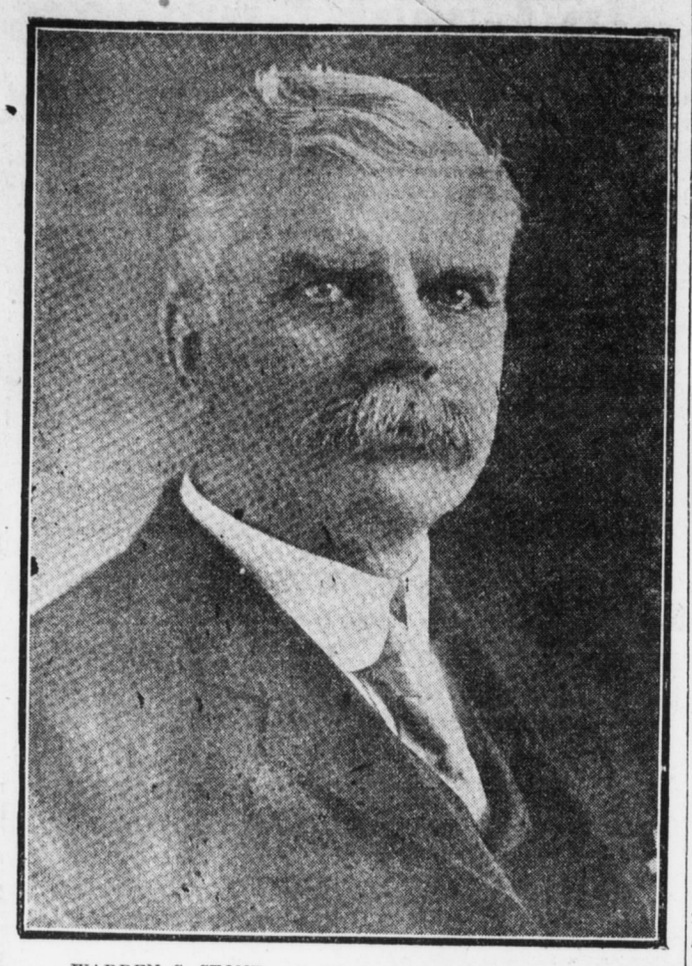
RAILROAD NEWS

BROTHERHOOD MEN COMING HERE



WARREN S. STONE
Grand Chief, Brotherhood of Locomotive Engineers.

BROTHERHOOD HEADS TO VISIT HARRISBURG

Plans Underway For a Monster Mass Meeting to Be Held Early in September

Plans are maturing for one of the most important joint meetings of railroad brotherhoods ever held in Harrisburg. The principal speakers will be Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers, and William G. Lee, president of the Brotherhood of Railroad Trainmen.

The time and place for this meeting, it is said, will be discussed early next week. It is understood that at the meetings of the various brotherhood organizations, to be held next Sunday afternoon, committees will be appointed. These committees will meet in joint session and arrange for the big mass meeting. It is the general opinion that the meeting will be held during September in Chestnut Street Auditorium.

Considerable significance is attached to this proposed mass meeting by local railroaders, in view of the recent factional fights in some of the local brotherhood lodges. The purpose of the visit of the heads of the two great railroad brotherhoods, it is also said, is to have an opportunity to be heard on certain questions. President W. G. Lee, of the Trainmen, who has been charged with malfeasance in office by local members, is anxious to beard the lions in their dens, and to present his side of the case.

The one particular question, it is said, will be on the proposition to unite all brotherhood bodies into one body, or arrange for a joint action when grievances are to be considered.

Veteran Railroader Dead. — Robert McLarin, aged 74 years, a Pennsylvania Railroad pensioner, died suddenly at his home, at Columbia, yesterday. Death was due to heart trouble. Mrs. Lizzie Good, a daughter, found her father dead in bed when she went to call him for breakfast.

Previous to his retirement, in 1911, Mr. McLarin was employed as brakeman, flagman and watchmin.

Deceased was a veteran of the Civil War, having served in the Confederate army in Virginia, where he went to work on his uncle's plantation, and was pressed into service in the militia against his will. He came North after the war. He is survived by his wife and five children, including Mrs. Clementine, wife of A. E. Bibb, of Harrisburg.

July Coal Traffic.—Shipments of all three classes of fuel—bituminous, anthracite and coke—on the Pennsylvania Railroad lines east of Pittsburgh and Erie, in July, were less than in the corresponding month of 1913. In the seven months from January 1 to July 31, this year, anthracite was the only fuel to show an increase in shipments over that period in 1913. That increase amounted to 209,647 tons, as against decreases of 1,312,408 and 2,494,958 tons respectively in shipments of bituminous and coke. The total decreases on all three classes of fuel were 947,505 tons in July and 3,597,719 tons in the seven months' period of 1914.

