

RAILROAD NEWS

Strenuous Efforts to Stop Fishing From R. R. Bridges

Altoona, Pa., June 18.—Pennsylvania Railroad police on the Middle division and Third Regiment guardsmen are trying to break up the practice of fishermen angling in the Juniata river near bridges, culverts and tunnels on the system's main line between this city and Harrisburg.

Miss Mildred Neumoyer, who has been appointed assistant station agent of the Reading Railway here. She is the oldest daughter of Oliver Neumoyer, the veteran station agent. Business has increased so much that help was necessary. His superior officers, finding no man available, suggested to Mr. Neumoyer the employment of his daughter, as through association with him she has the run of the office. Miss Neumoyer is proud of her job and looks on herself as the pioneer of many women workers who will have to get into harness as the men go to the front.

RAILROAD CUT IS NEW RECORD

Elimination of Trains Has No Counterpart in the World; in Europe

The announcement by the Pennsylvania Railroad that it will reduce its passenger service 6,000 train miles a day and the announcement of lesser reductions by the Philadelphia and Reading in accordance with the plan of the Railroad War Board calls attention to an American luxury which has no counterpart in the world.

The traveler between New York and Chicago has at present the choice of thirty-six different trains, sixteen on the New York Central, ten on the Pennsylvania, four on the Lackawanna, four on the Baltimore and Ohio and two on the Erie. Should business or pleasure take him to Philadelphia, he is confronted with a selection of forty-two trains on the Pennsylvania, four on the Lackawanna, four on the Baltimore and Ohio and two on the Erie. Should he desire to pleasure take him to Philadelphia, he is confronted with a selection of forty-two trains on the Pennsylvania, seven on the New Jersey Central and eight on the Baltimore and Ohio.

McCungie Woman Now Fills Office at Station

Macungie, Pa., June 18.—Lehigh county's first woman war worker is

Travel in Europe

In Europe in normal times, the service offered between the important cities seems negligible in the extreme by comparison. London, Manchester and Liverpool, the three greatest commercial cities of Great Britain, all lie within a radius of 200 miles and are connected by half a dozen direct lines. Between London and Paris, scarcely 200 miles apart, there run daily before the war only half a dozen through trains, one day and a night train on each of three routes.

On the Continent the contrast is even greater. Between London and Paris, scarcely 200 miles apart, there run daily before the war only half a dozen through trains, one day and a night train on each of three routes. Between Paris and Berlin, a distance of 650 miles, traveling is a triple difficulty at present, but prior to August, 1914, an American could undertake the journey with generally astonished to learn that there were only two or three trains which made the journey without change and that only one of those carried a sleeping car. Between the other Continental capitals the same conditions prevailed.

Standing of the Crews

HARRISBURG SIDE

Philadelphia Division—The 128 crew first to go after 1 o'clock: 103, 104, 115, 102, 130, 125, 119, 103, 101, 120, Engineer for 120. Firemen for 130, 120, 101. Conductors for 101, 116. Firemen for 130, 116. Brakemen for 120, 125, 130, 116. Engineers up: Downs, May, Hogenotger, Brodhecker, Gemmill, Martin, Tennant, Baldwin, Wenrick, Brinkley, Gehr, Grass, Keane, Simmons. Firemen up: Dolner, Lecrone, Hapner, Shandler, Lotz, Moore, Bomgardner, Bell, Bryan, Reese, Briggs, Graybill, Paul, Kugie, Walden, Shawfield, Warfel, Shimp. Conductors up: Bitner, Gallagher, Laker. Flagmen up: Buyer, Martin, Williams. Brakemen up: Essig, Jacobs, Kim, herling, Kersey, Crosby, Pissell, Munnia, Blanchfield.

Middle Division—The 26 crew first to go after 4 o'clock: 21, 33, 16, 35, 32, 18, 29, 27, 24. Preference crews: 204, 9. Engineers for 32, 29. Firemen for 35, 32, 27, 243. Conductors for 22, 33, 9. Flagmen for 32, 9. Brakemen for 32, 9. Engineers up: Corder, Brink, Tettemer, Cook, Burns, Blizard. Firemen up: Orr, Houzer, Weston, Linsenbach, Killheffer. Conductors up: Rhine, Glace. Brakemen up: Byerley, Brinkley, Arnold, Blessing, Rumfelt, R. E. McCarl, Valentine, Kraft, Barry, Knight, Clemm, Reynolds, Wolf, Shrowder, Graff, Atkins, Kowatch, Campbell, Potten.

ENOLA SIDE Philadelphia Division—The 211 crew first to go after 1.15 o'clock: 225, 202, 228, 224, 241, 214, 218, 222, 236, 215, 227, 237, 242, 242, 234, 223. Engineers for 02, 214, 241. Firemen for 206, 211, 214, 218, 226, 242. Conductors for 214, 215, 227, 236. Flagmen for 215, 237, 238. Brakemen for 202, 218, 225, 227, 236. Conductors up: Nicholas, Murlatt. Brakemen up: Hoopes, Lacey, Waltman, Coulter.

Middle Division—The 107 crew first to go after 3.15 o'clock: 110, 105, 105, 110, 111. Firemen for 110, 105, 105. Flagmen for 110, 105, 102. Brakemen for 110, 105, 105. Yard Board—Engineers up: Crow, Revie, Ulah, Yinger, Monroe, Beatty, Feas, Kautz, Wagner. Firemen up: Shipp, Shopp, Swab, Hoover, Holtzman, Rice, Roberts, Miller, Burns, Johnston, Gardner, Ripley, Fry, Peters, Speece, Diffenbach. Engineers for 1st 7C, 2nd 14C, 2nd 15C, 3rd 15C, 4th 15C. Firemen for 5C, 2nd 14C, 3rd 15C, 4th 15C, 18C.

