

RAILROAD RUMBLES

MUTUAL MEMBERS GATHER TONIGHT

To Celebrate Second Anniversary; Many Visitors Coming For Big Event

At noon to-day Isiah Reese, Jr., announced the following program for the big celebration to-night:
7.30—Reception to Philadelphia delegation.
8.00—Overture, Mutual band; address of welcome, E. K. Smith, president of Local Assembly, No. 4; duet, Messrs. Boyer and Jeffries; solo, Master Eiter; musical sketch, Messrs. Deane and Shuey; comedy sketch, Messrs. Colta and Alcorn; solo, Gwilym Watkins; monologue, George Martin; address, J. K. Linn, treasurer, National Assembly, Mutual Beneficial Association; national airs, Mutual band.
10 to 12 Midnight—Dancing.

Plans are complete for the second anniversary celebration to-night of Harrisburg Assembly, No. 4, Mutual Beneficial Association of Pennsylvania Railroad Employees. The big event takes place at Chestnut Street Auditorium and will be attended by delegations from Philadelphia, Lancaster, Reading and other cities.
The local committee in charge of arrangements, of which Isiah Reese, Jr., is chairman, with the reception committee, will meet the visiting delegations at 7.30 and escort them to the hall, where they will be welcomed by local officials.
With the Philadelphians will be 200 members and the Accordeon band. The latter will be a part of the program and will play for the overflow dance in the smaller hall. Admission will be by invitation and it is expected that 1,500 will attend.

Miss Penny Conductor; Find Dead Body on Rails

Philadelphia, March 13. — Missed from his train after it left White Hill station last night William Gaskill, one of the best-known conductors on the Trenton division of the Pennsylvania Railroad, was found dead beside the tracks under conditions which Coroner Samuel Gaskill believes demand an investigation.
The train was on its way from Camden to Bordentown. When the train reached Bordentown, nothing could be found of Gaskill.
Search was made for him and his body was found lying on the tracks near where the train had stopped. His back was broken and ribs crushed, and there is a hole in his chest.
Detectives have discovered that Gaskill had some bitter enemies who threatened his life. A widow, two daughters and one son survive the dead conductor. He was a member of the Knights of Pythias, Masons, Odd Fellows, American Mechanics and Patriotic Order Sons of America.

Railroad Notes

A number of Harrisburg engineers attended the fiftieth anniversary on Saturday of the Reading Division, No. 75, Brotherhood of Locomotive Engineers.
H. B. Welsh, supervisor of the Baltimore division of the Pennsylvania Railroad, with Mrs. Welsh, is visiting in Youngstown, Ohio.
General Manager C. Long, of the Pennsylvania Railroad, passed through Harrisburg Saturday en route west. He will inspect the Pittsburgh and western divisions.
Huntingdon and Midlin wrecking crews to-day pulled the big engine that went over the bank at Mexico last Thursday night back on the track. The locomotive went to Altoona for repairs.
Middle division employees residing in Harrisburg and east of Denholm on the Middle division were paid today.

Standing of the Crews

HARRISBURG SIDE
Philadelphia Division—125 crew first to go after 4 p. m.: 126, 102, 114, 127, 122.
Firemen for 114, 127.
Conductor for 127.
Flagmen for 126, 127.
Brakeman for 102.
Engineers up: W. K. Steffy, Shooff, Ryan, Grass, Soler, Mohr, Kautz, Anderson, Gable, Keane, Ford, Housell, Speas, Blankenhorn, May, Schwarz, Steffy, Cable, Wiker, Roam, Black.
Firemen up: Reamer, Flickler, Clark, Shandler, Smith, Wright, Weil, Kugle, Hayes, Swartz, Earhart, Arney, Mace, Hiner, Howe, Good.
Flagman up: Martz.
Brakemen up: Albright, Crosby, Smith, Ashenfelter, Potter, Miller, Cover, Welsh, Kirk, Lloyd, Stone, Frank, Beale, McNeal, Mumma.
Reading Division—225 crew first to go after 1:20 p. m.: 227, 250, 220.
Preference: 8, 11.
Engineers for 11.
Brakemen for 11.
Firemen up: Shirik, Bowers, Hummer.
Conductor up: Coup.
Brakemen up: Rhine, Lenhart, Henry.
Yard Crews—
Engineers for fourth 8, 28, fifth 8, three extras.
Firemen for first 8, first 22, 26, 28, fifth 8, three extras.
Engineers up: Sieber, Goodman, Harding, Sayford, Matson, Beckwith, Machamer, Gibbons, Rodgers, Snyder, Loy, McCarty, Leiby.
Firemen up: Pfeffer, Snell, Jr., Fleisher, Weigle, Burger, Aleborn, Wagner, Richter, Keiser, Ferguson, Siv, Cumblor, Cain, Williams, Warner, Myers, Steele, Hardy.

ENOLA SIDE

Philadelphia Division—231 crew first to go after 4:15 p. m.: 214, 254, 247, 214, 232, 221, 210, 42, 3, 16, 4, 57, 38, 31, 29, 18, 26, 7.
Firemen for 247, 210.
Conductor for 18.
Flagmen for 14, 26, 47.
Brakemen for 2, 4, 18, 20, 31, 34, 52.
Conductor up: Flickinger.
Brakemen up: Seabolt, Rainbridge, Coler, Geist, Kearney, Essig, Stauter, Hevil, Lick.
Middle Division—255 crew first to go after 1:50 p. m.: 229, 451, 253, 224.
Front end: 108, 119, 105.
Engineer for 108.
Firemen for 108.
Brakemen for 119, 105.
Yard Crews—To go after 4 p. m.:
Engineers for second 108, 122, 134, 120.
Firemen for 150, second 102.
Engineers up: Holsinger, Boyer, Kling, Smith, Branyon, Bretz, Turner.
Firemen up: Gelling, Handboe, Brown, Sellers, McDonald, Hinkle, L. C. Hall, Beckwith, Eichelberger, Liddick, Linn, Kline.

