

PENN-HARRIS TO BE OPENED TO PUBLIC JAN. 1

Final Touches Being Put to Big Hostelery Despite the Labor Handicaps

E. Z. Wallower, president of the Penn-Harris Hotel Company, who has been in touch with every step of its progress, made a statement today regarding the work of construction which is most gratifying to everybody in view of the importance of having the big hotel finished before the opening of the new year. He said:

"Notwithstanding the extreme difficulty in securing mechanics for the Penn-Harris hotel, work has been progressing rapidly and the contractor is now making strong efforts to complete the building in December and it is therefore hoped by January first the building will be ready for occupancy."

"To illustrate the difficulty in securing mechanics, Mr. Lewin, of Nelson and Lewin, stated that while there had been 109 different plasterers employed, some of whom were brought from Washington, Chicago, New York, Pittsburgh and elsewhere, not over 30 had been employed at one time. The plasterers have finished the main building, which on account of the character of the work has required skilled workmen in this line."

"The ballroom or convention hall is now being plastered and will be the finest room in the way of decoration in the hotel. The marble and tile contractors are rapidly finishing their work, the tiling in the lobby and the ornamental marble work now being set. While there has been an embargo on the millwork on account of government contracts the black walnut wainscoting and column work is now arriving and is rapidly being placed in position. The bed-rooms and the bath rooms are now being practically completed and are now receiving the final coat of enamel paint while all the doors and other woodwork is being installed."

"The decorator will arrive next Monday to begin his work, while a large portion of the furniture and carpets are in storage in this city. Mr. Johnson, of the United Hotel Company, and Mr. Cleveland, decorator, who will supply the draperies, will be in this city on Thursday. The hotel now has its finishing touches is giving evidence of the artistic designing of W. L. Stoddard, the architect."

"The vast amount of machinery required for a hotel of this character is being rapidly installed. The refrigerators, motors, pumps, elevators, boilers, etc., are being placed in the laundry department in storage here and ready to be installed. The kitchen equipment will be received early in November. The plans for the cafeteria in Third street are very complete and this will be a very popular feature of the hotel, an innovation for this city, not only in its appointments but in the high class character of the fittings, which will embrace tiled floors and walls and every provision for a modern cafeteria."

"All the telephone and cable equipment, including a massive switch board, is on the ground for installation. Indeed, nothing of great importance need now hold up the further work on the building."

"While the war conditions have retarded the completion of the great structure, the circumstances under which the organization has been kept well in hand and rapid progress has been made notwithstanding the conditions."

CONDUCT ANNUAL SALE
Troup brothers, 317 Chestnut street, announce their annual sale of pianos and talking machines, which will commence during the present week. A. C. Troup and L. A. Troup, members of the firm, operate a chain of seven stores in three different states. It is their intention to locate the home office of the company in this city, on and after April 1st of next year.

A large number of talking machines and pianos have been purchased for the present sale, which are being offered in the event on terms and prices, details regarding which will be found in their announcement on another page.

Flowers To The Sick

Try a message in flowers to them. It may be just the remedy and do more good than the doctor's medicine. Just telephone and we'll do the rest.

The Berryhill

LOCUST ST. AT SECOND

Dr. C. C. Stauffer

HAS MOVED HIS OFFICE TO 1516 N. Second Street

Air and Moisture Proof Packages Retain All the Strength and Goodness of ROASTED COFFEE

30c lb. at all grocers

R. H. Lyon

Importer Harrisburg

INTERESTING PERSONAL NEWS

MISS GARONZIK AUTUMN BRIDE

Sunday Evening Wedding at Bride's Home Attended by the Immediate Families

The marriage of Miss Edna Lena Garonzik, daughter of Mr. and Mrs. David Garonzik, 1105 North Third street, to Samuel Brenner, son of Mr. and Mrs. Morris Brenner, 914 North Sixth street, was a pretty event of Sunday evening at 6 o'clock.

Rabbi Silver of the Keshet Israel Synagogue officiated, with the full orthodox ceremonies, at the bride's home, where palms and chrysantheums made beautiful decorations. Only the immediate relatives were in attendance.

The bride, who was given in marriage by her father, wore a white satin frock with tulle draperies, and wore tulle veil garlanded with orange blossoms. She carried a shower bouquet of bride roses and fern.

