Is Exceptionally Good,

Supervisor Confer Says

Woman Physical Trainer

## NEWS OF STEELTON STATE BANKS PUT

### FEEL NEED OF Playground Attendance Y. M. C. A. HERE

Give Much to "Y" Work
That this thriving borough heartily favors the Y. M. C. A. work was emphasized recently when, during the drive for funds to promote this work in the Army, residents came forward and contributed about \$30,000, which was twice over the quota the town was asked to subscribe. The businessmen backing the move for a local organization are of the opinion that if residents willingly contribute this amount of money for the nation-wide work, it will not be so difficult to secure funds for the work here.



# **CASH INTO BONDS** 115. Engineers for 106, 116. Fireman for 115. Flagmon for 108, 116. Brakeman for 115. Engineers up: Houseal, Gemmull. Shocker, Grace, oHward, Binkley, Gabl, Miller, May. Firemen up: Bichards Shimp.

Over Subscribe Liberty Loan Quotas by \$30,000,000, Com-



Supervisor Confer Says
In a report of activities of the borough playsrounds, Supervisor Confer Says in a report of activities of the borough playsrounds are made in the borough playsrounds are made of the borough playsrounds are made of the borough playsrounds are called the borough playsrounds are made of the borough of the borough playsrounds are made of the borough of the borough of the borough playsrounds are made of the borough of t

trust companies, \$1,448,333,533.22; savings institutions, \$280,930,972.83; Newcomb (Girls)
Won. Lost. institutions, 529.

The control process of the control process of

### Standing of the Crews RAILROAD RUMBLES HARRISBURG SIDE to go after 4 o'clock: 106, 116,

### COMPLETE LIST Lower Excursion Rates to Seashore Start Sunday OF NEW HEADS Beginning next Sunday excursion

Official Notices Posted Yesterday Show Who Is Who on Reading Lines

Official announcement of the Federal staff for the Reading Railway, reached Harrisburg yesterday. This notice includes the consolidation of the Harrisburg and Reading divisions, the transfer of R. Boone Abbott to New York, and the appointment of C. E. Chamberlin as superintendent here, announced several days ago.

These are the most important changes made by C. H. Ewing, Fed-

changes made by C. H. Ewing, Federal manager.

The Harrisburg division was created October 17, 1905. It comprised the Lebanon Valley branch between Harrisburg and Wyomissing and the lines west of Harrisburg as far as Shippensburg and Gettysburg. The lines west of Harrisburg are now under the control of Federal Manager A. W. Thompson, of Baltimore. The official changes as announced are as follows: follows

A. W. Thompson, of Baltimore. The official changes as announced are as follows:

Complete Changes.

C. A. Beach, formerly superintendent of the New York division, has been appointed assistant general superintendent with officie in Philadelphia. R. B. Abbott, formerly superintendent of the Harrisburg division, succeeds Mr. Beach.

J. C. Peters is made superintendent of the Philadelphia division.

The companies affected by the orders are the Reading, the Central of New Jersey, the New York and Long Branch, the Atlantic City and the Port Reading.

F. M. Falck, formerly of Reading, is made general manager of all lines; S. T. Wagner is made chief engineer of the Reading; John F. Auch, freight traffic manager of all lines; Edson J. Weeks, general passenger agent for all lines; W. H. White, former controller of the Reading; is made general auditor of the same line; J. S. Sneyd, treasurer of all lines, H. E. Paisley, the Reading treasurer, having elected to remain with the corporation; W. L. Kinter is made general solicitor of all lines, and C. B. Williams, formerly purchasing agent of the Central of New Jersey, is made purchasing agent for all lines.

J. D. Landis, who was purchasing agent of the Reading, has been taken over by C. H. Markham, regional director of this region.

Real Estate Head.

C. K. Klink becomes real estate agent for all lines. A. E. Owen is made chief engineer of the Jersey Central. W. C. Hope, passenger traffic manager of all lines, He formerly was general passenger agent of the Central.

H. L. Jove, becomes marine man-Engineers for 210, 221, 231.
Fireman for 237.
Conductors for 10, 01.
Flagmen for 27, 54.
Brakeman for 27.
Conductors up: Kerlin, Hasson.
Brakemen up: Boyer, Shenk, Spangler, Williams, Bailey, Lee, Garland, Schlusser, Stile, Howk.
Middle Division—The 101 crew first to go after 3.30 o'clock: 121, 119, 105, 104, 124, 238, 245, 228, 235.
Engeneer for 121.
Firemen for 121, 119.
Conductor for 105.
Flagman for 101.
Brakemen for 104.
Yard Board—Engineers for 2nd, 104, 118.
Firemen for 145, 2nd 126, 34 126, 57, 200.

ickets from Philadelphia to the outh Jersey shore resorts, including

Atlantic City, will be \$1.25, plus the war tax, instead of the present \$1.75,

according to an announcement by C. H. Markham, regional director, Al

legheny region, United States rail-

road administration. The ruling affects both the Pennsylvania and

**Employed For N. J. Schools** Trenton, N. J. — The New Jersey Board of Education appointed Miss Marianna G. Packer, of Newtown, Pa., at an annual salary of \$4,000.

as assistant director of physical train-ing and hygiene in the public schools of the state. She will receive \$2,000 a

## The LIBERTY

BELL 1752-M

### "A Car That Is Different"

Built with the sole purpose of pleasing the owner-driver, this remarkable car has attained a reputation of national scope.

## Harrisburg Auto & Tire Repair Co.

All Makes of Tires Vulcanized - All Makes of Tires Sold.



## The Recent Franco-American Victory Shows What Men and Materials Can Do

When we see what great results Uncle Sam gets with the men and materials that he uses from this great Nation of ours we ought to be all the more willing and eager to give up the things that we need at home so the boys "over there" have plenty to do with.

The American people will give up more and more as time goes on and the war progresses for in so doing victory for the Allied cause will be sooner and complete.

Naturally the enormous drain on the country leaves less at home for us and as the supply and demand inevitably regulates prices the cost of labor and material has gone up to unprecedented amounts.

In nearly every line of business the costs have gone up to such figures that prices had to be raised to meet the conditions. If prices had not been made in proportion to the cost you would see many businesses out of the running now that before the war were going along swimmingly. Some have gone out of existence.

The street car fare is not enough in Harrisburg to pay for the operation of the In many cities throughout the United States the street car fare has been raised to meet the increased operating ex-

In Harrisburg the five cent fare has remained stationary. It does not meet the conditions. It does not pay for the running of the

It would be far better to make the fare an amount that would cover present costs of running than to cut down the service in an effort to reduce operating expenses.

Uncle Sam wants the street cars to keep up the service and the people want the service kept up. We are sure the people want the fare to be enough to pay for the running of the cars.

> Harrisburg Railways Company