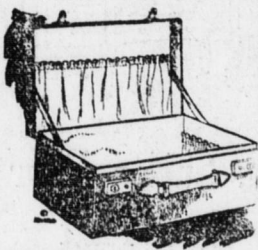


The Regal Umbrella Co.

"Regal Gifts Are the Standard"

Quality at THE REGAL Means the Best at the Price of Other Merchants

Suit Case



Cowhide Suit Cases, strap all around; patent hinges, shirt fold; steel, at \$5.00. Fibre and Keratol Suit Cases, sewed loops; shirt fold, good and strong \$3.00 and \$3.50. Higher prices at \$6, \$7, \$8, \$10 to \$15. We own most of the Cases at old prices and will be sold at such.

Hand Bags

Not like any other stock you see, styles are new, exclusive and pleasing. We have specials at \$1.00, \$1.50, \$2.00 and \$2.50. Others are in fine leathers and linings at \$3 to \$12.



Umbrellas



Regal Umbrellas, made by us. Children's Umbrellas, 18, 20, 22 and 24 inches — 75c, \$1, \$1.50, \$2.00. Ladies' and Gentlemen's mission and fancy handles, \$1.00—\$10.00.

Partial List

- Skirt Bags, Music Roll and Carriers,
- Stick Pin and Jewel Cases, Sewing Basket, Drinking Cups, Ladies' and Gents' Card Cases, Small Purses, Coin and Bill Purse.
- Manicure Sets,
- Collar Bags,
- Military Brushes,
- Garment Hangers.

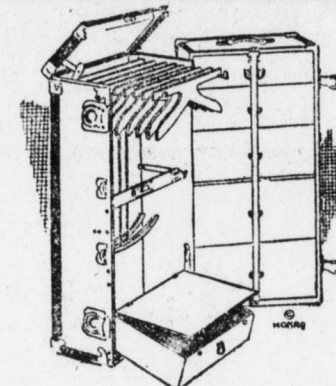
Dressing Cases

Ladies' and Gentlemen's Ivory and Ebony Fittings—seal, steer and crepe cases. Special prices— \$2.50, \$3.00; \$4.00, \$5.00 \$8.00, \$10.00, \$12.00, \$16.00 Large assortment of Ladies' Filled Traveling Bags and Suit Cases.

Traveling Bags

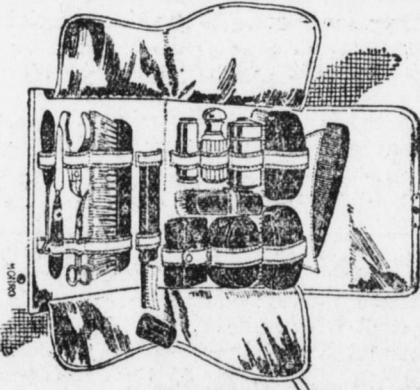


Walrus Grained Traveling Bag, sewed corners, set-in lock, doubly stitched edges. Frame Cowhide Bag, 18-inch, brown sewed corners, leather lined \$8.00. Crepe Grained Cowhide, 16-in., 17-in., 18-in., \$6.00, \$6.50, \$7.00. Genuine Walrus, sewed in frame; best wearing, 18-in., \$14.00; 20-in., \$15.00. First Selected Genuine Walrus, such as is hard to find 17-in., 18-in., 20-in., \$17.00, \$18.00 \$19.00.



Wardrobe Trunk Our Specials

\$5.00—Men's and Women's guaranteed all-silk Umbrellas. \$15.00—All-fiber Wardrobe Trunk. \$5.00—Cowhide Suit Cases; straps all around. \$30.00—Fiber Wardrobe Trunks for Ladies. Tourist Cases and Writing Cases, 60c to \$5. Brass Desk Sets, oxidized . . . \$3 to \$12. Fine leather-trimmed Desk Sets, \$5 to \$12.



RAILROAD NEWS

VETERAN DIES AT LANCASTER HOME

J. W. Nelson, Special Duty Man on P. R. R., Well Known in Railroad Circles

J. W. Nelson, aged 60 years, a veteran employe of the Pennsylvania Railroad, died early this morning at his home in Lancaster. He had been in poor health for sometime. Death was due to a complication of ailments. A widow survives. About two months ago Mr. Nelson was assigned to special duty on the staff of General Superintendent Geo. W. Creighton at Altoona. He was at one time supervisor on the Philadelphia division, having charge of the section between Middletown and Dillerville.

Division Engineer

Later he was made division engineer on the West Penn division which position he held until his appointment as special duty man. He was prominent in outdoor sports at Altoona, having charge of the tennis tournaments. Mr. Nelson was well known in Harrisburg and along the main line. The funeral arrangements will be announced later.

