

Designed For Comfort

Can you think of anything that detracts more from the comfort of a home than a poorly constructed house, with a heating system that simply burns away your coal and does not heat properly when freezing weather is upon us? The above picture shows a well constructed house properly heated, the stone walls on the front and sides are eighteen inches thick. Vapor heating system used, one of the best systems made, giving a maximum amount of heat at a minimum cost for coal and attention. Open fire place that adds real comfort in chilly weather, as well as, a grace and charm found only in the more expensive homes, they are truly built for winter's chilly blasts.

These artistic homes are located at North Seventeenth and Forster streets. Careful restrictions have been placed around this territory, which with the ample lawns and space between buildings, make it one of Harrisburg's most desirable residence sections.

"HOMES OF REFINEMENT"

GEORGE A. SHREINER
Seventeenth and Forster Sts.

WILL INTRODUCE UNIQUE CUSTOMS

[Continued From First Page.]

the next day. He wouldn't want a job like that.

"Then is it your idea to continue the present system at police headquarters? If so, will Acting Chief Joseph P. Thompson be retained as chief?"

"Yes, as far as I know," the doctor answered both questions together.

"However, we've had no conference on the subject or any other subject and I don't know what the views of the other councilmen may be. What I would like to see there is the establishment of a detective bureau with a captain or chief of detectives."

Chief of Detectives
"The chief of police could have charge of patrolling the streets, the keeping of order and the enforcing of the city ordinances. The detective bureau could handle the detection of crime. Both could co-operate, but the two wouldn't be under the chief of police as it is now. Four plain clothes men, I should think, should be attached to the detective bureau."

"What we've had during Mayor Royal's administration, apparently, was too little co-operation; too much old-time 'sleuthing'. If a detective is after a criminal he should stay on that job until he gets him. Not work a while at it, then go home and try to take it up the next day. These things help to make the head of the department look like a fool. That seems to be what happened."

"Joe Ibach came round here this evening to see me about the statements I was quoted as having made in one of the papers about the Bertillon and the fingerprint system. I'm not opposed to either. He's in charge of that work, I believe."

The Police Personnel
"What I DID say," emphatically declared the next Mayor, "is that I am opposed to expending the funds appropriated for apprehension of criminals in providing systems of this kind which produce no results."
"The officers of the department must co-operate for the good of the department. That's to be the keynote, and the fellow who can't understand that from the start-off must get out. That's flat."

"Then, too, you might say," added the Mayor with twinkling eyes, "that we'll have men on the police force who are fitted for the job, physically and in point of personal appearance, and with good heads. That's the kind we want. You'll find I'll not appoint a lot of old, worn-out secretaries of political clubs and so on like Mayor Royal did in selecting his force from among the Democrats. That's what I mean when I say I don't want any 'sore-toes' or

'worn-outs' and 'lame-ducks' on the force."

To Change Bureau of Health?
The new Mayor favors the incorporation of the bureau of health and sanitation with the police department. It is understood that he believes in closer co-operation of the police and health departments in bettering conditions of all kinds in the slum and poorer sections. However, he said, he doesn't particularly favor the incorporation of the fire department under the jurisdiction of the superintendent of public affairs. "That might well remain where it is," said he. "Besides that I can't be loaded up with too much, you know."

"I do believe, however, that the drivers, tillermen, chauffeurs and so on who are paid by the city should be provided with the authority of police officers who could serve as such in cases of emergency at fires."

"Shoot at the Tires!"
The question of the chauffeurs suggested a question as to traffic regulations.

"What I mean to do is to offer some amendments to the traffic ordinance relative to speeding, regulation of jitney parking and so on," said he, "and I'm going to ask for the assistance of the members of the Motor Club in this respect. I believe they want to do all they can to alleviate the trouble and I believe they'll be glad to help me."

"First of all," declared the Mayor elect emphatically, "we should equip the officers who are on duty on the outskirts of the city with red bull's-eye flashlights. This should apply to the streets where there is so much speeding. If an officer hears a car approaching at too great a speed he should flash on his red bull's-eye. The motorist can see it. And if the chauffeur doesn't stop, why—and the Mayor slammed a vigorous fist on his desk—"the policeman will be instructed to shoot at the tires. And believe me, if any of those fellows are brought before me it will be a case of twenty-five instead of five dollars' fine."