THE READING

Harrisburg Division—15 crew first to go after 11:45 a. m.: 76, 4, 17, 22, 23, 18.
Frontbound—85 crew first to go after 12:15 p. m.: 62, 55, 70, 71, 61, 58, 59.
Engineers for 58, 59, 62, 70, 6, 7.
Conductor for 22.
Brakemen for 76, 4, 6, 17, 22.
Engineers up: Morrison, Fortenbaugh, Sweeley, Pletz, Martin, Kauffman, Merkle.
Firemen up: Coble, Grim, Nowark, Peters, Cullison, Houman, Smith, Blumenshine, Alvord, Galt, Yowler, Miller, Hecker, Sweeley, Hornsitz, McMullin.
Conductors up: Hilton, Philabaum, Beaver.
Brakemen up: Wickenhaiser, Seighman, Hittle, Ellsarode, Redman, Scott, Star, Green, Fleming, Reed, Dean, Paxson, Holtz, Harter, Davis, Jones, Hivner, Cramer, Wood, Machamer, Hershey, Hauffer, Beach, Bailey.

THEO. VOORHEES DIES SUDDENLY

President of Philadelphia and Reading Railway, Out of Hospital Short Time



THEODORE VOORHEES
Late President Philadelphia and Reading Railway

Special to the Telegraph
Philadelphia, Pa., March 13. — Theodore Voorhees, president of the Philadelphia & Reading Railway, died suddenly late Saturday night at his home in Elkins Park.
Mr. Voorhees returned about ten days ago, apparently in good health, from Rochester, Minn., where he underwent an operation. He visited his office last Friday for the first time in several months and spent several hours there. At ten o'clock Saturday night he became ill and his death came fifteen minutes before midnight. He was 69 years old.
Edward T. Stotesbury, president of the Reading Company, who is on a vacation at Palm Beach, was notified of Mr. Voorhees' death by members of the family.
Funeral services will be held at the Voorhees home, Colony House, Elkins Park, to-morrow at 11 o'clock. Burial will be private. A special train will leave the Reading Terminal at 10:15 with officials of the company and return as soon as the services are over.
Leaves Widow and Family
Mr. Voorhees leaves a widow and eight children. Six of the children were at his bedside when he passed away. They are Harlow C. Voorhees, Theodore C., Gerald, Mrs. Charles R. Wood, Mrs. Phoebe Drayton and Mrs. Ferdinand de St. Phalle. Another son is H. Bell Voorhees, general superintendent of the Baltimore & Ohio. He lives in Cincinnati.
Mr. Voorhees was nearing half a century of service in the railroad business when he died. His term as president of the Reading lasted less than two months of two years.
He entered the railroad service July 15, 1869, one month after his graduation from Rensselaer Polytechnic Institute. Before his course at the institute he was graduated from Columbia College. After four years in the engineering department of the Delaware, Lackawanna & Western Railroad he was for two years superintendent of the Syracuse, Binghamton & New York Railroad, and then he transferred his activities to the transportation department of the Delaware & Hudson Canal Company, at Albany.

From March 1, 1875 to October 20, 1885, he was superintendent of the Saratoga and Champlain division of the Delaware & Hudson. He then became the assistant general superintendent of the New York Central, and on March 1, 1890, he was promoted to the superintendency.
Came to Reading
Mr. Voorhees was made the first vice-president of the Philadelphia & Reading Railway on February 1, 1893, and on the death of George F. Bae succeeded to the presidency of the company.
Mr. Voorhees' successor probably will be one of the two vice-presidents of the company, Agnew T. Dier, or John F. Auch. The president is elected by the Board of Directors at a meeting probably will be called to temporarily fill the vacancy.
Mr. Voorhees was a trustee of the Rensselaer Polytechnic Institute and a member of the Holland Society of New York; St. Nicholas Society, of New York; American Society of Civil Engineers, Huntington Valley Country Club, Racquet Club, Country Club of New York and Automobile Club.
He was a director of the Market Street National Bank and of several subsidiary railroads connected with the Reading.

Pennsylvania Could Build Big Railroad Around World
The annual record of transportation lines, just issued by the Pennsylvania Railroad, shows that if the 26,705 miles of the system's tracks were re-laid in a single line there would result a standard gauge railroad around the world and a double track from New York to Kansas City. At present the Pennsylvania operates in 13 States and the District of Columbia.
The length of all the railroad lines in the Pennsylvania system, whether single, double, triple or quadruple tracked, is shown by the record to be 11,823 miles. Of these, 3761 miles have two or more tracks, 828 miles have three and 635 miles four tracks. There are also 9656 miles of track in slings.
The lines of the Pennsylvania system serve a territory in which 50,000,000 people, or one-half the entire population of the United States.

Local Bowlers Win Match From Crick Paoli Team

The C. T. and M. W. Athletic Association bowlers on Saturday night defeated the Paoli team of the same association; scores, 2694 to 2150. This was the second of a series between teams of the Philadelphia division representing the Transportation and Maintenance of Way Departments.
In Saturday night's game Mendenhall was a star. He had high game score, 238, and high total, 618. Myers, of the same team, was a close second with a total of 544 and 212 for a single game. Tyler was the best scorer for Paoli, having 520. The match was played on P. R. Y. M. C. A. alleys.



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