Standing of the Crews

HARRISBURG SIDE
Philadelphia Division—11 crew first to go after 4 p. m.: 116, 123, 107, 115, 102, 104, 103, 105, 106, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

ENOLA SIDE
Philadelphia Division—204 crew first to go after 4:15 p. m.: 225, 227, 219, 215, 249.
Engineer for 223.
Fireman for 222.
Brakeman for 32.
Conductors up: Murlatt, Carson.
Firemen up: Hartman.
Brakemen up: Malseed, Whittington, Shade, Mumma, Snyder, Eichelberger, Gayman, Hivel, McDonnell, Hutchinson, Quantzler, Caldwell, Fair, Young.
Middle Division—223 crew first to go after 4:30 p. m.: 227, 225.
Seven Altoona crews to come in.
Laid off: 105, 103, 107, 108, 109, 116, 112, 104.
Yard Crews—
Engineer for 108.
Firemen for 108, 134, third 102.
Conductor for 7.
Brakeman for 51.
Engineers up: Griffith, Sweeley, Masimore, Woland, Hoffman, Petrow, Nye.
Firemen up: Smith, Moyer, Whitcomb, Grove, Easley, Adams, Sipe, Sanders, Carr, Enders.
Brakemen up: Baddorf, Koons, Stambaugh, Ensminger, Seighman, Wise, Trone, Buck, Mosser, Dye, Kapp.

THE READING
Harrisburg Division—24 crew first to go after 4:45 p. m.: 12, 19, 20, 7.
Eastbound—51, 54, 58.
Engineers for 19, 12.
Fireman for 12.
Conductor for 7.
Brakeman for 51.
Engineers up: Griffith, Sweeley, Masimore, Woland, Hoffman, Petrow, Nye.
Firemen up: Smith, Moyer, Whitcomb, Grove, Easley, Adams, Sipe, Sanders, Carr, Enders.
Brakemen up: Baddorf, Koons, Stambaugh, Ensminger, Seighman, Wise, Trone, Buck, Mosser, Dye, Kapp.

PHILADELPHIA DIVISION
204 crew first to go after 4:15 p. m.: 225, 227, 219, 215, 249.
Engineer for 223.
Fireman for 222.
Brakeman for 32.
Conductors up: Murlatt, Carson.
Firemen up: Hartman.
Brakemen up: Malseed, Whittington, Shade, Mumma, Snyder, Eichelberger, Gayman, Hivel, McDonnell, Hutchinson, Quantzler, Caldwell, Fair, Young.
Middle Division—223 crew first to go after 4:30 p. m.: 227, 225.
Seven Altoona crews to come in.
Laid off: 105, 103, 107, 108, 109, 116, 112, 104.
Yard Crews—
Engineer for 108.
Firemen for 108, 134, third 102.
Conductor for 7.
Brakeman for 51.
Engineers up: Griffith, Sweeley, Masimore, Woland, Hoffman, Petrow, Nye.
Firemen up: Smith, Moyer, Whitcomb, Grove, Easley, Adams, Sipe, Sanders, Carr, Enders.
Brakemen up: Baddorf, Koons, Stambaugh, Ensminger, Seighman, Wise, Trone, Buck, Mosser, Dye, Kapp.

PHILADELPHIA DIVISION
204 crew first to go after 4:15 p. m.: 225, 227, 219, 215, 249.
Engineer for 223.
Fireman for 222.
Brakeman for 32.
Conductors up: Murlatt, Carson.
Firemen up: Hartman.
Brakemen up: Malseed, Whittington, Shade, Mumma, Snyder, Eichelberger, Gayman, Hivel, McDonnell, Hutchinson, Quantzler, Caldwell, Fair, Young.
Middle Division—223 crew first to go after 4:30 p. m.: 227, 225.
Seven Altoona crews to come in.
Laid off: 105, 103, 107, 108, 109, 116, 112, 104.
Yard Crews—
Engineer for 108.
Firemen for 108, 134, third 102.
Conductor for 7.
Brakeman for 51.
Engineers up: Griffith, Sweeley, Masimore, Woland, Hoffman, Petrow, Nye.
Firemen up: Smith, Moyer, Whitcomb, Grove, Easley, Adams, Sipe, Sanders, Carr, Enders.
Brakemen up: Baddorf, Koons, Stambaugh, Ensminger, Seighman, Wise, Trone, Buck, Mosser, Dye, Kapp.