The One-Way Drive
Third street from Walnut to Market should be a one-way drive south, Mayor-elect Meals said, and Fourth street might be made a one-way drive north. Automobiles should be required to park only on the north or Capitol Park side of Walnut street and should face out toward the river. These regulations should be especially applicable during theater hours.

"What about the jitney regulations?" the next Mayor was asked.
"That's another thing that must be regulated. What right, for instance, have some of these fellows to park anywhere they please along Market street for as long as they please? Ten minutes at the very most is plenty of time."

Then Dr. Meals was questioned as to his probable appointments. For the most part he is not ready to make any announcements, he said, although it is believed that he favors William L. Windsor, Jr., for the captaincy of detectives. When asked about this the Mayor elect said: "Billy Windsor is a mighty good man; I know of no better for the job."

Abolish Police Captaincy
"Will the job of police captain be abolished?"
"Why not? What's the use of it except to give the chief of police a chance to be relieved? Heretofore the lieutenant has served for that pur-

pose. Yes, I think we'll abolish the office of captain."

Several applications for private secretary have been received by the Mayor, but he has made no decision. Among the applicants, it is said, are Lloyd Pleim, Karl Fox and A. M. Hamer.

The Mayor elect, by the way, has very emphatic views about the use of the police ambulance. "What the hospital must do is to provide an ambulance of its own. It has an appropriation for the purpose. Furthermore, it will get an ambulance," declared his Honor elect vigorously, "or I'll go before the House committee on appropriations! This town is getting too big to permit the use of the police ambulance to be used for hauling private cases of the Harrisburg Hospital unless the patient is too poor to pay for it. At any rate, the use of the city's car for that purpose is going to be stopped!"

Proposed treatment of the Capitol Park extension zone, which will include 190-foot-wide highways at Walnut and North, with subway or bridge outlet, is certain to win the approval of Dr. Meals.

"Do you know where Park Expert Manning got that 'don't' gravely and Harrisburg's new chief executive?"

"Why, that scheme was mine. Years ago I told the late Arch. G. Knisely that that was the proper way of working out that problem."

Finally the Mayor elect discussed his views again on the reappointment of councilmen's duties.

Rearrangement of Departments
He first discussed the Park Department and whom he considers the best man for the place.
"Why," said he with characteristic tone and expression that may mean a great deal, a very great deal, "Mr. Gorgas would be an admirable man. The vote of the people showed conclusively that the people consider him more than ordinarily able. And he is. Why couldn't he, an older, more experienced man, a man who is building and already owns many houses, and has much property? Why couldn't he, I say, be the proper man? He'd certainly do his best to save the taxpayers' money, wouldn't he? because he'd be helping to save his own. Besides that, the people don't seem to want a younger man."

"By the way, I want to say that even though Johnny Kuhn is my old friend, I don't approve of his carrying a grudge against Taylor because the park head refused to appoint 'Cappie' Warner's daughter as a cooking instructor. If that attack had been directed against me, I bet I'd have shut him up. I know of a way. And he's one of my very old friends at that, mind you."

"But to get back to Mr. Gorgas, Mr. Gorgas, to my mind, is the logical man. The people have shown by the vote they gave him that they believe in a pretty able sort of a fellow. The people are right."

What About Mr. Gorgas?
The Mayor Elect Carries His Raincoat
"Oh, that would leave the finance department for Ed. And let me tell you, his duties can be made arduous, what with having charge of the seasons, and the city controller, and the city treasurer, and so on. Yes, I think Ed. would be just the man for the finance job."

Then the Mayor elect departed for his train. He carried his raincoat.