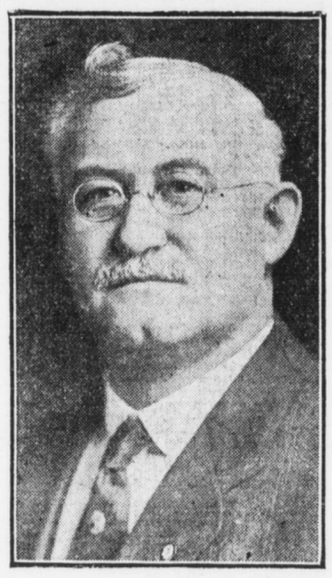
IT'S PLUCK—NOT LUCK
that spells s-u-c-c-e-s-s. The man or woman who reads TELEGRAPH WANT ADS and goes after the job gets it.

DE PACHMANN SAYS:
The Chickering Piano stands alone; it is not only unsurpassed, but unequaled. See and hear the new 1915 Chickerings at our show rooms. J. H. Troup Music House, 15 South Market Square.—Advertisement.

Public Sale At Berger's Auction House

Of genuine American cut glass of all designs. The same must be sold in short notice to satisfy creditors. A chance of a lifetime for Harrisburg public.

A. BERGER, Auctioneer,
315 Broad Street
Sale every evening at 7.30.



WILLIAM G. LEE
President of the Brotherhood of Railroad Trainmen.

Standing of the Crews

HARRISBURG SIDE

Philadelphia Division—107 crew first to go after 4 p. m.: 110, 103, 104, 125, 124, 114, 115, 116.
Engineers for 123, 128.
Firemen for 101, 103, 107, 116.
Conductor for 125.
Flagmen for 125, 115.
Brakemen for 107, 110, 104, 114.
Engineers up: McCauley, Smeltzer, Keley, Buck, Kautz, Wolfe, Bissinger, Statler, Sober, Goodwin, Streeper, Madenford, Hennecke.
Firemen up: Wagner, Rhoads, Weaver, Libhart, Carr, Packer, Winters, Huston, Laverty, Gilberg, Bushey, Robinson, Spring, Farner, Brenner, Shive, Davidson, Kegelman.
Flagman up: Sullivan.
Brakemen up: Burk, Bogner, Shultzberger, Cox, Brown, Ferguson, Baltozer, Dearolf, McIntyre, McNaughton, Coleman, Collins, Knupp, Wieland, Stehman.

Middle Division—224 crew first to go after 2:20 p. m.: 20, 21, 16.
Engineer for 20.
Fireman for 21.
Brakeman for 21.
Engineers up: Willis, Magill, Smith, Simonton, Hertzler, Welcomer.
Firemen up: Seagrist, Bornman, Cox, Beacham, Zelders, Richards, Fritz, Karstetter, Fletcher, Kuntz, Schreffler, Stouffer, Libau, Pottiger, Reeder, Sheesley.
Conductor up: Fralick.
Flagmen up: Miller, Preston.
Brakemen up: Baker, Spahr, Boyle, Roller, Pipp Plack, Wenerick, Werner, Fleck, Bickert.

Yard Crews—To go after 4 p. m.:
Engineers for 707, 322, 1171, 1831, 1758, 14, 1270, 2393, 1368.
Firemen for 707, 1171, 90, 2393.
Engineers up: Thomas, Rudy, Meals, Stahl, Swab, Silks, Crist, Harvey, Saltsman, Kuhn, Pelton, Landis, Beck, Harter, Biever, Blosser.
Firemen up: Barkey, Sheets, Bair, Eyde, Ney, Myers, Crow, Ulsh, Bostdorf, Schiefer, Rauch, Weigle, Lackey, Cookerley, Maeyer, Sholter, Snell, Gettys, Hart.

ENOLA SIDE

Philadelphia Division—228 crew first to go after 3:45 p. m.: 207, 253, 241, 246, 217, 201, 208, 219, 230, 239, 202, 243, 215, 204, 218, 226, 206.
Engineers for 208, 230.
Firemen for 202, 204, 226, 230, 241.
Conductors for 28, 37, 39, 53.
Brakemen for 8, 13, 19, 30, 46, 53.
Conductors up: Steinouer, Eaton, Wolfe.
Flagman up: Reitzel.
Brakemen up: Summey, Deets, Kone, Stimeling, Fair, Vandling Taylor, Harhis, Lutz, Kochenouer, Shuler, Decker, Carroll, Goudy, Myers, Musser.

