

Two New Reading Trains Haul Milk and Express

Because of the enormous express and milk business now being handled on the Reading lines, and the delay to the regular trains in taking care of it, two new trains are in service on the Reading and Harrisburg divisions.

One train will run through from Reading to Newberry Junction, and the other between Reading and Harrisburg. The Newberry train leaves Reading at 7.05 a. m. It will haul nothing but express and milk.

The new train on the Lebanon Valley will leave Reading at 10.30 a. m. for Harrisburg, and will leave Harrisburg at 4 o'clock. This train like that of the one at Newberry Junction, will carry nothing but milk and express.

MIDYEAR EXAMINATIONS

Camp Hill, Pa., Feb. 12.—Prof. Fred Rookey, principal of the local high school to-day announced the schedule for the midyear examinations to start to-morrow morning.

Pupils having an average of eighty-five or over are not compelled to take the examinations. The schedule is as follows: Morning—Freshman composition, Vergil, Caesar, chemistry; afternoon—freshman algebra, senior and junior English, ancient history.

F. Crawford Fleming Was Buried Yesterday

Carlisle, Pa., Feb. 12.—Funeral services of the late F. Crawford Fleming, who died suddenly at Harrisburg on Saturday, were held from the home of his daughter, Mrs. Sarah Stuart here, yesterday afternoon, with the Rev. Dr. Mudge, of Harrisburg, and the Rev. Dr. A. N. Hagerty, Carlisle, officiating. Relatives were pallbearers.

Mr. Fleming was born in Adams county, but came to Carlisle at an early age. He attended the local schools and Dickinson College, was for some years a private tutor and later head of the grammar school. He was one of the founders of the Carlisle shoe factory and later head of the sales force of the Bedford company. He was a member of the First Presbyterian Church here for fifty years and was prominent in many lines of activity. He made his home with a daughter at Harrisburg for a few months prior to his death.

Surviving him are the following children: Mrs. Margaret E. Craighead, Ashville, N. C.; Mrs. Sarah F. Stuart, Carlisle; Mrs. William P. Stuart, Harrisburg; Mrs. F. Lamson Sterrett, Washington, D. C.; and Mrs. Samuel Blair Caldwell, Newport, R. I.

Motive Power Program Includes Valentine Dance

On Thursday night a Valentine dance will be held at the Motive Power Athletic Association rooms, Seventh street near Rely. The Ross Church Jazz orchestra will furnish the music. The committee promises many interesting and appropriate features. It is expected that F. W. Smith, Jr., the new superintendent, will be present and make an address.

P. R. TELEGRAPHER DIES

Joseph Watson Smith, aged 30, a Pennsy telegrapher, died at his home in Altoona, surviving are his mother, Mrs. Paul Smith, his widow and two stepchildren. Mrs. Leola Benson and Charles Ackerman, both of Altoona, one sister, Miss Ada Smith, of Altoona, and a brother, John Smith. He was a former employe of the Western Union Company and is a member of White Cross lodge, Knights of Pythias.

ALL NEWS OF THE RAILROADS

RECORD SUNDAY ON TWO LINES

Reading Has Busy Day at Rutherford; New Figures on Middle Division

Sunday efforts on the part of railroad officials to break up congestions brought good results on Sunday, when a total of 5,200 cars moved brought the first big day since winter started.

Between Harrisburg and Altoona yesterday the total movement was nearly 6,000. N. W. Smith, superintendent of the Middle division, said today he hopes to reach a total of 6,500 through the coming week. Reading officials also came across with a big day's work. Lines are slowly but surely emerging from the congestions of soft coal weather and snowstorms. The same activity in evidence Sunday was shown to-day with a view to making a further cleanup.

Rush at Rutherford

There were sent thirty trains east from Rutherford on the Lebanon Valley on Sunday. Much of this freight and coal was sent east via East Penn Junction. Much of the anthracite taken through on Sunday was consigned to Philadelphia and other points where the fuel is badly needed. All of the mines of the Reading Coal and Iron Co. and anthracite operations in full and there are plenty of empty cars.