Miss Rose Garonzik, as maid of honor for her sister, wore taupe Georgette crepe with gray squirrel trimmings and carried pink roses. Ephraim Brenner was best man for his brother.

A wedding supper followed the service, the newlyweds leaving later for a trip to New York, Buffalo and Washington. They will make their home in this city, where Mr. Brenner is associated in business with N. Brenner and Sons. The bride is a graduate of Central High school, class of 1915 and of the Philadelphia School of Music, 1916.

Among the out-of-town guests were Mr. and Mrs. Harry Silver of Chambersburg; Mr. and Mrs. Harry Garonzik of Hagerstown, Md.; Mr. and Mrs. Simon Brenner and Michael Tumpian, of Baltimore.

Miss Jennie M. Mumma has returned to Meadville after a brief visit at her home in this city.

Robert W. Crist, 258 North street, is ill at his home.

William C. Childs, of the Maple Grove Hotel, an employe of the Edison Portland Cement Company, in New York, leaves for Camp Zachary Taylor to-morrow.

Mr. and Mrs. Benjamin Strouse, 1623 North Second street, have returned to Meadville after a visit to New York.

Miss Edith Miller, an employe of the Philadelphia Navy Yard, spent the weekend with her parents, Mr. and Mrs. William Strouse, 2123 North Third street.

Miss Kathleen Stewart, of Utica, N. Y., a guest of her aunt, Mrs. Harold Gaines, of Green street.

Miss Lydia Turner, of Curwensville, Pa., is a guest of Mrs. Margaret Winegard, 220 Reilly street.

Mr. and Mrs. Charles A. Travers, 22 North Fifth street, are spending some time in New York.

Sergeant Ford Moody has returned to Harrisburg this morning. He is furiously at the home of his parents, Mr. and Mrs. W. H. Moody, 2331 North Third street.

Mrs. Alice K. Deceve, 1503 North Second street, is visiting her son, in New York City.

Captain Talbot, stationed at Marsh Run, and well known in Harrisburg, is in the Harrisburg Hospital seriously ill with pneumonia.

Miss Isabelle Diefenderfer, of Newport News, Va., and John Adams, of Jersey City, N. J., were recently the guests of Miss Katherine Kelley, 1900 North Second street. Miss Adams has returned to her home in Columbus and New Weston, Ohio.

Mrs. Edwin Payne, of Edgemont, is visiting her sister, Mrs. Gertrude Eaton, a Cornell student, in Ithaca, N. Y.

Mr. and Mrs. Charles Thompson, of Baltimore, are guests of their relatives, Mr. and Mrs. Walter F. Long, of Green street.

Miss Gertrude Miller, of Toledo, Ohio, is visiting her grandmother, Mrs. W. H. Miller, of Market street, during the quarantine vacation.

Albert M. Hamer Detained For While in New York

Albert M. Hamer, who was in training at Columbia University, New York city, preparatory for overseas service, received a fractured fibula on the physical training field and had to be sent to St. Luke's Hospital for treatment. The injury is not serious, but it will detain him in this country for an indefinite time. In the meanwhile he is working in the passport department of the Y. M. C. A. War Work Board in New York city.

RETURN TO SCHOOL

Miss Dorothy Dowdell, 1814 Whitehall street; Miss Isabelle Phillips, 1814 Whitehall street; and Miss Sarah Hoffman have returned to the Philadelphia School of Industrial Arts after a brief holiday.

JEWISH RED CROSS

Miss Mary Friedberg, chairman of the Jewish Red Cross auxiliary, has urged all members to be present at a meeting to-morrow evening at 7 o'clock at the Keshet Israel Synagogue and to bring their contributions for the Red Cross linen shower.

HOME AFTER FUNERAL

Mr. and Mrs. W. A. Bonnell, 636 Verbeke street, have just returned from Pittsburgh, where they attended the funeral services of the former's brother, Harry E. Bonnell, a well-known newspaperman of that place.

REMOVE FROM ALBANY

Dr. C. C. Henderson, connected with the dental office of Dr. John Morfit, has brought his wife and family here from Albany. They will reside at 117 Pine street.

HOME AFTER WEDDING

Mrs. Boyd Oelsky has returned home after a trip to Baltimore, where she attended the wedding of her nephew, George J. Stewart, of that city, returned with her and is spending a few days at her home, 224 Seneca street.

