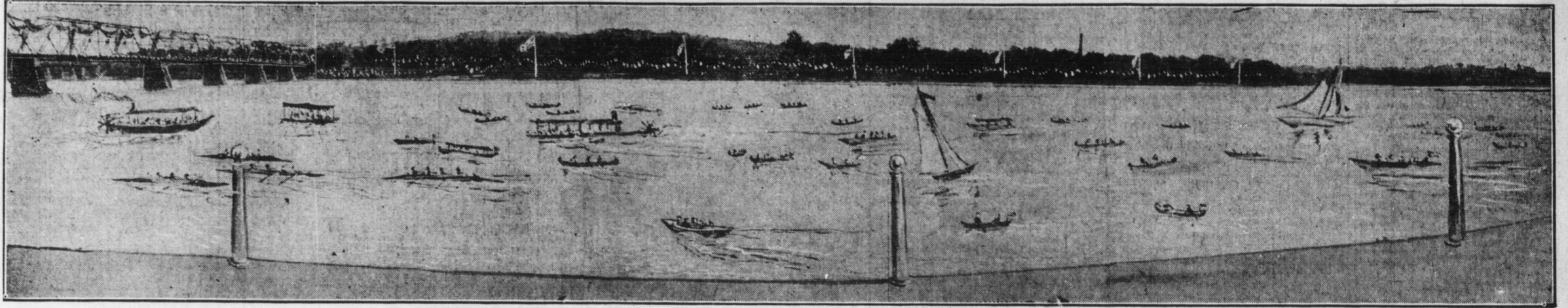


GREAT WATER CARNIVAL ON SUSQUEHANNA RIVER BASIN SEEN BY BIGGEST CROWD OF PEOPLE EVER GATHERED TOGETHER IN THE CITY'S HISTORY



On July 3, last year, the Telegraph printed a vision caught by its artist of how the great river basin would look in 1915. Doesn't look unlike the scenes of yesterday, does it?

MOTOR TRUCKS IN GREAT DEMAND

R. C. Rueschaw, of Reo Motor Car Co., Says Unparalleled Order Nation-Wide

Whether the frantic demands of European nations for American Motor trucks, when they were confronted with the necessity for rapid transportation of goods had anything to do with arousing American businessmen to the advantages of the modern method of transportation I cannot say, but it is an interesting fact that coincident with the European demand the motor truck has come into its own here at home.

from an extended trip which embraced the Pacific Coast States, and he states that the thing that impressed him most was the tremendous demand that existed everywhere for motor trucks. "We have all looked forward to a time when big business and little business would awaken to the tremendous superiority of the motor delivery vehicle. We all realized that when it did come it would come with a rush, and one has only to travel across the country to realize that that has happened.

ventured to exhibit it at the Boston Automobile Show last March. To our consternation we were flooded with orders. However, we did not consider that a serious matter as dealers are prone to order any new model in quantities, and they are just as likely as not to sell it in units, and not many of them. So we planned to make a national announcement of this model in July. Came July, and a glance at our order books showed we dared not say any more about that model until the factory had more nearly caught up with orders on hand.

"I do not think this is an isolated case. It is a very good indication of the appreciation in business generally of the celerity and economy of motor driven trucks.

was this inscription: "Our Next Big Public Improvement." Harrisburg's leading merchants surely did their share toward making the night program of the carnival a memorable event in the city's history and the Harrisburg Light and Power Company evinced a similar public spirit by donating all the current which was used for the floats gratuitously.

The Band Helped Too The band was stationed on the wall just opposite the floats and when the lights flashed on and displayed the gorgeous settings, the roar of approval from the watching thousands sounded like the echo of a championship game on the island.

Then there were the fireworks. In many a year there has been no prettier or more comprehensive display. From the time the demonstration began with the crash of the aerial bombs to Niagara's falling cascades of fire, the pyrotechnics out-dazzled most any of the kind that has been seen on the river.

But, after all, it was in the decorated parade of boats and canoes that Harrisburg's youthful lovers of the water, did themselves so proudly.