The total number of cars of all kinds handled on the Reading and Harrisburg divisions on Sunday was nearly 14,000, which is considered very good when all of the conditions are taken into consideration. Great quantities of soft coal were brought down the Lebanon Valley.

The Cumberland Valley, Western Maryland and Pennsylvania railroads are now shoving the fuel into the Rutherford yard at a lively rate, according to reports.

New Pennsy Record

This movement of 5,200 cars on the Middle division on Sunday is the largest in a long time. From the time the real cold weather began in December and through the great snow blockade, weather conditions and the congestion in the East had combined to bring the movement to an unprecedentedly low figure. During the bitter cold only about 2,000 cars were moved a day, while it got down to 1,500 and lower during the battle with the snows.

While the weather is the biggest factor in increasing the movement, the congestion in the East is also being somewhat broken up, or the number of cars moved yesterday could not have been handled by the adjacent divisions. The Middle division has at all times been able to move more cars than the other divisions could take of their hands, and now this handicap seems to be somewhat removed.

The Sunday movement with the embargo still on means that an immense amount of coal is being probably seventy-five per cent. of the loaded movement being coal, but it also means that a large amount of perishable foods, munitions and articles needed for the prosecution of the war and the maintenance of the population can now be handled.

Middle Division Employees Show Record Efficiency

The Middle division efficiency bulletin just issued by Superintendent N. W. Smith shows that the excellent mark of 99.9 per cent. perfect work established during the month of January. There were a total of 232 efficiency tests made and but one resulted in failure, establishing a mark of 99.6. A total of 20,807 observations of obedience to rules were made and four failures were recorded, making a mark of 99.9. Total tests were 21,039, failures 5, per cent. of efficiency 99.9.

Big Valentine Dance For Motive Power Department

Plans were completed late this afternoon for the Valentine dance to be held Thursday night at the athletic rooms, Seventh and Rely streets, representing the Motive Power Athletic Association. The committee in charge has arranged an interesting program. To-morrow the decorations will be placed. Music will be furnished by the famous Ross Church Jazz orchestra.

New Superintendent Here; Confers With Local Heads

F. W. Smith, Jr., the new superintendent of the Philadelphia division of the Pennsylvania Railroad arrived in Harrisburg yesterday. Today he was a busy man at his headquarters at the Pennsylvania railroad station. He conferred with the heads of the various departments, and is outlining his plans.

CLEAR YOUR SKIN SAVE YOUR HAIR WITH CUTICURA

Overland-Harrisburg Spring Sale Used Cars See Classified Page

Pennsy Telegrapher With General Atterbury's Unit; Has Been Made Corporal

Corporal Charles R. Beaver, of Lewistown, son of Thomas G. Beaver, of that place, and a Pennsy telegrapher, is in France, serving with General W. W. Atterbury in Company D, 413th Telegraph battalion.

Corporal Beaver enlisted from RM telegraph office, Tyrone, June 30, in Company G, Third Regiment N. G. P., who were guarding bridges on the western section of the Middle division, accompanied the regiment to Camp Merritt Taylor, Philadelphia, where he was assigned to the vice squad and later to Camp Hancock, Augusta, Ga., where he was assigned to the military police. Mounted and equipped he received his warrant to accept an assignment to the Four Hundred and Thirtieth Telegraph battalion under Major Baird under orders to sail for France to report to General W. W. Atterbury in charge of railroad operations in the war zone. After taking the examination with credit he was promoted to corporal and set sail on January 8 for "somewhere in France."

These men, about 1,200 of them, will take charge of 500 miles of railroad leading up to the trenches, which they will operate under the American plan to facilitate the movement of troops, supplies and munitions up to the trenches and to keep the railroads open for at least two years after the war is over to assist in rebuilding the railroads and putting them under the management of the rebuilding of the French republic.