PENNA. DAY AT STATE COLLEGE

Gov. Brumbaugh and Other Prominent People Take Part in Exercises

State College, Pa., Nov. 6.—More than 10,000 people were here yesterday to participate in the observance of Pennsylvania day at State College. Guests of the college, including Governor M. G. Brumbaugh, Cyrus Woods, Secretary of the Commonwealth, and Carl Vrooman, assistant secretary of the United States Department of Agriculture, attended the exercises of the day, witnessed the dedication of the new building for the school of mines and saw interesting exhibits by the schools of engineering, agriculture, liberal arts and mining.

Mr. Vrooman delivered a strong address at the exercises in Schwab auditorium. He predicted that this State would soon outstrip all other States in scientific farming by reason of the county agricultural bureaus in charge of experts.

Governor Brumbaugh emphasized the importance of young men acquiring a large outlook in their lives and told the students to make up their minds early to a purpose in life and turn their whole attention to the realization of that purpose.

H. Channing, consulting mining engineer, of Philadelphia, delivered the principal address at the dedication of the mining building, which opened the exercises at 10 o'clock. This building is a three-story brick structure and cost \$50,000.

H. Walton Mitchell presided at the general assembly, where the principal address was made by Mr. Vrooman. Governor Brumbaugh and his party were guests at luncheon served in the woman's building by the students in the department of economics. The girls planned the menu and served the guests.

Pneumatic Tires Used on Trucks Extensively

"For two years we have been developing large pneumatic tires for truck use," says L. C. Rockhill, manager, automobile tire department, the Goodyear Tire & Rubber Co.

"These tires are made in the No-Rim-Cuttye and conform to the detachable rim. In every respect except size, number of fabric plies, etc., they are the same as the regular tubes which go with the tires. They are of special sturdiness and are built to withstand the increased air pressure necessary to hold up the heavy loads carried."

"The large buttons of the All-Weather tread on these tires are built of as tough a quality of rubber as can consistently be used when the factors of resiliency and durability are taken into consideration. These buttons have on occasion been stabbed vigorously with the blade of a penknife and no cut made in the rubber which is proof of their extreme toughness."

"This large pneumatic is finding a rapidly expanding market. It reduces vibration and possesses the durability necessary for economical use. The 38x7 size is designed to replace 36x4 1/2 and 37x5 dual tire equipment, it being admitted that dual tires wear unequally because of differences in air pressure and road irregularities."

"At first inclined to regard these large pneumatics with suspicion as to their efficiency, and assuming a decided 'show me' attitude, the truck manufacturers after submitting them to many grueling tests, are now incorporating them into their regular lines of trucks. This prominent makes of trucks these pneumatics are supplied when requested—without extra charge."

"On rough city pavements where breaking loads are carried, these big pneumatics offer economy. In actual use they have cut down truck repair bills fully seventy per cent.—because of the greater life of the tires. They are durable is proven by the long mileages which have been obtained. On a White tank wagon one of these tires attained a mileage of 16,247. Other tires had run only 10,000 to 15,000 miles and are still running. The tread is double thick and the side walls have extra plies of heavy rubber. This special construction makes possible the long mileage essential to a satisfactory truck tire. Another feature which appeals to truck owners is the ease with which they can be applied and removed."

Edison's Prophecy More Practical Than It Seemed

Some months ago, it was published throughout the United States, that Thomas A. Edison, probably the best-known inventor in the world, made the statement that within a short time, the electric car would be more extensively used for the charging of storage batteries in electric vehicles than was now being consumed for house-lighting purposes.

Further, Dr. Chas. P. Steinmetz, the electric engineer, recently made the statement that within the next few years over a million electric cars would be sold. These prophecies at the time they were made seemed impossible to many of those who were closely allied with the industry, as the character of the electric car as a mode of transport at that time was not generally understood. These statements were offered in order to prohibit the realization of the electric car, the character of the electric car is rapidly changing. Its mileage and speed have increased, and its price greatly reduced, while its efficiency and excellence has been maintained.

This fact is forcibly in evidence when the product of the Edison Electric Car Company, manufacturers of the Detroit Electric is carefully considered. The car is a masterpiece of modern engineering and is being manufactured in large quantities so as to permit of its sale at a price which will still maintain the quality which the American family demands. Every indication points to the fact that the present progress being made by the Detroit Electric Car Company will continue into the near future, a Detroit Electric car will be offered to the American people which will fill every pocket in the country and at a price which will permit the average American family to own one.