Middle Division—237 crew first to go after 2 p. m.: 218, 240, 114, 1055, 103, 112, 110, 106, 109, 119.
Engineers for 106, 109.
Fireman for 109.
Conductors for 112, 119.
Flagman for 106.
Brakemen for 110, 119.

THE READING

Harrisburg Division—4 crew first to go after 6 a. m.: 18, 17, 5, 24, 10, 2, 7, 11, 9, 3, 6, 16, 19, 12, 54, 65, 60, 69, 68, 58, 61.
Engineers for 60, 68, 5, 10, 111.
Fireman for 4.
Conductors for 65, 11.
Brakemen for 58, 5, 7, 9, 16, 18, 24.
Engineers up: Wyre, Wood, Fetrow, Massimore, Wireman, Barnhart, Crawford, Pletz, Kettner, Morrison.
Firemen up: King, Moyer, Corl, Dowhower, Sellers, Bowers, Rumbaugh, Miller, Palm, Moore, Aunspacht, Moyer.
Conductors up: Hilton, Gingher, Shover.
Flagmen up: Graeff, Mast, Ensminger, Page.
Brakemen up: Shearer, McHenry, Shader, Hinkle, Ely, Smith, Hoover, Mast, Maurer, Heckman, Straub, Ayres, Dunkle, Ensminger, Troy, Page, Holbert, Carlin.

THE VERY PEOPLE
you would most desire as tenants may be looking for your house. A TELEGRAPH WANT AD will reach them.

COAL TAX APPEAL IS GOING RIGHT ON

One Company Has Paid Under Protest, but Others Take Settlements Into Courts

BIG BATTLE IS LOOMING UP

Five Capital Cases Are Listed For the State Board of Pardons Next Meeting

Appeals from settlement of anthracite coal tax under the act of 1913 were filed at the Capitol to-day by attorneys for half a dozen big coal companies and another company paid its tax under protest. The question of the constitutionality of the tax is pending in court.

The companies filing appeals have brought up the number to almost a score. The largest tax settlement from which an appeal was taken was by the Lehigh Coal and Navigation Company, which appealed from payment of tax amounting to over $99,000. Other big companies appealing were Harleigh-Brookwood, Wilkes-Barre Colliery, Colonial Colliery, Thomas Colliery and Oxford Coal Mining. Appeals for a number of others were filed some time ago.

Pardes Bros. Co., paid $18,545 under protest. This is the second payment to be made, the first having been by a Carbon county operator.

Five Capital Cases.—Five capital cases are already listed for hearing by the State Board of Pardons at its meeting on September 16. They include Martin Fleming, Harrisburg; John Chimelewski, Lackawanna, and William Abel, Philadelphia, who are sentenced to be hanged in the week following the meeting of the Board. The case of Malena Massa, Schuylkill, continued from last June, is also pending.

Sold Bad Meat.—Arrests for the sale of meats unfit for food have been ordered in Philadelphia by Dairy and Food Commissioner James Foust, whose deputies reported that pork and mutton past the edible stage was being offered for sale. Arrests for the sale of increase not up to State standards were ordered in half a dozen counties.

Big Payment Made.—The largest payment of State tax to be paid in a long time was made at the Capitol to-day when the Pittsburgh and Lake Erie Railroad Company paid in $397,000.

Attending Meeting. — Insurance Commissioner Charles Johnson is attending the meeting of the Republican State committee at Pittsburgh.

Inspected Crossings.—Members of the Public Service Commission, Investigator Dohoney and Secretary Millar have returned from Erie where they looked over the grade crossings in that county. Some serious problems have been encountered.

Will Make Addresses. — Henry Houck, Secretary of Internal Affairs, and Professor L. H. Dennis, agricultural education expert of the Department of Public Instruction, will speak at the Allegheny county teachers' institute in Pittsburgh this week.

Visiting in Ohio. — Chief L. H. Wible, of the bureau of statistics of the Department of Agriculture, is in Columbus, making inquiry into the methods of gathering statistics and crop report data in that State.

Allentown Next.—The State Armory Board will take up the matter of asking bids for the new armory at Allentown when it meets next month. The site has been deeded to the State.

September Bids.—The State Highway Department will open bids on two occasions in September. Bids for several miles, including the Dauphin county road, will be opened on September 1 and on September 8 the Ellwood City road tenders.