IN VOLUNTEER NURSING

Miss Sara Mardorf, office secretary of the Y. M. C. A., has been released temporarily from her duties to do volunteer nursing at the Emergency Hospital, Fifth and Seneca streets.

IN VOCATIONAL WORK

Miss Sara Mardorf, office secretary of the Y. M. C. A., has been released temporarily from her duties to do vocational work at the Emergency Hospital, Fifth and Seneca streets.

GOING BACK TO COLLEGE

The Misses Fay, Sister and Mildred Moyer, Miss Sabra Clark, Miss Rebecca Stewart, Miss Sylvia Clatter, Miss W. Warner, Miss H. G. G. Brinkner, Misses students of Goucher College, who are spending the winter vacation in this city, will return to Baltimore to resume their studies Tuesday, November 5.

Letter Carriers Are in Close Stamp Race; Fortna Is at Top of List

The letter carriers of Harrisburg are running a close race in the sale of Thrift Stamps, according to the report of the Postoffice Inspector today. R. K. Fortna is first with \$21,665.10 and G. A. Hollinger second with \$21,088.46.

The carriers are doing splendidly at their sites to-day. I think the people in their districts should see to it that they are supported. Buy stamps from your carriers.

The standing of the carriers October 28 follows:

R. K. Fortna, \$21,665.10; G. A. Hollinger, \$21,088.46; J. A. Geiger, \$18,365.27; E. R. Gault, \$15,804.2; W. C. Clark, \$14,925.24; G. L. Ebersole, \$12,015.92; T. J. Carpenter, \$11,026.58; C. E. Rea, \$10,779.69; C. A. Fortna, \$10,771.29; G. W. Pritchard, \$10,057.56; W. W. Dum, \$9,792.24; H. C. Young, \$9,019.13; W. R. Manley, \$8,752.58; J. A. Snyder, \$8,304.63; R. H. Weaver, \$7,630.77; H. C. Jordan, \$7,071.21; J. A. Haas, \$6,714.01; R. G. Wiestling, \$6,702.24; H. C. Young, \$6,608.13; W. E. Berry, \$6,182.17; E. W. Walton, \$5,855.53; G. P. Satchell, \$5,435.56; W. H. Bond, \$5,217.17; A. H. Stover, \$4,951.78; A. W. Warner, \$4,846.63; H. G. Brinkner, \$4,825.15; J. W. Naylor, \$4,525.67; D. P. Dougherty, \$4,488.58; J. G. Laverty, \$4,309.37; H. H. Kurtz, \$4,204.81; F. J. Reen, \$4,129.29; W. E. Swiler, \$3,871.89; G. W. Warden, \$3,690.26; C. B. Buffington, \$3,639.12; T. B. Stouffer, \$3,147.76; J. E. Beatty, \$3,039.56; S. B. Hackman, \$2,916.74; J. A. Christman, \$2,802.92; F. D. Keckler, \$1,500.9; W. Stoner, rural route No. 5, \$116.98; L. T. Herman, rural route No. 1, \$92.03; W. D. Bowers, \$84.24; J. B. Bates, \$60.03; H. G. Dyblie, \$56.93.
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Baker Denies Men of 45 Will Be Called by Jan. 1

Washington, Oct. 29.—The war department today announced that it has no plan to call all men within the draft up to 45 years by January 1, Secretary Baker said yesterday in discussing press dispatches crediting John R. Mott, international secretary of the Y. M. C. A., with saying that he had been so informed by Mr. Baker.

"I am sure Mr. Mott has been misunderstood," said the secretary. "There is no such plan. The draft situation has reached substantially a normal flow, the men coming in about as fast as they are being shipped out. This will be continued."

WIN SHOULDER BARS

Washington, Oct. 29.—Among the army appointments made to-day were those of Arthur G. Houser, of Chambersburg, Pa., who was made a second lieutenant in the Quartermaster Corps and William B. Kline, of Carlisle, Pa., who was commissioned a second lieutenant in the Motor Transport Corps.

In the batch of men from Pennsylvania in the states who received second lieutenant commissions at Camp Zachary Taylor are William F. Lyon, of Sunbury; John H. McCoy, of Lewisburg; and David W. Woods, of Lewisburg.

