artist as has been demonstrated in this small daughter of France, who will make her first appearance in this city with the New York Symphony Orchestra on Saturday afternoon, November 1, in Chestnut Street Auditorium. There are still a few seats available.

company extended its mains before the city reached certain distant northeast points with its service. Public Service Commissioner S. M. Clement has returned from Williamsport where he conducted a hearing.

missioner Benn handed out some criticism yesterday of the delay. He conducted a hearing in Philadelphia on the complaints against the company of lack of an adequate supply for residents living on Frankfort avenue and Unruh street. This

INTERESTING RAILROAD NEWS

BACK PAY FOR P. R. R. SHOPMEN

Part of Bonus Granted by the Federal Authorities Will Go Out Next Week

Time clerks employed by the Pennsylvania have been busy for some time computing bonus due shopmen. It is probable that some will get this back pay in next week's distribution of wages. The bonus will be for services during the last two weeks of October and is in accordance with an increase granted sometime ago by the Railroad Administration. The pay amounts to four cents an hour increase dating from May 1.

The order for granting the increase at this time was issued too late to make it possible to issue the checks for all the employees at the new rate. It is a big task to make the change in the rate for the thousands of employees and to figure out the amount of bonus to each.

Will Rush Payments This will be done as far as possible and those who fail to get the increase will find it included in their checks for the first two weeks of November. The increase was granted by the railroad administration several months ago, after the demands of the railroad workers had been under consideration for some time at the railroad administration headquarters and after it was finally submitted to President Wilson, who recommended that a raise of 4 cents be allowed. The men had asked for a raise of about 16 cents an hour.

Local Religious Secretary Ends Activity at Newport

Ira P. Dean, religious secretary at the P. R. R. Y. M. C. A., will close a successful three weeks' evangelistic campaign at Newport Sunday night. On Wednesday, November 5, he will open a three weeks' series of meetings at the Emma L. Simpson M. E. Church at Paoli. He has letters from many other cities. This will be his second time at Paoli.

At Newport, Mr. Dean has been conducting a series of classes for the Children's classes which are held after school hours. Yesterday the little folks brought bouquets and fruit which was later distributed to sick folks and shut-ins. If arrangements can be made, a series of new classes will be started at the P. R. R. Y. M. C. A. on original ideas. It is also probable that the Friday evening Bible classes at the local railroad "Y" will be resumed in the near future with many new features.

No Accident Drive Shows Increase of Last Year

In the no-accident drive yesterday on the Pennsylvania lines East the Philadelphia and Middle divisions reported more accidents than on the same date one year ago. The best work was in Altoona shops where but one accident was reported. The report for yesterday on the Eastern Pennsylvania division follows:

Table with columns: Divisions, K, I, K, I. Rows include Philadelphia, Middle, Schuylkill, Juniata, Tyrone, Cresson, Altoona Shops, and Total.

PHILADELPHIA DIVISION SAFTY COMMITTEE HEARS REPORTS ON DRIVE WINDUP

Philadelphia division safety committee met this afternoon at the P. R. R. Y. M. C. A. and prepared for the windup to-night of the no-accident drive. This special activity started on October 18 and ends to-night at midnight. While records are not up to the standard expected, the campaign in the opinion of local workers has been a big success.

The meeting this afternoon was presided over by William Elmer, superintendent of Philadelphia division. He called attention to the days which showed a falling down in the efforts, but complimented the men on their good work and urged the same close attention with a view to preventing accidents at all times.

Reports Presented Reports were read from the various departments of the local division. The division committee members were instructed to get in the final reports early in order that a complete report may be made public at an early date.

Among the papers presented during the campaign was one by J. Irvin, clerk at the Harrisburg freight station on "Safety and Efficiency Walk Hand in Hand." He said in part:

"No employee is efficient unless personally interested in safety, either pertaining to himself or his fellow employees. This department, called the Harrisburg Freight Station Safety Committee, I believe is the smallest field of the division—the smallest field of employees listed under one chairman. It consists of 99 persons, 24 working in piece work or tonnage system, 22 at various other occupations, such as delivering freight or receiving shipments for transportation, none of whom have what is called a 'walk hand' in the number of the above mentioned number is in clerical positions.

Freight Handled "As an illustration, would state that during the month of May, 1919, twenty tonnage men, (excluding the four tallymen) handled 12,256,090 pounds of freight, working 3,935 man hours. Approximately this same amount of tonnage was handled by eight delivery clerks in making tallied delivery to consignees—to be exact these eight men handled 9,952,000 pounds, working 1,664 man hours: Four receiving clerks whose duty it is to check freight from teams, unloaded on our platform for transportation, handled 5,438,009 pounds working 832 man hours; while three packers or stowers, working 624 man hours handled the majority of the above mentioned tonnage while in their performance of seeing that it was packed and blocked in cars to insure safe transportation, and did it without a personal injury.