Arousing Interest. — The work of the National Guard riflemen at Mt. Gretna is attracting much attention from army officers. A number will attend the matches this week.

Many Settlements—Settlements of State tax cases are being made at a lively rate at the Auditor General's Department. On Saturday over 200 were made and yesterday almost as many. The year ends November 30 and it is going to be a big one.

HEARD ON THE HILL

—Commissioner Jackson is expected to sail for home within a few days.

—Superintendent A. Nevin Pomeroy left to-day for Pittsburgh.

—Representative R. S. Frey, of York, was at the Capitol.

—General Stewart, Major Beary and Chief Clerk Demming were at York on an armory inspection to-day.

—Commissioner Foust has returned from Pittsburgh.

—Chief A. R. Houck, of the Bureau of Statistics, went to Pittsburgh by automobile.

SITUATION NOT AS BAD AS PAINTED

[Continued from First Page.]

it will be noted that there is a prediction that the war will not last long. The situation in regard to trade conditions in this country is viewed optimistically by Mr. Watt, whose account of his experiences follows:

By G. F. WATT

General Manager, Elliott-Fisher Typewriter Works

Fortunately I had completed my visit to the Scandinavian countries, Holland, Germany, Austria and Switzerland and reached Paris on the 25th of July. Early in the following week rumors of the mobilization of the German army were followed by evidences of French preparations.

My itinerary planned for me to leave Paris on the 2d of August for Liege, but fortunately on Friday morning I was given advance information that the German steamer Imperator would not sail the following day, and I made hasty preparations for getting to London. The large hotels, which were filled with Americans, were emptied in three days. We got away on the last train that carried baggage, being the first train to leave Paris Saturday morning.

Lack of Gold Causes Suffering

In two days' time all French gold and silver disappeared from circulation, and that was what caused most of the suffering among Americans and other foreigners on the continent. On Friday night restaurant keepers refused to serve any guests before they ascertained that it was possible for the guests to pay in approximately the exact change the amount of food they were going to order. The railroads would not even make change of the Bank of France notes for tickets or the registration of baggage, but they eagerly accepted British gold, which I shall never want to be without again when traveling anywhere in the world.

England was very kind to Americans. In London the hotels took in strangers with no money and without baggage, giving them the best rooms and fare.

Pathetic Sights in London

It was a most pathetic sight in London the first few days of the month of August. War was declared on Saturday, August 1, the bank holiday fell on Monday, the 3d, and London was emptied of its citizens, but every train coming brought thousands of American refugees from the continent. The banks did not open, and the express companies, of course, could not obtain money to redeem their travelers' checks. The seriousness of the situation justified the extension of the bank holiday for three more days, and while the American Express Company in London paid out what money it had it was unable to satisfy the demand until Friday.

I cannot speak too highly of the treatment accorded Americans by the American Express Company both in Paris and in London. Every courtesy was shown, and until the 1st of August they were cashing travelers' checks issued by other companies. They did a great deal more than the United States government did to relieve the situation. This company is a wonderful concern and has done more for American trade abroad than any one other American institution.

Form American Relief Committee

An American relief committee was formed on Sunday, the second of August. Mr. Theodore Hetzler was made President, Mr. Kent of the Guarantee Trust Company, vice-president, and William C. Breed, treasurer. Quarters were given in the white room of the Savoy Hotel, and that became the storm center of the American tourists.

The destitute condition of American tourists still in Europe has been greatly exaggerated. The majority were not seeking financial assistance, but rather an opportunity to get a booking for an early sailing home. I could not feel as much sympathy for the wealthy Americans as with the army of school teachers who appeared to be perfectly helpless. They stood in the rear of the crowds assembled at the booking offices asking questions of every well dressed American who came their way, but they were not able to get early passage.

Slept on Deck

We came over on the American line steamer St. Louis, our regular reservations home having been concelled by the British government taking over the vessel for which we were booked. We were on the main, or lowest deck, and there were three other men in the cabin with me and two ladies in a cabin with Mrs. Watt. The coal, which the company was able to procure, was of such poor quality that it required the utmost effort to provide sufficient steam to make eighteen knots an hour with a twenty knot boat. The ventilating system on the boat was bad, and, therefore, the thermometer registered around 100 degrees in the lower deck cabins, which made it impossible to stay in them. We were allowed to sleep on the deck and the officers permitted second cabin passengers to bring their mattresses and bedding from their cabins onto the deck, an unheard of proceeding in ordinary circumstances.