PHILADELPHIA DIVISION
204 crew first to go after 4:15 p. m.: 225, 227, 219, 215, 249.
Engineer for 223.
Fireman for 222.
Brakeman for 32.
Conductors up: Murlatt, Carson.
Firemen up: Hartman.
Brakemen up: Malseed, Whittington, Shade, Mumma, Snyder, Eichelberger, Gayman, Hivel, McDonnell, Hutchinson, Quantzler, Caldwell, Fair, Young.
Middle Division—223 crew first to go after 4:30 p. m.: 227, 225.
Seven Altoona crews to come in.
Laid off: 105, 103, 107, 108, 109, 116, 112, 104.
Yard Crews—
Engineer for 108.
Firemen for 108, 134, third 102.
Conductor for 7.
Brakeman for 51.
Engineers up: Griffith, Sweeley, Masimore, Woland, Hoffman, Petrow, Nye.
Firemen up: Smith, Moyer, Whitcomb, Grove, Easley, Adams, Sipe, Sanders, Carr, Enders.
Brakemen up: Baddorf, Koons, Stambaugh, Ensminger, Seighman, Wise, Trone, Buck, Mosser, Dye, Kapp.

PHILADELPHIA DIVISION
204 crew first to go after 4:15 p. m.: 225, 227, 219, 215, 249.
Engineer for 223.
Fireman for 222.
Brakeman for 32.
Conductors up: Murlatt, Carson.
Firemen up: Hartman.
Brakemen up: Malseed, Whittington, Shade, Mumma, Snyder, Eichelberger, Gayman, Hivel, McDonnell, Hutchinson, Quantzler, Caldwell, Fair, Young.
Middle Division—223 crew first to go after 4:30 p. m.: 227, 225.
Seven Altoona crews to come in.
Laid off: 105, 103, 107, 108, 109, 116, 112, 104.
Yard Crews—
Engineer for 108.
Firemen for 108, 134, third 102.
Conductor for 7.
Brakeman for 51.
Engineers up: Griffith, Sweeley, Masimore, Woland, Hoffman, Petrow, Nye.
Firemen up: Smith, Moyer, Whitcomb, Grove, Easley, Adams, Sipe, Sanders, Carr, Enders.
Brakemen up: Baddorf, Koons, Stambaugh, Ensminger, Seighman, Wise, Trone, Buck, Mosser, Dye, Kapp.

PLAN NEW BUDGET ON WATER INCOME

Finance Commissioner Offers Another Scheme to Reduce 1917 Mill Rate

Instead of diverting the surplus water department earnings that have already been accumulated to pay for next year's street lighting bill, City Commissioner W. L. Gorgas, superintendent of Finance, to-day suggested that the estimated receipts of the water department for each year could be figured in with the municipal revenues when the budget is made up. By this plan the City Commissioners could provide amply for extensions and improvements from time to time, allow more for maintenance and still keep down the mill rate. The plan that has been suggested by Mayor E. S. Meals was to keep down the tax rate for 1917 by diverting \$68,000 to \$70,000, the sum generally appropriated for street lighting purposes, from the surplus water earnings. City Commissioner H. F. Bowman, superintendent of Public Safety, has expressed a desire to give the citizens the best possible benefit of the yearly earnings of the water department, but he declared repeatedly that he had been advised by the city solicitor that this action can't be taken. Recently Council was advised otherwise. The Public Safety superintendent, too, has declared that the surplus earnings should be kept intact in order to provide for future extensions of the reservoir facilities, etc. In speaking of his own plan to-day Commissioner Gorgas pointed out that the present surplus could easily be left intact as a nucleus for the proposed reservoir fund, but that Council could figure on the coming year's estimated revenues from the water department in making up the budget. The earnings, it is estimated, should run to between \$70,000 and \$75,000, he said. Council will likely discuss this matter Friday when the Commissioners meet for the first conference on the 1917 budget.

WOULD SEAT EX-PRESIDENTS

Washington, Dec. 14.—Former Presidents Taft and Roosevelt and all other future Presidents of the United States after their terms expire will be given a seat in the House of Representatives without vote at a salary of \$25,000 yearly by a bill introduced to-day by Representative Moore of Pennsylvania. Candidacy for any political office would automatically bar such men from membership in the House.

THE NEW STORE IS OPEN THIS EVENING

You Do Not Have to Worry About HIS Gifts

For The New Store of Wm. Strouse is prepared to give you the utmost in gift-buying service — Courteous salesmen will aid you in selecting the gifts best suited to the "HIMS" you buy for.

