HARRISBURG TELEGRAPH A NEWSPAPER FOR THE HOME

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life his works in meekness of wisdom.

STATE EMPLOYMENT BUREAU

That there is more work than workers is evident from the report of the State Bureau of Employment for the past

ployers asked to be directed to men to fill the positions they had to offer, while the number of applications for there were men to fill them. This prowork totaled only 317. In other words, portion is maintained throughout the

Just now the Employment Bureau is serving the employer to a greater extent than the employe, but nebody can tell how soon this may be reversed In times of industrial depression it will be of invaluable assistance to the man looking for work and a great aid in keeping check on unemployment. There are few more important functions of government than that of bringing jobless man and the manless job together. The wonder is it took Pennsylvania so long to put this very plain truth into practice.

A hunter's pipe having exploded, blinding one of his eyes, it now be-comes apparent that guners to be safe must leave at home their pipes as

the old canal systems of Eastern Pennsylvania for the purpose of reducing freight-carrying charges anthracite from the mines to Philadephia, is not new, but it will receive more than ordinary consideration for several reasons, aside from the popular interest attaching to the subject.

identified with coal transportation by water in Western Pennsylvania and with all manner of canal projects on the Allegheny water shed. Besides, the fact that he is a member of the Public Service Commission gives in-creased weight to his reference to State law and the canals. He can mean nothing more or less than that Magee, Public Service Commissioner, would compel the canal companies, if a legislative committee recommended it, to make such expenditures as would land sharks for suckers. be necessary to transform the canals all the coal that might be offered from the mines to tidewater. This would work a complete revolution in the transportation methods of Pennsylvania and restore an industry, the doom of which, it had been thought, was sealed definitely when steam came into general use as a freight-hauling

to the Lehigh and Delaware canals still in operation to a limited degree. It would be next to impossible to re store the long since abandoned Pennsylvania canal which in many places has been filled up and turned into roadbed for railroad or State Highway purposes, as north of Harrisburg for

cide that it was short-sighted policy, when they came into possession of the old canal properties, which they displaced as common carriers, to let them the productions named without exdeteriorate and finally fall into disuse amination.

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stand between the people and films or stand between the people and films or this nature the "movie" man cannot expect the public to get excited over expect the public to get excited o ling of "slow" freight and in keeping ditions were different then.

tory of Pennsylvania to give one a proper understanding of the attitude of the early railroad managers toward

In the first pleace, the railroads did thoughtless sea captain who protested not rush in and gobble up the canals, against an insult to the American flag. willy nilly, with the purpose of killing competition. Records in the Department of Internal Affairs show that the State repeatedly urged the Pennsylva-nia Railroad Company—or anybody

and the railroad didn't want it. It was only after much dickering by the State and much hesitation on the part of the railroad that the transfer fin-ally was made, and it is of official record that those who engineered deal for the State thought they had "put one over" on the railroad corporation.

SATURDAY EVENING,

Once in possession of the canals, it was only natural that the railroads should throttle them. In those days it was not a question of too much freight, but how to get enough traffic to pay interest charges and dividends The great four and six-track system of to-day were beyond the dreams of the most imaginative.

Let us not blame the railroads more than the State for conditions as they exist with relation to the canals of Pennsylvania. Both were to blame Both were short sighted to an excus-able degree. As well look back a half century hence and blame us of to-day for not reserving certain sky fran chises for the use of future aero planists. The transportation needs of to-day were far less apparent a half century or more ago than are now those that will trouble Pennsylvanians fifty years hence. We know now that they will need aeroplanes then, but few in 1860 imagined that in the twentieth century Pennsylvania peo ple would have use for any such slow going, cumbersome vehicle as a cana

nia Railroad Company—or anybody else with the money—to take the Pennsylvania canal system off its hands. The canal was losing money marines,

AIN'T IT A GRAND AND GLORIOUS FEELING

By BRIGGS

MOULDN'T THAT WHEN YOU HEAR AND YOU STOP YOUR THE BANG OF A OW-w-w! CAR TO CLIMB OUT AND DO THE DIRTY BLOW OUT AND THERE GOES HAD OVER SIX DISAGREEABLE MY REAR SHOE !!!! THOUSAND MILES YOU SUPPOSE IT WORK OF TO BE YOUR TIRE CHANGING SHOES Politics in the control of the contr IKI II II YOU FIND OH-H AIN'T IT A GR-R-RAND OUT IT WASH'T MY FRONT AND GLORI-YUS YOUR TIRE AT







Ebening Chat

Newly-elected members of the general assembly of 1917 do not seem to have had much trouble finding the way to the State Legislative Reference Bureau to have bills drawn for presentation to the Legislature and there have been so many requests the last three weeks that there are suspicions about the State Capitol that there will be the usual flood of bills notwithstanding the talk of a short session with a minimum of new laws which has been heard here. The requests have been made by members in person and by mail and there have also been some requests from people interested in legislation to have proposed statutes drafted by the State's experts. The legislators, however, come first. Director James N. Moore is a former member of the House and has served for years as assistant clerk under appointment and under the acc creating his bureau which makes the director the parliamentary authority of the House. He has untied many a knot and is the last word on legislative procedure.

Tramping through the country back of Losch's Run, in Perry county the other day, a Harrisburger ran across a little house on the edge of the woods attached to which was a neatly painted, well constructed garage. "This, I suppose," he observed to the native who was his companion, "is the summer place of some town family; I see they bring their automobile along."

"Not on your life," replied the aforesaid native. "That is the home of a track-hand on the Pennsylvania railroad, and that garage is his. Also, the automobile on the inside is his. Sundays he and his family spend touring. He's the worst auto bug in this neighborhood."

"And to think," observed the Harrisburger," that I had been pitying the track workmen as my train sped along from the city this afternoon."

"There is much sentiment among old soldiers in the proposed purchase by the State of a plate of a proposed purchase ence Bureau to have bills drawn for presentation to the Legislature and