Americans Panicky

I see the New York papers are full of criticisms made by people who were unable to get every creature comfort, and I want to say that I was heartily ashamed of many of my fellow countrymen for the way they acted in Europe, becoming more panicky even than the French people themselves, and on the steamers acting wholly without any reason. When a person buys second cabin passage he cannot expect Hotel Knickerbacker service, and those who bought third class passage and came home in the steerage knew beforehand what they were going up against; they had been told that they would have clean bedding but that the regular food would be what was always served and that they could expect nothing else. A committee on our steamer tried to induce the captain to divide the menu of the second cabin with the third cabin, but he soon proved that was impracticable from the physical standpoint of service. The ball room on the boat was turned over by the captain to the ladies and children of the third class, and this was filled with steamer chairs given up by cabin passengers. The women and children slept there from the second night out. The food was as good as one could expect for the price paid, and it was ample for all. The last dinner served on Saturday night was much better than some of those served in the earlier days of the passage.

Caution Against Steerage

The Americans remaining in Europe should be cautioned that none but the sturdiest and hardiest can stand the rigors of a third-class passage home.

Of course, one heard more favorable news from the side of the allies in Paris and London than for the Germans and Austrians. Predictions can be freely made that the war will not last a great length of time. Any man who has had to do with a commissary department of our militia or army will vouch for the statement that neither side can for a long period provide sufficient food for such monstrous aggregations of fighting men. In the early days of the month we read of German troubles at Liege where the soldiers were footsore from the new boots they wore, and had no food. Men who claim to know say that this will cause one or both sides to welcome the signing of peace before Christmas.

The Business Situation

In the meantime business men in the United States are getting over the first shock and are settling down to prepare for what is sure to become a prosperous period for America. A well-known English manufacturer said to be in London a few days before I sailed that they realized they had a tough job ahead of them, that they were going at it with a determination to see it through, and then complimented our country on the great opportunity for prosperity that must of necessity force itself upon us. All of the South American and Oriental trade, which has been English, German and French, will now come to us as a matter of course. The financial situation in America is sound, and while the prospective profits, which will accrue to this country from this unfortunate turmoil, should not be regarded as a selfish profit which we will make by taking advantage of our neighbor's necessity, it will offset the great commercial losses that foreign wars are bound to cause in this country.

Our manufacturers, jobbers and importers will all feel the burden of the war, and this country will, indeed, be fortunate if the additional profits, realized by the producer of foodstuffs and the necessities of the fighting countries, offset other unavoidable losses. Our business world has been fortifying itself against the possibilities of the new tariff schedule, unfavorable Congressional action, the danger of late crop failures, the possibility of railway strikes and the Mexican menace in the southwest, and thus having prepared for a shock, the business situation in this country must continue on a sound basis. Our own company must temporarily provide against the loss of all of its foreign business, which was between twenty and twenty-five per cent. of the whole. This reduction, however, will only be temporary.

HOME FROM SEAT OF WAR JUST IN TIME

[Continued From First Page]

is being persuaded that the defendant really was or was not—those tales should get a little vacation some of the time during the September and October terms of criminal and common pleas courts.

Stories of the European war, and actual experiences at that, will be on tap.

At least that was the prediction today when the Jury Commissioners and Sheriff H. C. Wells drew from the jury wheel the names of Peter Vanderloo and H. Brooke Spahr for Fall service. Both have just recently returned from the most turbulent sections of Germany and France and Austria after summer tours of the continent. They got in just in time to serve their own country as jurors.

Other Folks in the List

Grand Jury

Robert C. Welsh, Williamstown; Harry J. Moyer, Uniontown; Joseph D. Clark, Derry township; I. Birkett Dickinson, Eighth Ward, city; Peter H. Nornhold, East Hanover; J. Andrew Conrad, Susquehanna; David H. Hoffman, Ninth Ward, city; George W. Leismann, First Ward, city; John M. Thompson, Seventh Ward, city; William D. Howard, East Hanover; William M. Shutt, Penbrook; William V. Lutz, Second Ward, Middletown; James Wilson, Sixth Ward, city; Dennis Hollern, Third Ward, Steelton; Wayne Nagle, Highspire; Thomas Meyers, Third Ward, Steelton; James H. Wilson, Thirteenth Ward, city; John W. Ney, Hummelstown; Oscar Stroup, Lykens township; Abraham H. Reider, Hummelstown; William A. Adams, Second Ward, city; John E. Jones, South Hanover; Isaac Straw, Middle Paxton; David E. Rupp, First Ward, Steelton.