Preparing for the Parade Lights had not yet begun to twinkle along the wall when a rocket sailed across the sky. Canoeists who expected to get into the boat parade and who had to add finishing touches to the decorations hustled to get the last lanterns set, the last streamer knotted, the last flag in place.

At the big boat pavilions up town there were never such scenes. Youthful canoeists cussed softly as they searched for the hatchet, the new cushion, the locker key, while very pretty maids waited about demurely, if a wee bit impatiently, for the locker rooms many a final furtive dab of powder-chamois was sneaked.

The Final Touches About the time the moon began poking an inquisitive head over "Harrisburg's" ragged house line the lights on the walls twinkled into being and there was a general launching of the canoes. It was interesting to watch them put off for Independence Island to line up for the parade.

A graceful white swan behind Uncle Sam slid out from behind a flat and glided toward the island; up the river a giant Zeppelin teetered; beneath, a very pretty girl languidly impeded the progress of the canoe in the same old way that girls always do; near by a real businesslike Taube slid over the water with the speed of a hydro-plane, nearly; then a little electrically lighted "bower of roses" mounted on a launch hustled down stream; from behind a wharf a tall "lighthouse" moved; the "F-4" a la Watertown poked its nose inquisitively at the Zeppelin, and a very un-Germanlike voice from the latter yelled a warning; then, canoe after canoe, decorated more or less elaborately with Japanese and Chinese lanterns, trailed madly over toward the island.

As In Days of Old The new boat was a tall three-masted square-rigger of the type that sailed the seas when even grandfather was a boy. Great square-rigged sails, furled to the yards, gave a truly realistic suggestion, and lighted lanterns were so arranged on the yards as to set off the giant sails to best advantage. Several flats must have been pressed into service to accommodate the crowd.

The craft was built, registered, manned and launched by the South Harrisburg Amusement Association, the big organization of First ward folks who arranged such enjoyable open-air vaudeville and concerts in the River Park this summer.

South Harrisburg's Splendid Display Some of the officers of the organization modestly apologized for the boat; they said it was "knocked together" hurriedly and was not as nice a showing as South Harrisburg could and would have liked to have made. But the thousands of folks who watched the big ship gracefully gliding about the river thought very differently of the applause and the cheers that greeted it as it swung by was a criterion by which to judge.

The average small boy couldn't have been blamed for his jumble of dreams last night; no wonder he saw Captain John Harris of the old square-rigger taken from his quarterdeck by the crew of a submarine while a Zeppelin repelled the friendly Taube efforts to rescue the trader. Oh! my, such a night!

The Passing Show However, the decorated boat parade got under way and after crossing toward the city shore the line of illuminated boats slid down along the wall to the Market street bridge, turned and moved back again.

Just Like Hands Across the Sea As the good ship "Telegraph" steamed down the river the South Harrisburg "square-rigger" was on its way up stream. From the former ship crew and passengers cheered mightily and the passing ship's load of fifty or more folks, returned the "hands across the water" greeting in kind.

With the breaking up of the boat parade the smaller craft scattered to inspect more closely the beautifully lighted flats anchored just above the bridge. First was the big electrically glowing basket of flowers of the Kaufman Underselling stores, the pretty float of the Souter's "Twenty-five cent store," then Bowman's massive picture of the "Mermaid," then the columned float of the Dives, Pomeroy and Stewart float, then the attractively lighted and belowered craft of the Schmidt's bakery and the "Majestic-Opheim" theater display at the head of the line.

"Capping" the other floats in true naval style was the John C. Herman company's gray, grim, shiver-inspiring submarine. Anchored just a short distance above this float during the evening was the tall float of the Harrisburg Light and Power company. It bore the officials of the company and a lot of friends and families. It was just a big, high barge lighted with tall columns topped with round electric globes.