PASSENGER DEPARTMENT

Middle Division — Engineers up: McDougall, Miller, Buck, Graham, Keane, Crum, Keiser, Robley, Sparver, Alexander. Firemen up: Winand, Koller, Hopkins, Lyter, Corraopas, Gates, Bealor, Holtzman, Dysinger, Hartzel, Bowman. Engineer for 663. Firemen for 25, 31, 11. Philadelphia Division — Engineers up: Kennedy, Osmond, Sheekard, Welsh, Gillums, Bless, Hall, Crisswell, Pleam. Firemen up: Burley, Floyd, White, Beverhart. Firemen for 40, 42; no Philadelphia extra crews here.

THE READING

The 11 crew first to go after 2.15 o'clock: 14, 16. The 55 crew first to go after 2.45 o'clock: 73, 69, 88. Engineers for 64, 4, 8, 9, 18, 22. Firemen for 64, 68, 69, 4, 8, 9, 14, 18, 22. Conductors for 4, 8, 9, 16, 18, 22. Brakemen for 64, 69, 4, 8, 9, 11, 14, 16, 18, 22. Engineers up: Walton, Lackey, Ruth, Morne, Booser. Firemen up: Ward, Welley, Wintermeyer. Conductors up: Lehman, Baxter, Long, Fessler, McCullough, Shover. Brakemen up: Ryan.

Dining Car War Portions For D. L. & W. Patrons

New York, June 18.—An innovation in railroad dining car service is announced by the Delaware, Lackawanna and the people's savings in the introduction, beginning tomorrow morning, of "war portions" on the menu cards. Two prices will be charged, the current ones for the customary amounts of food and lower charges for the "war portions," which will consist of food of the same quality, but from one-half to two-thirds of the ordinary quantity.

Compensation Can Not Be Commuted

The State Compensation Board has handed down an opinion in which it regrets that the compensa-

Indirect Control Charge Falls Down

The Public Service Commission in an opinion by Commissioner Ryan has dismissed the complaint of the State Bell Telephone and Telegraph Company that the Blue Mountain Telephone and Telegraph Company had secured control of the Warren Telephone Company, a New Jersey

Ruth Cruger Died While Battling to Save Self From Brutal Assault

New York, June 18.—Swift justice for the slayer, or slayers, of Ruth Cruger seems now assured, together with a thorough investigation of the whole case, with its strong suggestion of police bungling and incompetency.

Send Along Names of Members of Your Family Who Have Enlisted

In order to complete its files the HARRISBURG TELEGRAPH would be glad to receive widespread appreciation information as to all such persons including their present address and the particular arm of the service in which they have enlisted.

Request Removal of Unsightly Pole Line

Directors of the Penn-Harris Company have adopted a resolution setting forth the pole conditions along Walnut street and requesting the American Telegraph and Telephone Company, the long distance trunk line of the Bell system, to remove the hedge of giant poles on the south side of Walnut street between the river and the Pennsylvania Railroad right of way.

Riprapping Slope Is Proceeding at Fast Pace

Contractor Boggardner is making substantial progress in his work of riprapping the River Front immediately south of Maclay street. Thousands of persons walked along the embankment yesterday and commented favorably upon the charac-

ter of this work which assures the permanent safety of the slope against future high water. As soon as the riprapping shall have progressed sufficiently the Department of Parks will fill the soil pots and plant matrimony vine and honeysuckle so that within a few months the stone protection will be covered with green.

What a pity she doesn't know that Resinol Soap would clear her skin

"She would be a pretty girl, if it wasn't for that pimply, blotchy complexion!" But the regular use of Resinol Soap, aided at first by a little Resinol Ointment, would probably make it clear, fresh and charming. If a poor skin is your handicap, begin using Resinol Soap and see how quickly it improves.

Resinol Soap and Resinol Ointment are sold by all druggists. For free samples of each, write to Dept. A-N, Resinol, Baltimore, Md.

The New Store of Wm. Strouse

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These Are "The Men Behind the Guns" of Wm. Strouse's New Store

Advertisement for The New Store of Wm. Strouse featuring portraits of various men and their names: Wm. Strouse, Gilbert O. Day, Frank E. Wood, I. T. Rochman, Maurice W. Fernler, Weir B. Eberly, Robert W. Woods, Chas. A. Gerdes, Joseph Wlach, Norman W. Jones, Michael Artmer, George Stark, Arthur Stein, Louis Stein, John G. Branca.

Of course we expected The New Store to develop rapidly — What store wouldn't with this sterling combination—22 years excellent reputation, Harrisburg's most courteous salesmen, coupled with America's finest merchandise — but never did we count on the unparalleled growth which The New Store had. In one year we became THE Store for "Father and the Boys." Clothes of the standard of Adler-Rochester, Mallory and Schoble Hats, Emery Shirts and Keiser Cravats are among the famous lines of clothing that have made The New Store what it is—and now we are proud to set before the public the men who have done their "bit" to further The New Store's interests. We are glad to be able to say that among the citizens of Harrisburg and vicinity The New Store of Wm. Strouse is known as "Harrisburg's Most Popular Store."

These Men Have Made The New Store—"Harrisburg's Most Popular Store" People who buy at The New Store receive the utmost for their Dollars

310 MARKET ST. The New Store of Wm. Strouse This Is Red Cross Week in Harrisburg