Well-Known Reading Switchman Dies Here

William Bretz, aged 54 years, employed as an interlocking switchman on the Philadelphia and Reading railroad, died yesterday at his home, 54 North Fourteenth street. The survivors are a widow, Annie Bretz, two brothers, S. C. and J. O. Bretz, and three sisters, Mrs. Charles Baker, Wisconsin; Mrs. Abraham Maurer, Elizabethtown; Mrs. Josiah Warner Lykens.

Friends may view the body to-morrow night between 7 and 9 o'clock. The body will be taken to Elizabethtown Thursday morning at 9.55 by Undertaker Hoover and Son. Services will be held in Reform Church at Elizabethtown, Thursday at noon. Mr. Bretz was well known in railroad circles and was a member of Allison Hill Council No. 82, O. U. A. M.

Standing of the Crews

HARRISBURG SIDE Philadelphia Division—The 105 crew first to go after 1 o'clock: 107, 101, 104, 108, 118, 125.

Engineers up: Martin, Dolby, Mohr, Blankenhorn, Gemmill, Shocker, Houssal, Simmons, Downs, Schwartz, May, Shoaf, Andrews, Kope, Frickman, Gabler. Firemen up: Shank, Shettel, Briggs, Quensler, Sweeter, Paettie, Keough, Gettle, Fry, Reisinger, King, Hill, Carbaugh, Kiser, Leckrone, Morrison, Blum, Smith, Troutman.

Brakemen up: Forbes, E. J. Reading, McNeil, McKee, Heplin, Steffen, Miller, Prael, Prael, Prael.

Middle Division—The 18 crew first to go after 3 o'clock: 35, 225, 27, 244, 41, 258, 254, 255, 237. Engineers for 27. Fireman for 35. Flagman for 18. Brakeman for 41.

Engineers up: Brink, Wittie, Hawk, Titter, O. W. Snyder, Leib, Firemen up: Weaver, Keller, Roddy, Alexander, Patt, McCorkel, Elcker, Book, Johnson, Baird, Gross, Slattery. Brakemen up: Rhoades, Wolf, Simonton.

Yard Board—Engineers for 4, 7C, 12C, 2-14C, 26C, 32C. Firemen for 1C, 23C, 24C. Engineers up: P. A. Myers, Hefelman, Buffington, Auman, Ney, Myers, Barkey, Revie, Ush, Bostdorf, Lackey, Sholter, Snell, Bartolet. Firemen up: Crook, Hyers, Lepard, Bitner, Bowman, Snelgh, Kling.

ENOIA SIDE Philadelphia Division—The 250 crew first to go after 1.45 o'clock: 246, 219, 209, 256, 251, 206, 212, 237, 224, 229, 236, 205, 232, 243, 218.

Engineers for 205, 212. Firemen for 205, 232, 237, 246, 256. Conductors for 219, 251, 206, 234. Brakemen for 210 (2), 246 (2), 256, 229.

Brakemen up: Keefe, Trimble, McKee, Whiter. Middle Division—The 238 crew first to go after 3.55 o'clock: 217.

Yard Board—Engineers for 2nd 128, 2nd 129, 1st 102, 1st 104. Firemen for 3rd 129, 1st 129, 2nd 129, 135, 1st 102.

Engineers up: Ewing, Quigley, Fenical, Bair, Sheaffer, Lutz, Gingsch, Hinkle, Hamlin, Bruaw, Seal. Firemen up: Handbo, Haverstick, Conly, Eichelberger, Lutz, Crain, Miller, Rodgers, Holmes, Householder, Shearer, Wickey, Boyer, Deitrick.

PASSENGER DEPARTMENT Middle Division—Engineers up: J. Crimmel, A. A. Delozier, R. M. Crane, O. L. Miller, S. E. Alexander, D. Keane, W. C. Graham, G. G. Keiser, O. Taylor, J. J. Kelley, R. E. Crum, F. F. Schreck.