Like Thunder Crashes Round about 9 o'clock a single rocket sailed up into the sky and answering long, drawn "ah-a-a-ah" from the thousands on the river front announced the beginning of the fireworks display. For nearly an hour afterward the night

crash of aerial bombs; the thunder that rolled back from the Fort Washington hills suggested newspaper stories of the "orchestras of big guns" around the walls of Warsaw's fortresses, etc.

The fireworks display was a real feature, incidentally. Many a piece that the onlooker never saw—or thought he hadn't—dazzled his eyes. Millions of red and green and blue and yellow stars burst overhead and whirled into space and got vocal approval from the shore in answer.

Before "Good Night" Was Flashed While the great natural grandstand of the river front with its "front step" throughout the display of the river in the world to see the fireworks if you weren't fortunate enough to be abroad on the water, the canoeists and other boatmen preferred to get in closer. Throughout the display of the river in front of the fireworks stand, some distance out of course, was dotted with anchored canoes.

That wasn't the only feature of the entertainment though—the fireworks. On the wall near Walnut street a band played through a mighty fine program. Ever heard a band on the water, especially when you've got the right sort of company?

The music carried splendidly and it served the double purpose of entertaining the thousands on the shore and river. It is a safe bet that Harrisburg's water carnival of the future will give a big place on the program to that feature—the bands. The Commonwealth never played to better advantage by the way, than it did last night.

The Ship That Passed In the Night Even such things as the most successful night water carnival Harrisburg ever held must eventually come to an end and as "good night" began to burn itself away on the island, the long line of boatmen sturdily dipped their paddles for the homeward drive. The "front steps," the parks, the banks delivered their thousands to the streets, the jitneys, the trolleys and the trains; the river front walk was turned into a hustling promenade; tiny phonographs and victrolas in many canoes wailed the "Home wails" and distant amateur quartets chorused "Good Night" to the ladies.

Far down stream the old "square-rigger" passed as do all ships in the night.

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WATER CARNIVAL SEEN BY 50,000

[Continued From First Page.] Harrisburg" was a solid mass of people.

Water Sports Disappointing Many folks were disappointed 'tis true, at the way the afternoon program of sports was run off; but when they saw last evening more than compensated for vexatious delays in the racing events.

Just where to begin anything like even a feeble description of the basin of the Susquehanna from 7:30 to 10 o'clock, is a regular job—especially on the morning after. However, most of Harrisburg mercantile floats just north of the waterfront, were lined up along the water's edge someone set off a mass of red and green fire from time to time. Did these things help? They surely did.

The electrical setting was splendid. From the city to the island shore along the railing of the Market street bridge marked a man-made varicolored starlike against a sky that was turning silvery blue under the rising, grinning moon. Then, before the decorated canoes began bobbling on the water, the electric light company switched its current into the wires that fed the half a dozen very beautiful mercantile floats just north of the Walnut street bridge. And great baskets of flowers, angels of suffragists, the Pantheon, the "Merri-mac" that helped to make the "Monitor" famous—all flamed into light.

Easily the prettiest float of the stationary craft was the great galley that was lighted and "manned" by the Woman's Suffrage Association of Pennsylvania. The allegory represented "Justice." Dr. Ruth A. Deeter as "Justice" was attended by twelve young women winged and garbed in flowing robes as "Victories." The twelve represented the States which have granted its women the right to vote. Each winged figure stood like a statue at a glided sweep. An illuminated American flag gave the color touch.

The participants who figured as victorious States were: Colorado, Miss Opal Powell; California, Miss Olive Ready; Kansas, Miss Katharine Taylor; Idaho, Miss Rebecca Well; Utah, Miss Evelyn Murphy; Wyoming, Miss Cora E. Bonawitz; Nevada, Miss Esther Pelifer; Arizona, Miss Mabel Farling; Washington, Mrs. Albert Chesley; Oregon, Mrs. Edmund M. Deeter; Illinois, Mrs. H. G. Keffer.

Anchored near the foot of Pine street was another float that suggested the improvement spirit of the times. This was a reproduction of the proposed bridge across the Pennsylvania tracks at Walnut street and was erected by the Walnut street bridge association.

Beneath the bridge in great letters

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