RECTOR AND SONS BLAIN

Stockholm, Oct. 29.—The bodies of Rector Ostrowsky, of the Kazan Cathedral, of Petrograd, and his two sons, lieutenants, have been found floating in the Neva river, according to a dispatch from the Russian capital. The men, who had been held as hostages, were executed by the Bolsheviks.

W. C. T. U. TO MEET

A call was issued to-day by Red Cross for the W. C. T. U. auxiliary to be present at the Derry Street headquarters, 1314 Derry street, next Thursday for work extending from 9:30 until 6 p. m. The day will be devoted to repairing soldier's clothes. Workers are also notified to turn in all knitted articles such as possible, because they are needed right now. Thursday is designated as the day for contribution of linen shower which will be received at the headquarters.

MAY USE COAL

By Associated Press
Washington, Oct. 29.—Country clubs are allowed to use bituminous or steam anthracite coal whenever in the opinion of the State Fuel Administrator there is a surplus of this fuel for the purpose, under an order to-day by Fuel Administrator Garfield. They will not be permitted to use domestic sizes of anthracite coal for cooking or heating.

PEACE BLESSINGS TO EVERYBODY

Reconstruction Not Academic Problem, but One Vital to Every American

New York, Oct. 29.—The great executive heads of industry, whose offices are located here, are discussing the peace problem in case they are found themselves suddenly confronted by a declaration of peace. Many think their situation might be more serious than it was on the declaration of war.

An idea of what these industries would have to contend with has been furnished by a writer in the New York Sun, who was asked the following questions:

"The new town of Hopewell, Virginia, contains an immense population, all occupied entirely in the manufacture of explosives. Peace will undoubtedly cancel this town, and what are the inhabitants going to do? Where are they going, and how are they to get fresh jobs? What are the merchants of this town going to do?"

"What is going to happen to the hundreds of thousands of war workers who have been added to the city of Bridgeport?"

"What will happen to the huge plants now working on tanks, aeroplanes, shells, rifles and guns?"

"What is to be the fate of the hundreds of thousands of men making army cloth and army shoes?"

"How long will it take to refit the innumerable hospital ships for freight and passenger traffic?"

"How long will it take for new credit books to be prepared throughout the world so that bankers will know what foreign merchant's credit is good?"

"What new foreign war American goods are required by France and Belgium, by Rumania or Russia?"

"How long will it take the Reconstruction Committee to find out what is to be done with our surplus goods, and to arrange a system of credit for those buyers which should be bankable?"

"What are the shipping facilities to be distributed after the war? Is cargo space to be given to the highest bidder, and will the small shipper find the cargo space all taken up by his big competitor?"

"Is the government going to retain the control and management of railroads after the war? Shall we continue to pay the present enormous increases in freight, passenger and express rates?"

"Will the manufacturer continue to pay excess profits taxes, or will he be allowed to use this capital to supply and carry on his business?"

"What are the new tariffs for foreign countries going to place upon American goods, and will this tariff make it impossible for American producers to sell in the world market?"

"What sort of new tariffs must America have to protect her increased industry?"

"What sort of new industrial laws will be required to meet the conditions in enemy and allied countries are bad as we permit an unlimited flow of immigration to America which may easily make American industry conditions equally bad?"

The basis of the answers to these questions, as well as to many others, will be furnished by congressional legislation, and especially to the present Congress, after the war. Weeks' resolution, calling for the appointment of the committee on reconstruction for the purpose of finding a solution for the afterwar difficulties.

State Police Hard Hit by New Ruling

William M. Hargest, deputy attorney general, today expressed an opinion to the Department of State, that "a reward of \$200 offered for the arrest of a murderer of a member of the State Police, where the arrest was made by a private citizen, is the direct offering of the reward, can not be paid out of the appropriation to the department and that neither can any of it be used to defray the funeral expenses and salary payment to his home of a member of the State Police killed in performance of his duty or to defray the funeral expenses of members of the force who have died away from their homes."

The effect of the ruling will be that state policemen will have to pay their own funeral expenses, which is hardly what the Legislature intended. Precedents for payments are said to exist at the Capitol, but the questions were raised recently.