Firemen up: S. H. Wright, D. F. Hudson, E. E. Zeigler, E. M. Gramer, G. B. Huss, H. Naylor, Roy Herr, R. F. Mohler, J. N. Ramsey, S. P. Stauffer, S. H. Zeiders, E. E. Rodd, H. A. Shrauder, E. E. Gross. Engineers for 667, 21, 45, 19, 59, 3. Firemen for 33, 23, 59, 3, 11, 41.

Philadelphia Division—Engineers up: B. A. Kennedy, M. Pleam, B. F. Eppel, W. Lindley. Firemen up: E. E. Everhart, William Shive, J. Cover. Engineers for P-36, 578. One Philadelphia crew here.

THE READING The 18 crew first to go after 10.45 o'clock: 11, 14, 17, 24, 12, 20, 65, 53, 7, 72.

Engineer for 17. Firemen for 12, 24. Conductor for 11. Flagmen for 18, 24. Brakemen for 17, 24. Engineers up: Kauffman, Hollenbaugh, Griffith, Bowman, Zeigler, Morne, Hunsicker, Billig, Barnhart. Firemen up: Burtnett, Shaver, Bush, Newark, Orndorf, Slusser, Grunden, Hartman, Chrisemer, Winters, Shover. Conductors up: Keifer, Sowers, Patton. Flagmen up: Thomas, Keener, Kauffman, Pottelger. Brakemen up: Breckenridge, Yundt, Gallagher, Swope, Anderson, Shank, Watson, Smith, Dewart, Swiler, Hain, Amis, Peters, Trawitt.

READING TO TRY NEW TRAIN STOP

Tests to Be Made on Colebrookdale Branch; New Features

Reading, Feb. 12.—Herbert Schwyer, of Easton, who has devised what he calls an automatic train stop, has been in consultation with Reading Railway officials for some time with a view of trying out his invention on the Colebrookdale branch of the Reading. Mr. Schwyer is now at Barto and his started installing his system.

The attachments translates conditions of the signals to the engine's cab under all conditions and operates the brakes if the train is exceeding the speed limit. Fits Any Signal System The device can be attached to any signal system. It is attached to the airbrake system. The electric circuits involved are all developed on the closed current principle, using alternate and direct current production, whereby the train can be brought to an immediate stop if a circuit is broken or the device is disarranged in any way.

A novelty of the invention is a visual signal of three lights in the engine cab. Another feature, if desired, is an audible signal, which is sounded every time the train passes a clear signal. Mr. Schwyer, the inventor, has four patents on his invention, all granted since 1913.

WEST SHORE NEWS

Social and Personal Items of Towns Along West Shore

Miss Mary Glessner and Roy and Clarence Glessner, of West Fairview, visited at the home of their grandparents, Mr. and Mrs. Frank Keifer, at Wormleysburg.

John Blair, of West Fairview, is seriously ill at the home of his son, Edward Blair.

Frank Hoke and son, Stephen Hoke, of West Fairview, visited at Harrisburg, Pa., yesterday.

Mrs. O. K. Eshenauer and brother, Edward Stiles, of West Fairview, visited their sister, Mrs. D. W. Miller, at New Cumberland.

Mrs. H. D. Musser, of West Fairview, is seriously ill at her home in Main street.

Mr. and Mrs. Curtis Dunlap, of Wormleysburg, visited the former's parents at York on Sunday.

Mrs. R. E. Schrack and daughter, Gladys, of Wormleysburg, spent Saturday at Columbia.

Mr. and Mrs. George Chapman spent Sunday with Mr. and Mrs. E. P. Sibbets, at Wormleysburg.

Mr. and Mrs. Luther Graft and son, of Duncannon, and Miss Alice Bateman, of Harrisburg, were guests of Mr. and Mrs. H. A. Biskler, at Wormleysburg.

Mrs. Daniel Ilgenfritz and Miss Mary Ilgenfritz, of New Kingston, were week-end guests of the former's sister, Mrs. J. J. Hemmer, at Wormleysburg.

Miss Estella Brossman, of Wormleysburg, is visiting her mother at Jonestown.