Petit Jurors

Charles St. Clair, Lykens; Samuel H. Hoffer, Conewago; William Filling, Seventh Ward, city; Elias Wolf, Lykens township; William Bowers, Thirteenth Ward, city; Gabriel Zimmerman, South Hanover; Robert K. Wonderlich, Highspire; Jacob Habaker, Derry township; James B. Bowman, Halifax township; Roy Shott, Halifax township; James L. Sebolt, Fourth Ward, city; Jerry S. Chubb, Halifax township; George B. Embic, Seventh Ward, city; John Gibb, Jr., First Ward, Steelton; Russel Byers, Susquehanna; John Reigle, Wiconisco township; J. Landis Torst, South Hanover; Samuel T. Witmer, South Hanover; Harvey O. Miller, Tenth Ward, city; John C. Groff, South Hanover; James B. Kautz, First, city; Frank B. Balmer, Conewago; Charles F. Mattis, Millersburg; Harry W. Hoffman, Halifax township; John H. Greenawalt, Hummelstown; Elijah Stoudt, Middle Paxton; John L. Workman, Ninth Ward, city; William J. Daylor, Fourth, Steelton; Edward Wilt, Millersburg; Kevan Burrell, Third, Steelton; Harry Burrs, Sixth, city; John H. Neidig, East Hanover; William J. Raudenbush, Williams township; John Cusack, Third, Steelton; Isaac Deimler, Lower Swatara; Charles L. Andrews, Eighth, city; William B. Gray, Halifax; Ross McCann, Eleventh, city; Charles E. Shope, Eighth, city; Harry B. Etter, Second, Middletown; Edward L. Forney, Eleventh, city; James M. Hoffman, Halifax township; William L. Gorgas, Fifth, city; Everett O. Brinton, Susquehanna; David Brandt, First, Middletown; Jacob G. Meshey, Third, Steelton; Lloyd Polston, Third, Steelton; Albert E. Gruber, Highspire; George W. Bingaman, Swatara township; William H. Rettinger, Wayne township; Edward Falter, First, city; Harry Keister, Fourth, city; Daniel Bryan, Royalton; Thomas Stipe, Second, Middletown; Christian P. Longenecker, Londonderry; Benton P. Neagley, Upper Paxton; John H. Warfel, Jackson; Albert Potteiger, West Hanover; Jacob R. Epler, Londonderry; Augustus Lutz, Fourth, city; Harry Mattis, Royalton; Harry A. Charles, Lykens; H. Brooke Spahr, Tenth, city; Clellen E. Wise, Wayne; Cyrus D. Novinger, Middle Paxton; Rufus L. Hiester, Fifth, city; George L. Fisher, Swatara; Allen Felker, Londonderry; Benjamin F. McNear, Fifth, Steelton; William Lane, Conewago; James Geiger, First Ward, city; James E. Seal, Twelfth, city.

Traverse Jurors

Jacob Messner, Millersburg; Harry A. Dickey, Seventh, city; John H. Gorman, Swatara; Hugh T. Brown, Third, city; Judge T. Zimmerman, Millersburg; Thomas B. Beidleman, Ninth, city; John H. Wallower, Tenth, city; John M. Welsh, Fifth, city; Lewis Baum, Eighth, city; Jacob R. Miller, Sixth, city; David B. Mahargue, Susquehanna; George W. Botts, Second, Middletown; Harry E. Miller, Williamstown; William B. Houck, Swatara; Charles Salada, Lykens township; Monroe M. Chubb, Upper Paxton; John Bohan, Lykens; Harry M. Barthell, Twelfth Ward, city; C. Eugene Beinhaur, Highspire; William G. Zerby, Lykens; Ephraim M. Deimler, Swatara township; Ralph B. Geistwhite, Second, Steelton; Isaac C. Biever, Millersburg; Isaiah Reese, Sixth, city; Alfred N. Matchett, Jackson; Lindsay J. McCleaf, Eighth, city; Clyde Benning, Lykens; Hiram W. Killinger, Halifax; Elmer W. Shope, Lower Paxton; Beverly G. Glover, Fourth, city; Peter Vanderloo, Thirteenth, city; Roy E. Dickey, Second, city; Alfred C. Hoffsinger, Eighth, city; Morris A. Sax, Ninth, city; J. Adam Gingrich, Hummelstown; Robert Freeburn, Twelfth, city; Spencer J. Marks, Millersburg; Norman Helf, Hummelstown; Jonathan Dockey, Lykens township; Jacob A. Mathias, Highspire; Fred Senior, Lykens; Samuel K. Deibler, Millersburg; Truman Peoples, Second, city; John W. German, Second, city; Michael F. McAuliff, Jr., Lykens; Harry W. Spacht, Elizabethville; Emanuel W. Witman, Susquehanna; Edward Motter, Thirteenth, city; Clarence J. Springer, Lower Swatara; James M. Hocker, Middle Paxton; John G. Bless, Seventh, city; Harry Kreidler, Fourth, city; William B. Wenrich, First, city; Elmer C. Sweigard, Susquehanna; Robert M. Adams, Seventh, city; Harry C. Manning, Susquehanna; John W. Hoover, Twelfth, city; Thomas L. Snyder, Uniontown; John P. Miller, Millersburg, and Charles M. Baughman, Swatara township.

