

OF INTEREST TO THE WOMEN

"THEIR MARRIED LIFE"

Saturday was perfect and the ride up was perfect. Warren had determined his route carefully and the trio reached the little country town before dark.

"It looks like a perfect duck of a place," Helen said delightedly, as they drove slowly along a shady street bordered with maples.

"And there's the hotel," said Warren, turning the car suddenly to the left and driving under a porte-cochere. The place in question was a neat brick establishment, with a large, comfortable looking porch and "Waldon Inn" in gold letters over the door.

Frances looked surprised. "Really it does look like a great place," she said approvingly.

"Well, you girls stay out here and I'll go in and see what they have," Warren suggested.

Quite a crowd had gathered at a respectful distance to look over the car. Helen quite naturally felt proud to be the possessor of so good a looking machine and Frances whispered in her ear:

"I guess they don't see many cars of this make up this way."

"Well, it would be foolish to buy a car like this for a country town," Helen returned. "No one here would have any use for it. The people use their cars for Sunday jaunts for the family, and such a thing as speed is unheard of."

Warren returned at that moment and began to haul down the suitcases. "Come on in," he vouchsafed, "and pick out your room. No baths, Helen, but you can have a room right next to the bathroom; that's not so bad."

"That's not bad at all," Helen said delightedly, and the three went up the wide staircase into the cool lobby where the regular desk was placed. A woman in a pink linen gown eyed Helen suspiciously, and Helen returned her glance with some surprise. She had no idea that the hotel was run by a woman. Such an arrangement seemed strange until she stopped to think of it, and then it seemed perfectly natural for a woman to earn a livelihood that way as any other.

Apparently Helen's well-groomed appearance satisfied her, and she turned away and came out from behind the desk.

"Did you want a room for the other young lady?" she questioned.

"No," Warren returned; "just one room this young lady will stay with relatives in town."

The woman looked at Frances curiously. Evidently everyone knew everyone else in a town so small as this one. She was probably trying to know where Frances was stopping.

"I have two rooms," the woman said,

leading the way up the wide stairs. "One is next to the bathroom, and one is a larger, better room on the other side of the house. I will show you both."

She threw open the door of one room as she spoke, and they all stopped on the threshold to look in. It was not a bad room at all but typically country, with the pale green walls to the chromos over the bed. The bed was good, however, and had a good spring, and the room was comfortable enough. Helen peeped into the bathroom and found it quite modern, evidently a late acquisition.

"And this is the other room I spoke of," the woman continued, walking down the hall a short distance, and throwing open a door of a room rather pompously. Evidently she had decided before hand that it would certainly please these folks. Helen smiled a little as they followed the woman and peeped into the room in which it was larger than the other room and had twin beds of brass, highly polished. Otherwise it was no better than the first room, and that had the added attraction of being next to the bathroom.

"I think we'll decide on the other room," Helen said sweetly. "You see that is so near the bathroom that it makes it more convenient." And with that she decided they all went down to the car.

"Now we'll run you around to the house, wherever it is," Warren said to Frances, "but, for Heaven's sake, don't spoil it all by asking us in."

"No," Helen said, "you know you promised, dear. We'll come up and see you to-morrow and meet your aunt."

"All right," Frances finally consented, "but I don't like the idea at all. It seems so unfair to have brought you up here and then use you that way."

"It was our own fault that we came," Helen said genially. The prospect of a decent bed at a fairly good hotel had made him more prone than ever to agree. They had been driving up a wide street with houses on each side and Frances leaned forward eagerly.

"There it is," she said "the one with the porch on the porch." And Warren drove up to the little house just as the door was opened by a diminutive old lady, white haired and sweet faced, who hurried down the steps to meet them. They had been driving up a wide street with houses on each side and Frances leaned forward eagerly.

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CHECKED GINGHAM MORNING FROCK

Design Is Suitable For Afternoon Wear When Made of Soft Wool or Poplin

By MAY MANTON



8935 (With Basting Line and Added Seam Allowance) One-Piece Gown, 34 to 42 bust.