"Accidents are very few, in fact have not had one for three months, and which I believe can be attributed to the experienced men and the personal interests taken in safety work by the various employees. The most frequent accidents occurring in the past have been to hands or feet, due to being caught between boxes while loading or unloading freight to and from trucks, and the majority of these cases the employee continued his usual occupation but accident reports were issued as a safeguard and to comply with the law.

Instruct New Men "New men are always instructed and not given loads to haul that might not be safely transported to the cars. Sprains of back or to other parts of the body is another reason for issuing C. T. 75-C reports at this point. These I believe are purely accidental due to feet slipping on concrete floors and not from overloaded trucks. Even the treacherous, wet, slimy concrete floor is now strewn with sawdust to lessen the hazard.

"On the whole, the freight station is a congenial, safe place to 'earn your bread by the sweat of your brow,' and I can assure all employees the chairman is aggressive in the movement, specializing on accident causes and always looking out for unsafe practices or conditions, and taking necessary steps to reduce these 'accident factors' to the lowest possible minimum."

Reading Gets New Engines; Will Be Given Daily Tests

The Reading Railway Company is in receipt of the first of its 30 new locomotives of the 1600 class from Baldwin. Two of these giant engines are now being given tests in a day or two will be ready for service. Those now at the round house are 1670 and 1671. Two more are expected at the end of the week. These engines will be used in the coal and freight trade.

Standing of the Crews HARRISBURG SIDE

Philadelphia Division.—The 118 crew to go first after 4 o'clock: 113, 131, 128, 116. Engineers for 131, 128. Conductors for 113, 128. Brakemen for 114 (2), 128, 116. Engineers up: Lenney, Shue. Firemen up: Abel, Vogelsong, Lennard, Blank, King, Clements, Horst. Brakemen up: McNaughton, Minnichan, Hughes, Kildinger, Killain, Reel, Kugler, Poff, Zimmerman, Silks, Albin, Gribbs, E. Smith, Belford. Middle Division.—The 17 crew to go first 2:15 o'clock: 25, 37, 20, 31, 110, 242, 202, 243. Engineers wanted for 25, 37, 20, 31. Firemen wanted for 25, 37. Conductors for 37. Flagmen for 37. Brakemen for 25, 37 (2), 110. Engineers up: Loper, Corder, Tittler, Kops, McMurtrie. Firemen up: Bowers, Brookhart, Holsinger, Harvis, Kauffman. Conductors up: Wagner, Lower, Crimmet, Biggan. Brakemen up: Sankey, Roebuck, Alter, Shelly, Linn, Leonard, C. B. Hawk, Kipp, J. Hawk. Yard Road.—Engines wanted for 11C, 12C, 2, 15C, 4, 15C, 18C, 28C, 32C and 35C. Firemen wanted for 1, 7C, 12C, 1, 15C, 4, 15C, 18C, 29C, 30C. Engineers up: Buffington, Auman, Miller, Blever, Essig, Ney, Myers, Boyle, Shupley, Crow. Firemen up: N. Lauver, Gormley, Wirt, Mounts, J. E. Lauver, Bartless, Shaver, Shoff, Swab.

ENOLA SIDE

Philadelphia Division.—The 206 crew to go first after 4:15 o'clock: 237, 248, 209, 203, 230, 253. Engineers for 248, 203. Conductors for 237, 248. Brakemen for 206, 237, 248, 203, 230, 253. Brakemen up: McConnell, Beers, Vanderling, Froese. Middle Division.—The 238 crew to go first after 1:20 o'clock: 252, 254, 120, 121, 112, 102. Engineers for 120, 121. Firemen for 112, 102. Conductors for 120. Flagmen for 121, 102. Brakemen for 120, 112. Yard Road.—Engines wanted for 2nd 102. Firemen for 1st 126, 2nd 126. Engineers up: Bruaw, Ewing, Lutz, R. H. Fortenberry, G. G. Gabley, J. Kieck, Sheaffer, Capp, Fortenbaugh, G. L. Firemen up: Garlin, Bainbridge, Hall, Martin, Crammer, Shuey, Huber, Copp, Ready, Kipp, Albright, Eichelberger, Metz, Boyer.

PASSENGER SERVICE

Middle Division.—Engines up: A. Wagner, E. B. Heffner, W. G. Jamison, H. H. Ditmer, W. C. Black, F. F. Schreck, L. H. Riedorf, H. M. Kuba, J. Crimmel, H. F. Staurt, J. W. Burd, C. D. Hollenbaugh, H. F. Groninger. Engineers wanted for 25, 669, 29, 11, 601. Firemen up: A. H. Kuntz, J. M. Stephens, H. C. Bender, B. F. Underman, S. P. Stauffer, R. D. Porter, R. Simmons. Firemen wanted for P-21, 11, M-27. Philadelphia Division.—Engines up: H. Smeltzer, E. C. Snow, R. B. Welsh. Engineers wanted for none. Firemen up: None. Firemen wanted for: None.