Pennsylvania Railroad Co. Protecting Enola Reservoir

Special to The Telegraph
Enola, Pa., Nov. 6.—Workmen of the Pennsylvania Railroad Company are erecting a high wire fence to enclose the reservoir back of the Enola P. R. Y. M. C. A. where Norie Horting was drowned during the summer. Large trespass signs will be placed around the enclosure.

Red Cross Seals Will Be Placed on Sale Dec. 1

Sale of the Red Cross Christmas seals for the 1915 campaign will begin December 1. Plans for launching the campaign were made last evening at a meeting of the general committee at the home of Mrs. William Henderson, North Front street.

All the sub-committees but the committee on suburban work reported, but it is expected that Dr. Galen Hain, chairman of the county work, will have his plans in shape in the near future.

PUBLIC SERVICE MUST BE THE RULE

Interesting Decisions Given by Commissioner Monaghan on Competition

The Public Service Commission today refused to approve the application for incorporation of the Mid-valley Power Company to furnish electricity in Jenkins township, Luzerne county, on the ground that facilities of an existing company were ample for public service. The opinion, written by Commissioner John Monaghan, lays down this principle: "When an existing company has given fair and adequate service to the township for a long period of years and where it shows its willingness to furnish current both for lighting and power at the same rates at which the proposed company offers to supply current and where the offer of the existing company is in good faith, as we believe it to be in this case, we do not see the advisability of permitting the proposed company to enter the territory and thereby cause a duplication of plant and facilities; and it is only to contend, in view of the facts in the present case, that if the proposed company be permitted to enter this territory, it will be a real competition with the existing company."

It is also noted that there is another company having rights in the township and that the population does not warrant a multiplication of facilities.

Commissioner Monaghan also handed down opinions in which he refuses to grant the Baltimore and Philadelphia railroad right to construct a grade crossing on the Chester and Darby turnpike near Eddystone, holding that the industrial plants are already well supplied with siding facilities and that the crossing would result in greater danger to a highly traveled public road and cause obstruction of the highway. In the other case the Pennsylvania company and Western New York and Pennsylvania are authorized to change a grade at Produce street crossing, New Castle, at their own expense and if plans are approved by the commission.

No Jurisdiction

The commission has declined to take jurisdiction in an application for a certificate of public convenience for owners of a tramway to be built and operated for private purposes to cross a State highway. In an opinion filed last night by Commissioner John Monaghan, the commission dismisses the application of Reichley Bros., lumbermen, for permission to cross the Lincoln highway in Fulton county at grade. The opinion says in part: "There is no requirement in any of the sections of the act for the issuance of a certificate of public convenience to a person or corporation not engaged as a public service company to construct the facilities of its private business across a public highway; nor is there any provision in the act for the issuance of a certificate of public convenience to other than a public service company or a municipality in certain instances. We do not pretend to pass upon the rights of any citizen of the State, the State Highway Department or any tribunal to restrain the erection of the tramway in any way across the public highway, but the approval here sought of this commission we are without power to grant."

Hudson Averages 27 Miles An Hour on 1,067-Mile Run

E. C. Patterson, the millionaire amateur automobile owner and driver personally drove a Hudson with four passengers from Chicago to Minneapolis, via the northern route, a distance of 502 miles, in 20 hours and 26 minutes. He returned via Cedar Rapids and Clinton, a distance of 565 miles, and made the return trip in 20 hours and 40 minutes. This is at an average speed of 27 miles an hour, or 27 miles per hour for the entire distance. Mr. Patterson says the roads were as bad as can be imagined, that the Hudson performed as well as any car he has ever driven, and that it was a triumph without a skip of the motor or an adjustment of any kind. "This," says Patterson is well known for his enthusiastic participation in all kinds of amateur motor car sports. He owns many high-speed racing cars. His driver, Ralph De Palma, is a winner on many of the world's most famous tracks. It was Mr. Patterson who recently made the record nonstop drive from Chicago to New York. He is an authority on motor cars and motor-car performance, and his praise of the Hudson and the remarkable record that he made with it is therefore all the more interesting.