This is a model that can be made in morning gown if it is made of gingham or some such material, or an afternoon gown if it is made of serge or poplin or something of such sort. It is a pretty gown for whichever purpose it is used. The unbroken line at the front is becoming and the belt at the sides and back is novel. The fronts are lapped one over the other. Here, a black and white checked wool material is trimmed with pale green broadcloth to give a very smart effect and at the same time to make an essentially useful and practical gown.

For the medium size will be needed, 7 1/2 yards of material 27 inches wide, 6 1/2 yards 36 or 5 1/2 yards 44, with 1/2 yard 36 inches wide for the trimming.

The pattern No. 8935 is cut in sizes from 34 to 42 inches bust measure. It will be mailed to any address by the Fashion Department of this paper, on receipt of 10 cents.

RAILROAD RAGGLES

Philadelphia Division Employees Sing Tonight at Fourth Reformed Church; Program

The Pennsylvania Railroad Glee Club, whose members are employees of the Philadelphia division, will make its first public appearance in Fourth Reformed Church, Sixteenth and Market streets, to-night. No charge of admission will be made. A collection will be taken and will be turned over to the church fund.

The glee club which has been in practice for several weeks includes: First tenors — Frank G. Swartz, J. P. Gibson, H. W. Keitel, V. C. Gibbons, H. W. Hoover.

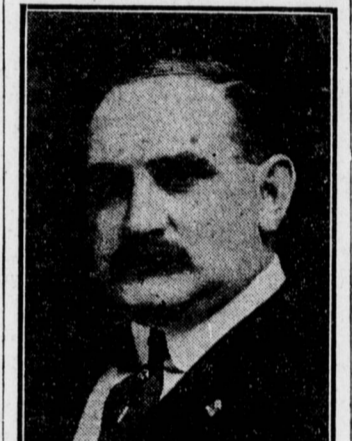
Second tenors — E. H. Gottschall, James Carroll, Albert Meyer, J. H. Fink.

First bass — C. N. Jackson, J. E. McManay, Robert Bratton, D. H. Zorger.

Second bass — Jacob Schnader, Robert Smith, E. R. Miller, E. F. Meck and W. E. Byler.

The club is under the direction of Ira L. Behney and W. Stuart Black is the accompanist.

This Is the Birthday Anniversary of



CHARLES T. JOHNSON
Everybody knows "Charley." He is a member of the local herd of Elks, and a veteran employee of the Pennsylvania railroad. He has been a lifelong resident of Harrisburg and has always resided in the Sixth ward.

Standing of the Crews

HARRISBURG SIDE
Philadelphia Division—17 crew first to go after 4 p. m.: 120, 110, 129, 104, 108, 127, 118, 125, 121.
Firemen for 17, 110, 108, 118, 121, Conductor for 129.
Brakemen for 107, 108, 127, 118, 121.
Engineers up: Tennant, Lefever, Newcomer, Brooke, Grass, Howard, Sellers, Madenford, Hoxentogler, Maxwell, Dalby, Gray, J. Gable, Sober, May, Martin.
Firemen up: Kugie, Swarr, Paul, Everhart, Killian, Earhart, Dietrich, Powers, Fisher, Hepper, Herman, Walker, Sauer, Ryder, Goodman.
Conductors up: Fesler, Thomas, Myers, Horning, Looker, Rupp, Looker.
Brakemen up: Ryder, Peters, Malachuk, Kersey, Gillett, Stone, Potter, Wiebner, Border, Ashenfelder, Witt, Sengler, Krimmerling, Owens.
Middle Division—247 crew first to go after 4:45 p. m.: 222, 249, 224.
Preference: 10, 11.
Engineer for 10.
Firemen for 10, 11.
Engineers up: Peters, Doede, Tetterman, Burris, Peigalt, Kaufman, Linn, Clark.
Conductor up: Coup.
Firemen for 10, 11, Ryder, Powell, Deckert, Reed, D. L. Sweger, Swails, Kraft.
York Crews—
Firemen for second 8, 20, first 24, 26, 64.
Firemen for 2, second 24, 26, 60, 51.
Engineers up: Cleveland, Goodman, Harling, Sayford, Shaver, Blosser, Hoyer, Beck, Harter, Biever, Landis, Malachuk, Ryder, Peters, Malachuk, Kersey, Gillett, Stone, Potter, Wiebner, Border, Ashenfelder, Witt, Sengler, Krimmerling, Owens.
ENOLA SIDE
Philadelphia Division—212 crew first to go after 2:45 p. m.: 230, 220, 205, 235, 240.
Brakemen for 13, 35.
Conductors up: Murlatt, Steinoever, Deedes, Libhart.
Brakemen up: Shade, Stover, McDermet, Seahold, Miller, Malseed.
Middle Division—245 crew first to go after 4:40 p. m.: 220, 252, 215, 243, 238, 240.
York Crews—To go after 4 p. m.:
Engineers for first 124, 134, Extra, 119.
Fireman for extra, first 106.
Engineers up: Kling, Reese, Kepford, Passmore, Trout, Anthony.
Firemen up: Wilhelm, Brown, Walker, Liddick, C. Hall, Bickhart, McIntyre, Selders, Eichelberger.