ONE-WAY TRAFFIC IN BLACKBERRY STREET

Council passed finally an ordinance providing one-way traffic from Fourth to 10th streets on Blackberry street. The measure was introduced last week by Commissioner Lynch, who stated that it was necessary to have the street graded by twelve property owners affected by the traffic ordinance.

NEW CHASER IN COMMISSION

Washington, Oct. 29.—The Eagle-I, first of the new type submarine patrol vessels, ordered by the Navy, was put in commission yesterday at Detroit. It was announced to-day, and will be sent immediately to the Atlantic coast. Several others probably will be ready in time to get out before winter closes the inland waterways.

TWO YANKS INTERED IN HOLDING THE NAVY DEPARTMENT

Philadelphia, Oct. 29.—Two New York flying officers of the Marine Corps, have been interested in holding the Navy Department, announced to-day that the lieutenants were compelled by engine trouble to land on Dutch soil.

NEWS OF THE RAILROADS

Trainmen to Dress For Unheated Cars

Conductors and brakemen employed by the Pennsy are warned to dress properly as a safeguard against taking cold when riding on express trains with unheated cars, as a result of the steady increase in the use of freight equipment for that service.

Passenger Trainmaster L. L. Banks has issued the following notice: "During the continuance of present conditions, the use of freight equipment in express service is likely to increase rather than decrease, which means that steam heat cannot be used on the majority of express trains and as it is not always possible to have cabin heat on such trains, conductors and brakemen on reporting for duty at home terminals should prepare themselves by dressing accordingly for riding in unheated cars, either on outbound or return trips."

Freight Train Hits Another Near Lilly

Attoens, Pa., Oct. 29.—All four tracks of the Pennsylvania Division were blocked, three cars were wrecked and the roadbed damaged slightly yesterday, when a preference train, hauled by engine 3648, crashed to the rear end of extra 2475, near Lilly Station.

The train was composed of empty cars and was headed by engine 3648 when the crash came. Trainmen aboard the first train escaped from the car and avoided injury. Their train was proceeding at fair speed.

Gallitzin and Conemaugh wreck for several miles. The cause of the collision had not been determined last night. Traffic was impeded several hours. Both trains were west-bound.

Government Railroads May Pool With Independents

Washington, Oct. 29.—Permission to railroads under Federal control to establish new joint rates and charges in combination with independent controlled roads, without application for authority, though, of course, subject to review, was voted by the Interstate Commerce Commission yesterday at the request of the Railroad Administration. It has been necessary to obtain permission in advance for each rate so established.

Penny Advance Pleases Thousands of Stockholders

Philadelphia, Oct. 29.—Pennsylvania Railroad, Inc., resulted in a 1 cent advance in the price of its common stock, and Norfolk and Western, the four big railroads in which local capital chiefly is interested, got up to a high mark for the first time in the early trading last week, but they fell back later along with the general market. The money market has imposed its restrictions to be put on speculative credits. However, the advance was welcomed, and especially to Pennsylvania Railroad's thousands of small holders was the upward movement gratifying.

Fall From Train Ends in Death For Reading Boy

Mark William Gehris, a Reading youth, aged 15 years, fell from a moving freight train at the Fifth street crossing of the Reading Railway, at Lebanon, and was thrown under the wheels, crushing the left leg, which several hours later resulted in death. The accident occurred Sunday afternoon and shortly before 5 o'clock he passed away in the Good Samaritan Hospital, Lebanon.

Standing of the Crews

HARRISBURG SIDE
Philadelphia Division—The 110 crew first to go after 1 o'clock: 351, 131, 125, 124, 123, 122, 121, 120, 119, 118, 117, 116, 115, 114, 113, 112, 111, 110, 109, 108, 107, 106, 105, 104, 103, 102, 101, 100, 99, 98, 97, 96, 95, 94, 93, 92, 91, 90, 89, 88, 87, 86, 85, 84, 83, 82, 81, 80, 79, 78, 77, 76, 75, 74, 73, 72, 71, 70, 69, 68, 67, 66, 65, 64, 63, 62, 61, 60, 59, 58, 57, 56, 55, 54, 53, 52, 51, 50, 49, 48, 47, 46, 45, 44, 43, 42, 41, 40, 39, 38, 37, 36, 35, 34, 33, 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