Places of Slain Soon Filled With Living

By Associated Press

Paris, Aug. 25, 4.20 A. M.—A traveler who has come to Paris from Charleroi witnessed part of the fighting at that place. He has related his experiences to a reporter of the Petit Parisien as follows:

"I was at Foreux, fifteen miles from Erquelines. This region is covered with a thick growth of trees. From where I was stationed I could see the passing for hours of column after column of German infantry. They were subjected to a veritable hurricane of iron from the French artillery and they went down by the dozen. Nevertheless more came forward to take the places of the slain.

"At Soleri-le-Chauteau I saw a German aeroplane brought down by a well-directed shot and I was told that another such machine had met the same fate at Nerles."

STEELTON MIDDLETOWN HIGHSPIRE ROYALTON OBERLIN ENHAUT

FARMERS THRONG TO MIDDLETOWN FAIR

Fully 5,000 Crowd Midway; Children's Day; Fireworks Every Evening

Hundreds of farmers for miles around laid aside their work in the fields this morning, and, donning their best, rode into Middletown to see the opening of the fifteenth annual exhibition of the Middletown Fair. From the towns and hamlets came many more hundreds and from Harrisburg still more, so that by 1 o'clock, it is estimated that ully 5,000 people thronged the grounds.

This was children's day and everyone under 20 years was admitted to the grounds free. The feature of the afternoon was the running races for boys. There were four events: A one-mile bicycle race, open to boys between 13 and 16 years, and another race open to boys between 16 and 20; a half-mile run for boys under 16 and another for boys between 16 and 20. In each event three handsome medals were awarded, silver to firsts and seconds and bronze to thirds.

The midway, of course, is the big feature of the fair. From the entrance gate stretching back to the grandstand along the racetrack there is a long lane of solid walls of white tents and gaily decorated booths. Back towards the south side of the grounds are the more exciting amusements, the motordrome, where daring motorcyclists dash around an inverted track at a mile a minute; the "flying" horses and the "shows."

To Be Open at Night

For the first time in the history of the fair the grounds this year will be open at night. Long strings of incandescent lights have been strung about the grounds. Under the direction of the fair association there will be an exhibition of fireworks each evening at 9. The program will be changed each evening. The other amusements under the auspices of the association consist of a vaudeville show. This amusement is free. The show starts every afternoon about 2.30 in front of the grandstand.

Early to-morrow morning the judges will commence their task of awarding the various prizes and judging the merits of the various exhibits. The races will commence to-morrow afternoon and continue each afternoon during the fair.

STEELTON PERSONALS

Mrs. Ralph Eckels and children have returned from Buffalo.

Miss Edythe Snell has returned from a week's vacation in Middletown.

Mr. and Mrs. Al. Fletcher, Ambrose Fletcher, Miss Mary Fletcher and Brightbill Armstrong are in Atlantic City.

Levi Heile and son George, who visited Mr. and Mrs. L. E. Heile, South Front street, left yesterday for Transfer, Pa., and Toledo, Ohio.

Mrs. M. E, Stevick and daughters, Pauline and Maude, of Main street, are guests of relatives in Newville and Newburg.

Mrs. J. A. Nissley has returned from Fairport, Ohio, where she spent eight weeks with her daughter, Mrs. C. C. Gruber, and her son, F. A. Nissley.

Harry Dayhoff, is visiting in Atlantic City.

Mrs. Jacob Berger, of Goldsboro, is the guest of Mrs. Elmira Detwiler, of South Front street.

USED FLATIRON, CHARGE

Charles Roberts was arrested by Constable Bomgardner last evening on information furnished by his wife and Mary Proctor, charging him with using a flatiron on them. In default of bail Roberts was committed to jail.