THE READING

The 66 crew to go first after 11:45 o'clock: 3, 5, 53, 60, 64, 68, 55, 69, 57, 1, 14, 18. One hundred and one first to go after 9:15 o'clock: 106, 102, 107, 103. Engineers for 103, 55, 50. Firemen for 69. Conductors for 5, 55, 64. Flagmen for none. Brakemen for 3, 5. Engineers up: Rohland, Neidinger, Jones, Gruver, Bowman, Warner, Clouser. Firemen up: Gates, Fitzgott, Fackler, Saul, Sipe, Snyder, Burtgeard. Conductors up: Danner, Meek, Fleagle. Firemen up: Spangler, Lehmer, Hess, Shank, Hain, Lukens, Rensicker, Grady, Lebtren, Strohm, Stahley, Hain, Peters, Keefer, Watson, Zinc, Morrow.

COMPENSATION FOR MINERS UP

New Rates Show an Advance in the Other Industries Is Very Slight Now

Insurance Commissioner Thomas B. Donaldson to-day announced that the increase in compensation insurance ratings for coal mining will be twenty per cent. above the rates for the present year, but that the increase in the aggregate in other industries will run a little more than half of one per cent.

The new rates have been approved by the Commissioner, who says that "contrary to general expectation the new rates will be very little higher on the whole than those in effect in 1919 and that on many classifications the rates have been reduced in the face of increased benefits. On some classifications increases of ten to twenty per cent. were made on actual experience."

The Commissioner calls attention to the increase of wages in many lines in 1917 and 1918 brought many wage earners above the maximum of \$20 a week on which compensation has been based. "The new rates are based wholly on Pennsylvania experience, which experience has been more favorable on a large number of classifications than the experience heretofore available," says he.

In his statement the Commissioner says: "For coal mining the rates were reduced in 1918 to correspond to present level of wages. The coal mining compensation insurance rates in effect during 1918 were no more than sufficient to cover the cost of compensation under the old scale of benefits as devoted by actual experience. It was, therefore, necessary to increase the insurance rates for both bituminous and anthracite mining by about twenty per cent."

Senate to Support Administration in Threatened Strike

Washington, Oct. 31.—After nearly four hours' debate, the Senate adopted a resolution assuring the administration of the support of Congress in maintaining order during the "present industrial emergency."

Arrest Speculators in French Silver Coins

Paris, Thursday, Oct. 30.—With the arrest to-day of five speculators in silver coin the small change crisis in Paris seems to have passed. The police locked up five men who were found purchasing silver coins from street car and auto bus conductors, waiters and other persons.

The trail led to a bank where the silver was melted. One silver bar weighing 50 pounds, still bearing the marks of one and two-franc pieces, was found. At the Auteuil race course to-day the racing public was informed that each person must have the exact amount of the admission fee, two francs, which would be reserved for the pari-mutuel machines, which had been unable to pay several winning tickets owing to the lack of silver.

Advertisement for Dr. Phillips, Dentist. Includes text: 'Absolutely No Pain', 'My latest improved appliances...', 'EXAMINATION FREE', 'Registered Graduate Assistant', '320 Market St. HARRISBURG, PA.' and a small portrait of a man.

Large advertisement for 'THE GLOBE' clothing store. Features a man in a suit, text: 'Hats, Caps, Shirts, Gloves, Hosiery, Neckwear', 'A Few Pointers About CLOTHING VALUES', and a list of 5 pointers about value and price. Includes prices: '\$35, \$40, \$45 and up to \$75', 'Fur Collar Overcoats \$45 to \$90'.

Large advertisement for Hershey's Superior Ice Cream. Features text: 'If the Eskimo Would Eat Hershey's Superior Ice Cream He Would Live Longer', 'Professor McCollum of Johns Hopkins University made the statement recently in Chicago that the Eskimo would live longer if he ate ice cream.', 'Of course, the Eskimo doesn't have the materials with which to make ice cream, although he certainly has plenty of ice with which to freeze the cream.', 'Milk products have a greater nutritive value for body building than any other food and certainly would be a boom to the Eskimo.', 'Just think how much greater the advantages you have living right here in Harrisburg, right where you can get', 'Hershey's Superior ICE CREAM every day in the year.', 'Try to think of it to place your order with your dealer early for HERSHEY'S ICE CREAM.', 'Hershey Creamery Co. Harrisburg, Pa.'