Brakemen for 110, 123, 175, 174, 173, 172, 171, 170, 169, 168, 167, 166, 165, 164, 163, 162, 161, 160, 159, 158, 157, 156, 155, 154, 153, 152, 151, 150, 149, 148, 147, 146, 145, 144, 143, 142, 141, 140, 139, 138, 137, 136, 135, 134, 133, 132, 131, 130, 129, 128, 127, 126, 125, 124, 123, 122, 121, 120, 119, 118, 117, 116, 115, 114, 113, 112, 111, 110, 109, 108, 107, 106, 105, 104, 103, 102, 101, 100, 99, 98, 97, 96, 95, 94, 93, 92, 91, 90, 89, 88, 87, 86, 85, 84, 83, 82, 81, 80, 79, 78, 77, 76, 75, 74, 73, 72, 71, 70, 69, 68, 67, 66, 65, 64, 63, 62, 61, 60, 59, 58, 57, 56, 55, 54, 53, 52, 51, 50, 49, 48, 47, 46, 45, 44, 43, 42, 41, 40, 39, 38, 37, 36, 35, 34, 33, 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

Engineers for 110, 123, 175, 174, 173, 172, 171, 170, 169, 168, 167, 166, 165, 164, 163, 162, 161, 160, 159, 158, 157, 156, 155, 154, 153, 152, 151, 150, 149, 148, 147, 146, 145, 144, 143, 142, 141, 140, 139, 138, 137, 136, 135, 134, 133, 132, 131, 130, 129, 128, 127, 126, 125, 124, 123, 122, 121, 120, 119, 118, 117, 116, 115, 114, 113, 112, 111, 110, 109, 108, 107, 106, 105, 104, 103, 102, 101, 100, 99, 98, 97, 96, 95, 94, 93, 92, 91, 90, 89, 88, 87, 86, 85, 84, 83, 82, 81, 80, 79, 78, 77, 76, 75, 74, 73, 72, 71, 70, 69, 68, 67, 66, 65, 64, 63, 62, 61, 60, 59, 58, 57, 56, 55, 54, 53, 52, 51, 50, 49, 48, 47, 46, 45, 44, 43, 42, 41, 40, 39, 38, 37, 36, 35, 34, 33, 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

Conductors for 110, 123, 175, 174, 173, 172, 171, 170, 169, 168, 167, 166, 165, 164, 163, 162, 161, 160, 159, 158, 157, 156, 155, 154, 153, 152, 151, 150, 149, 148, 147, 146, 145, 144, 143, 142, 141, 140, 139, 138, 137, 136, 135, 134, 133, 132, 131, 130, 129, 128, 127, 126, 125, 124, 123, 122, 121, 120, 119, 118, 117, 116, 115, 114, 113, 112, 111, 110, 109, 108, 107, 106, 105, 104, 103, 102, 101, 100, 99, 98, 97, 96, 95, 94, 93, 92, 91, 90, 89, 88, 87, 86, 85, 84, 83, 82, 81, 80, 79, 78, 77, 76, 75, 74, 73, 72, 71, 70, 69, 68, 67, 66, 65, 64, 63, 62, 61, 60, 59, 58, 57, 56, 55, 54, 53, 52, 51, 50, 49, 48, 47, 46, 45, 44, 43, 42, 41, 40, 39, 38, 37, 36, 35, 34, 33, 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

Engineers up: Rathfon, McMurtrie, Ealey, Hawk, Gray, Crippard, Richards, Tiltler, Snyder, Albright.

Brakemen up: Baldwin, Shienk, Wells, Smith, Behney, Funston, Hollenbaugh, Silks, Minichan, Blair, Clay, Hanna, Killian, Jones, Cross, Haney, Bruner.

Conductors up: Ross, Hoffnagle, Crimmel.

Brakemen up: Roush, Lantz, Ewing, Baker, Richards, McAlpin, Bonsal.

Yard Board—Engineers for 4-7C, 5-1C, 5-15C, 14C, 11C, 12C, 5-15C, 16C, 17C, 15C.

Engineer up: Snell, Bartolet, Bair, Eyde, Ford, Wagoner, Miller, Roffert, McCarty, Hall, Graham.

Brakemen up: Loser, Reber, Christ, Waeis, Burns, Hoffman, Freight, Guyley, Clemm, Barley, Stuart, Kistmiller, Shawfield, Mumma, Rh