PATROLMAN QUIT

Steelton council will act at its next meeting on the resignation of Patrolman Clinton Jones, who quit the police force last evening.

ELECT MANAGER

Charged with selling liquor without a license, selling liquor on Sunday and selling liquor to miners, Nora L. Jones, alias Nora Burrs, was arrested by Detective I. M. Durnbaugh last evening. In default of bail she was sent to jail to await a hearing.

WANT GAMES

Manager Melvin Crout of the Ellwood A. C. baseball team would like to arrange games with teams averaging from 14 to 16 years of age. His address is 172 South Second street.

Second Fly Contest of the Civic Club

AUGUST 3 TO SEPTEMBER 26

$5 for first prize; several other prizes, and 5 cents a pint for all flies brought in on the 20th of September.

AWARD CONTRACT FOR PAVING OF STREETS

New York Company Gets Job; Work Will Be Started at Once

The final step in the program to make Steelton the best paved borough in the State was taken by the borough council at a special meeting last evening when the contract to pave the remainder of the seventeen streets to be paved was awarded to the Standard Bitulithic Company, of New York.

The contract let last evening calls for the paving of approximately 12,000 square yards of street and includes all the unpaved cross streets running from Front to Second street, from Lincoln to Mohn street, River alley and Second street, from Adams to Lincoln.

These streets will be paved with warrenite, the same as South Front street. The cost will be $2.10 a square yard. Plain concrete curb at forty-two cents a foot will be used.

There were three bids opened as follows: Shoemaker and Son, amiesthite, $1.93 plus three cents royalty, the use of the borough road roller and the guarantee, which amounted in all to $2.18 cents per square yard; curb, 44 cents a foot; catch basins, $47.50 and terra cotta pipe, $1.15.

Standard Bitulithic Company, Warrenite, $2.10, catch basins, $60; curb 44 cents and pipe, $1.00.

Central Construction and Supply Company, asphalt, $2.01; and $2.00 with one street at $2.11, curb, 42 cents; catch basins, $36 and pipe, 80 cents.

The Central Construction and Supply Company was low bidder but council decided that warrenite with its rough surface was better material and accordingly rejected all bids. On the suggestion of Councilman Henderson the Standard Bithulithic Company's representative was induced to lower his bid on catch basins and the contract was awarded his company.

Work on these streets will be started as soon as possible so that all the streets to be paved under the $55,000 improvement loan will be completed this summer, with the exception of Conestoga street.

Auto Hits Pole After Plunge Over Bank; One Man May Die as Result

When the automobile in which he was driving plunged from the road a mile below Highspire, last evening, and collided with a telephone pole, John Kerchebeal, of Carlisle, sustained injuries from which he may die.

Kerchebeal and five other persons were returning from Middletown in a machine when they attempted to pass another automobile. He was taken to the office of Dr. J. C. Lingle, at Middletown, where he was found to be suffering with a fractured skull and many contusions of the body.

MIDDLETOWN

MIDDLETOWN NOTES

Visit Boy Scouts.—Members of the Young Indian Runners of Middletown marched to Clifton Saturday afternoon, where they were guests of the Boy Scouts of Steelton and Harrisburg, who are camping there. A baseball game between the scouts and Indian Runners was followed by a marshmallow toast.

May Change Bridge.—The Dauphin County Court will probably be asked to allow the new reinforced concrete bridge to be built across the Swatara creek between Middletown and Royalton to be changed to a point 250 yards west of the present bridge. The old bridge has been condemned and is closed to heavy traffic. Royalton voters think the town would be benefited by the change.

Schools Open. — Middletown borough schools will open Monday, August 31.

TO HOLD SOCIAL AND HIKE

Arrangements are being made for a box social and hike to the home of Mrs. Anastasia Frazier, Twelfth and Hanover streets, Lochiel Hill, Thursday evening by the Ladies' Auxiliary to Division No. 1, Ancient Order of Hibernians. All members of Ancient Order of Hibernians and Ladies' Auxiliary have been cordially invited to participate in the evening's amusement.

FOR RENT

FOR RENT — An eight-room house, with water and gas, lot for garden, Steelton Heights, opposite Frog Shop Office. Apply J. M. Heagy, 39 South Front street, Steelton.

Italian Minister Says Mobilization in Italy Will Not Occur Now

By Associated Press

London, Aug. 25, 4.45 a. m.—A dispatch to the Times from Rome says the Italian Premier, Signor Salandra, assured a committee of deputies that no mobilization was imminent in Italy and that if it did occur later it would not mean any abandonment of Italian neutrality.

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