Suggestions For HIM

- Bathrobes \$5 up
- House Coats \$5 up
- Mackinaws \$5 up
- Silk Shirts \$3.50 and \$5.00
- Fur Caps \$2.50 to \$6.50
- Neckwear 50c
- Silk Mufflers 50c to \$5.00
- Novelty Hosiery 65c
- Sweaters \$1.50 to \$7.00



The New Store of Wm. Strouse

ONE KILLED IN FREIGHT WRECK; TIES UP TRAFFIC

Conductor Elmer Leidig Loses Life in Rear-End Collision; Local Man Injured

Three freight trains figured in a wreck last night on the Philadelphia and Reading Railway at Brandtsville. Conductor Elmer Leidig, of Chambersburg, was killed, and William Dowman, a brakeman, of this city, slightly injured. The wreck was the result of a rear-end collision. Seventeen loaded cars were wrecked. Traffic to and from Hamburg was blocked until 10 o'clock this morning. The wreck occurred shortly after 11 o'clock. A Cumberland Valley freight, northbound, in charge of Conductor Leidig, pulled into the siding at Brandtsville to allow a Philadelphia and Reading preference freight to pass on the main track. A second northbound freight from the Cumberland Valley crashed into the rear of the first train on the siding. Conductor Leidig, who was in the cabin, was killed instantly. The wreckage piled over against the freight train on the main track. Local Engineer Escapes. William Drough, of this city, was engineer on the second train that pulled into the siding, which was running about 30 miles an hour. It is said, with instruction that the track was clear, and without any flagman back to notify them to the contrary. Brakeman Dowman was firing at the time. He, with the engineer, jumped. Dowman received cuts and bruises. He was brought to the Harrisburg Hospital and later sent to his home. Brandtsville is a small station on the Philadelphia, Harrisburg and Pittsburgh branch of the Reading. Cumberland Valley freight trains run over the Reading tracks from Lurgan to Butlerford. Conductor Leidig was in charge of one of these trains. He is a veteran employe of the Cumberland Valley and leaves a family. Both Reading and Cumberland Valley officials are investigating the wreck.

NOTED PIANIST HERE TONIGHT



ETHEL LEGINSKA VISITS HARRISBURG

Ethel Leginska, who will appear at the Chestnut Street Auditorium this evening, has spent the past two days in Harrisburg, sight-seeing. "It is all very beautiful and very wonderful for inland city," said she. "Harrisburg is certainly fortunate in its location at the Rockville gorge and through Reservoir Park. At the capitol she spent much time before the Bernard Pennsylvania."

Don't Wait

Only a short while till Christmas, and NOW is the time to order your

Beautiful Engraved Christmas Greetings

Our line is the most beautiful in the city. We have them

FOR PRIVATE USE
FOR BUSINESS PURPOSES
FOR PROFESSIONAL USE

Write or phone us and a representative will call, or call at the office and see our samples.

The Telegraph Printing Co.
216 FEDERAL SQUARE
Harrisburg, Pa.

PYRAMID For Piles Trial Free



The Quicker You Get a Free Trial of Pyramid Pile Treatment the Better. It Is What You Are Looking For.

Don't talk operation. If you can't wait for a free trial of Pyramid Pile Treatment get a 50c box at any drug store and get relief now. If not near a store send coupon for free trial package in plain wrapper, and get rid of itching, bleeding and protruding piles, hemorrhoids and such rectal troubles. Take no substitute.

FREE SAMPLE COUPON
PYRAMID DRUG COMPANY,
67 Pyramid Building,
Marshall, Mich.
Kindly send me a Free sample of Pyramid Pile Treatment, in plain wrapper.
Name
Street
City State

BREAKS A COLD IN A HURRY

"Pape's Cold Compound" is pleasant and affords Instant Relief.

A dose taken every two hours until three doses are taken will end grippe misery and break up a cold. It promptly opens clogged-up nostrils and air passages in the head, stops nasty discharge or nose running, relieves sick headache, dullness, feverishness, sore throat, sneezing, soreness and stiffness. Don't stay stuffed-up! Quit blowing and snuffling! Ease your throbbing head! Nothing else in the world gives such prompt relief as "Pape's Cold Compound," which costs only 25 cents at any drugstore. It acts without assistance, tastes nice, causes no inconvenience. Be sure you get the genuine. Don't accept something else.

COL. W. F. PASCOE DIES AT CARLISLE

Former Manager of Opera House Found Dead in Gas-Filled Room in Building

Carlisle, Pa., Dec. 14.—What is believed to be a case of suicide occurred here this morning, when Colonel W. F. Pascoe was found dead in his room at the Carlisle Opera House, with the gas flowing from an unlighted burner. Colonel Pascoe was well known as a manager and builder of trolley lines. He was for several years superintendent of the Carlisle and Mount Holly Railway and built the line between Carlisle and Newville. Recently he has been in business, living at Easton, Pa., where he made his home with a daughter. Mrs. Pascoe has been living here and Mr. Pascoe came to Carlisle yesterday afternoon on a visit to his family. Colonel Pas