To Open Bids For Rippapping Nov. 8

Bids for the rippapping of the River Front slopes, north of Hardscrabble, will be opened by City Commissioner E. Z. Gross at noon, November 8. The job, it is figured, will cost in the neighborhood of \$3,500, and the prospective bidders are requested to file a certified check for \$50 with their bids to insure faithful performance of the contract requirements.

City Commissioner Gross has copies of the specifications on file at his office, and it is understood that the department is ready to proceed at once with the long-delayed improvement work as soon as the job is let.

N. C. VIEWERS TO MEET Question of Eminent Domain on Freeland Farm to Be Considered

Another meeting of the board of viewers appointed by the Dauphin County Board of Commissioners to consider the eminent domain incident to the taking over of the Northern Central Railroad of a section of the George W. Freeland farm in Upper Paxton township, by right of eminent domain, will be held on the grounds at 9:30 o'clock Friday morning, November 3.

The viewers include Engineer E. Clark, James J. Zepf, W. Umbarger, and Attorney Paul G. Smith. The board will report to the Court at the opening of January Quarter Sessions.

THIRD FIRE IN COAL BIN

Waynesboro, Pa., Oct. 30.—For the third time fire broke out in the basement of the Waynesboro high school in the large coal pile on Saturday. Before the fire was put under control two large windows in the building were burned.

NEW PARALYSIS CASE

A new case of infantile paralysis, the thirteenth reported in the county, was found yesterday at Williamstown. The victim is a three-year-old son of John Yeager, a miner.

MOOSE PLAN SOCIAL MEETINGS

Harrisburg Lodge of Moose has planned a series of entertainment for the coming weeks. To-night an entertainment will be held at the Moose Home, Third and Boas streets. Good music, progressive pinocchle and luncheon are the attractions. Thursday, November 2, a ball will be held at Armory Hall. On November 7 an "election day" social will be held. Jack Seaford, 220 Boas street, is secretary of the entertainment committee.

ANNUAL ELECTION FOR RELIEF BOARD

H. J. Babb, of This City, Is Candidate; Ballots Out Next Week

The annual campaign for membership on the advisory board of the Pennsylvania Railroad Relief Department is on. Nominations are now in order. Already considerable activity is shown among the employees.

This year Harrisburg will have a candidate, H. J. Babb, secretary of the Philadelphia Division Veteran Employees' Association, was named Saturday. For several years he has been urged to run for the position and is now in the field.

Election Next Month

The election is by ballot and takes place November 27. Early next week ballots and names of candidates will be distributed. The eastern division seeks the election of Secretary Babb. He is a veteran employee of the Pennsylvania Railroad and is known all over the system because of his activity in the interest of veteran employees.

Late Theodore N. Ely Was Well Known in Harrisburg

Theodore N. Ely, whose death was announced on Saturday, was well known in Harrisburg and especially along the Middle division. He was best known in Altoona, where he inaugurated the system for testing all material used in the construction of the Philadelphia and Erie Railroad division, Pennsylvania Railroad, since which time he had been consecutively: 1869 to 1870, superintendent of the Monacaheia river region. He entered the civil engineering department of the Fort Wayne Railroad at Pittsburgh in 1868 and soon after that he was appointed assistant engineer of the Philadelphia and Erie Railroad division, Pennsylvania Railroad, since which time he had been consecutively: 1869 to 1870, superintendent of the Monacaheia river region. 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