Grant Company Among Those Now Rebuilding

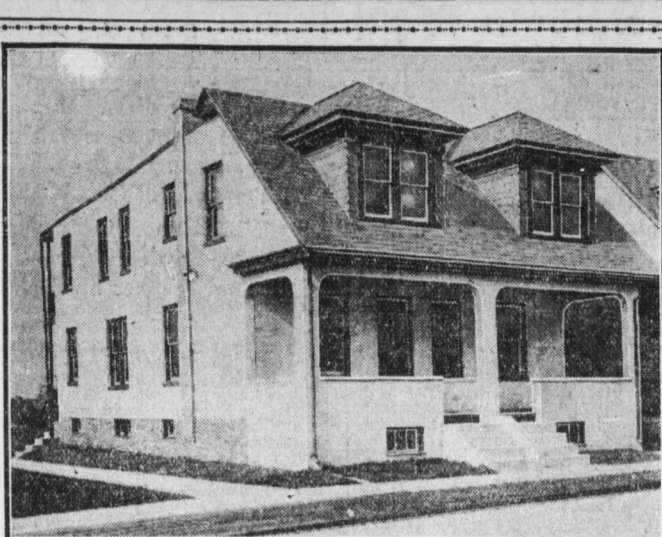
Testimony to the steadily increasing demand for the new Grant Six is evidenced by the fact that the Grant Motor Company is now making several important additions to its plants at Findlay, Ohio. A new service building is being erected on the unused ground at Plant No. 1, where the latest and most approved ideas are being installed for the quick and prompt care of all service requirements. Two new warehouse buildings at Plant No. 2 have already been erected. These will be devoted to the storage of complete cars and parts. Altogether the addition will give the Grant Company 25,000 more feet of much-needed floor space. A loading platform of modern type is being completed immediately in front of Plant No. 2 where cars can be run directly from the warehouse into the freight cars.

MRS. KRETZINGER DIES

Special to The Telegraph
Duncannon, Pa., Nov. 6.—Mrs. Frank Kretzinger died at her home in High street about 10 o'clock Thursday evening. She is survived by her husband and two sons.

RABBIT DEAD IN VINE

Special to The Telegraph
Duncannon, Pa., Nov. 6.—Mrs. George Reeder found a rabbit dead in her garden one morning during the week. Its front legs had become entangled in a honeysuckle vine and it had died in struggling to get away.



Two Story Bungalows \$2800

Eight of these now ready, seventy-five more of various designs to be erected. The bungalows are 15x16 feet with 8-foot porches; size of lot 19x35 and eight feet between pairs. Six large rooms and bath, seven closets; floors finished for rugs; steam heat; electric, gas and modern in every respect. Prominent street; fine location. Greatest value ever offered; terms easy. Low interest. No taxes for 1915. Call any time except Sunday, 800-814 South Seventeenth street. Anyone who wants a home can own one of these houses.

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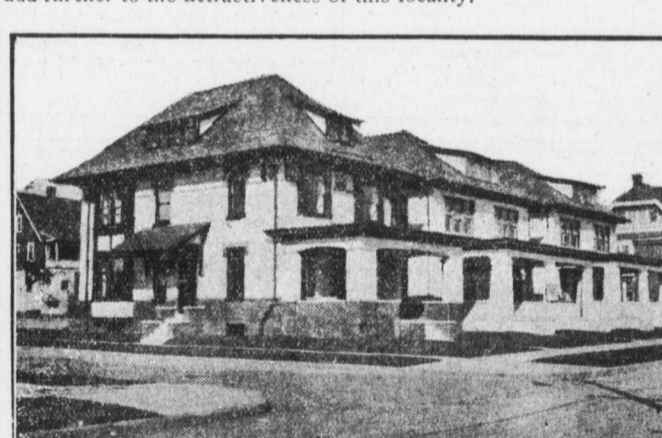
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Sample house open for inspection.

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