Mrs. Gastrock and daughter, Rose Gastrock, of Harrisburg, were guests of Mr. and Mrs. John Freeburn, at Wormleysburg.

Mr. and Mrs. W. A. Rupp, of Harrisburg, were guests of Mr. and Mrs. Howard Mumma, at Wormleysburg, on Sunday.

Mr. and Mrs. Elmer Sunday and daughter, of Lucknow, visited friends at New Cumberland over Sunday.

Deaths and Funerals

EDWARD A. WALSH Funeral services of Edward A. Walsh, who died Sunday night at the home of his father-in-law, George A. Marburger, of Eberly's Mills, Pa., will be held Wednesday afternoon at 1 o'clock. Mr. Walsh is survived by a wife, Elizabeth Walsh, and a daughter, Mary Walsh. The Rev. E. D. Walsh will officiate. Burial at St. John's Cemetery.

MISS ELIZABETH SMITH Miss Elizabeth Smith, 29, died at her home in Pittsburgh, last night. The remains will be brought to this city to-night by Undertaker Charles H. Mauk, and funeral services will be held Thursday afternoon at 2 o'clock at Mauk's funeral chapel, Sixth and Keiser streets. The Rev. Dr. Edwin A. Fyles, pastor of the Fifth Street Methodist Church, will officiate. Burial will be made in the East Harrisburg Cemetery.

NATHAN K. MAUCERY Nathan K. Maucery, 49, died last evening at the Harrisburg Hospital. Funeral services will be held at 8.30 o'clock at Mauk's funeral chapel, Sixth and Keiser streets. The body will be taken to his home, 42 North Walnut street, Lewisburg, to-night and further services will be held there at 2 o'clock to-morrow afternoon.

MRS. MARGARET BENZINGER Funeral services for Mrs. Margaret Benzinger, 907 Capital street, who died from acute indigestion last night, will be held at 2 o'clock Thursday afternoon at the home of her daughter, Mrs. Caroline Britcher, 519 Boas street. Burial will be made in the East Harrisburg Cemetery. Mrs. Benzinger is survived by three daughters, Mrs. Caroline Britcher, Mrs. Helen Benzinger, two sisters, and one grandchild.

AMOS HOBBS Funeral services for Amos Hobbs, 72, will be held at his late residence, 107 South Cameron street, to-morrow afternoon, the Rev. Ellis N. Kremer, pastor of the Salem Reformed Church, officiating. Burial will be made in the East Harrisburg Cemetery. Mr. Hobbs died Sunday afternoon from asthma. Mr. Hobbs is

survived by two sons, Levi and Ross; four daughters, Mary, Alice, Grace and Jennie, and two brothers, James and Buxton.

VISITING CITY Mr. and Mrs. James Drever, the former of the mechanical branch of the Royal Fighting Corps, have been in the city for a few days visiting friends. Mr. Drever was at one time connected with the editorial staff of a local newspaper. Mrs. Drever until a few months ago was on the editorial staff of the Harrisburg Telegraph.

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that when suffering from nervousness, sick headache, dizzy spells and ailments peculiar to their sex—nothing affords such prompt and welcome relief, as will follow a few doses of

BEECHAM'S PILLS

A proven women's remedy, which assists in regulating the organs, and re-establishing healthy conditions. Beecham's Pills contain no habit-forming drug—leave no disagreeable after-effects. They are—

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Absolutely No Pain My latest improved appliances, including an oxygenated air apparatus, makes extracting and all dental work positively painless. Dr. Phillips, Dentist Full set of teeth \$5.00 Gold fillings, \$1.00 Filling in a silico \$1.00 Bridge work, \$2.50 22K gold crowns, \$5.00 Office open daily 8.30 to 9 p. m. Monday, Wednesday and Saturday, till 9 p. m. BELL PHONE 3322-R. EASY TERMS OF PAYMENTS 320 Market St. (Over the Hub) HARRISBURG, PA. It didn't hurt a bit

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