

200,000 TONS OF FOOD ON WAY TO FEED AUSTRIANS

Ships Proceed Under Sealed Orders; Await Word From Hoover

Washington, Nov. 20. — Ships carrying two hundred thousand tons of food for the populations of northern France, Belgium and Austria now are enroute to Europe. They are proceeding under sealed orders to Gibraltar and Bristol Channel ports, and on arrival will await word from Food Administrator Hoover as to their final destinations. Those going to Gibraltar are expected to proceed to Adriatic and Mediterranean ports and the others to French and Belgian ports.

One of the last acts of Mr. Hoover before sailing for Europe was to appoint a specific shipping committee, headed by Theodore Whitmarsh, of the Food Administration, to cooperate with the Shipping Board and the Commission for Relief in Belgium, in facilitating the shipment of food to the demoralized civilian populations in the countries devastated by war.

Neither the number of ships involved in the present movement, nor the proportions that would be diverted at Gibraltar for relief of northern Europe and the near east, had been learned at the Food Administration. It was stated that final arrangements for feeding the peoples freed from the yoke of German militarism is awaiting the arrival of Mr. Hoover in Europe, and the result of his survey of the situation there.

The purpose of sending some of the ships now going to Gibraltar and others to the Bristol Channel ports, it was explained, was to have immediately available at convenient ports supplies to ship quickly where Mr. Hoover finds the need to be the most urgent.

Officials here of the commission for relief in Belgium believe that the destination of the ships on their way to Gibraltar is the Port of Trieste. The ships now on their way are understood to be the first that have left American ports with food for countries other than Northern France and Belgium. It was said that more than 200,000 tons of food monthly will be required to relieve distress in Central Europe and the Near East.

Montgomery Talks on the First Governor

State Librarian Thomas Lynch Montgomery to-day spoke on the life and work of Thomas Mifflin, the first governor of the state of Pennsylvania at the November luncheon of the Pennsylvania State Society at the Harrisburg Club. Mr. Montgomery presented a number of facts taken from original sources regarding the early governor and his influence upon Pennsylvania.

Big payments of delinquent taxes and close collections by the Auditor General's Department have brought the state's revenues for the fiscal year ending with November within eight or ten per cent of the target which it may go higher. The best previous record was approximately \$25,000,000.

Congressman-at-large Thomas S. Craig to-day filed a statement showing that he had spent \$1,582, of which \$1,500 was paid to the Republican State Committee by the late Senator and John C. Euler, also candidates, filed statements showing less than \$50 spent.

Public Service Commissioners to-day heard complaints of miners' Locals from the Lehigh Traction Company. Only the respondent appeared in the hearing of the Borough of Warren against the Warren Street Railway Company. The parties did not appear in the Manhattan hearing of the complaint.

The State Defense Commission, known as the War Board, will probably have a meeting this week, and it is possible that the subject of the writing of the history of Pennsylvania in the war may be discussed. Governor Brumbaugh is said to desire to devote much of his time to this important historical effort after the conclusion of the war.

Senator John S. Fisher, of Indiana, one of the big men of affairs of Central Pennsylvania, was among the visitors to the Capitol to-day.

Plans for the midwinter food products show, to be held here during the month of January, were discussed to-day at a meeting at the State Department of Agriculture attended by state officials, including Mr. Hoover, Mr. Hershey, E. K. Hibbschman, Chester D. Tyson, T. S. Golden, J. G. Gohbach, E. P. McGowan and J. P. Dennis, interested in various activities.

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NAVIGABLE RIVER SHOWN PRACTICABLE

[Continued from First Page.]

Kiwanis Club by William H. Armstrong. They introduced the severer speakers.

Mr. Hershey said, following the meeting, that he would proceed at once to formulate his committee and to attend to the details of getting the conference together.

Continuing Major Gray said: "What of the history of the attempts to make the Susquehanna navigable? We are not the pioneers. The early settlers found in it a ready and practical means of communication and transportation. In 1764 to 1767, George Washington made a survey for the canal along the Great Lakes, urging the improvement as an important development. As early as 1768 to 1770 it was a subject of investigation and legislative action. In 1771 4,000 pounds were appropriated and the Susquehanna river was declared a public highway and a navigable stream."

"In 1834 the question came up again and a survey by army engineers was made, but the National Legislature refused to act. Maryland took up the matter in 1823 and a party of enthusiastic men made a trip from Oswego, New York state, to Harrisburg in the efforts from 1827 to 1833. From 500 to 1,400 bushels of wheat were carried down the river on one boat in these early days sometimes a distance of 300 miles. Later came the canal along its banks, mute evidence of which is still visible except where the site of the old canal is occupied by the right-of-way of the Pennsylvania Railroad. Filling up the canal was a crime. The old canal was a means at one time by which Philadelphia, New York, Wilmington, Baltimore and other towns were supplied with coal, lumber, farm produce and cattle. As recently as 1903 exhaustive study and comprehensive report on making the canal large enough to float a 2,800-ton barge will be spread out over all time to come. All future generations will derive everlasting benefit from it. It will take about two years of surveying and study and planning to form a reasonably accurate idea of the cost; but do not let us consider the cost too seriously. Do not let the balance sheet blind us or shut out the broad view of a great utility.

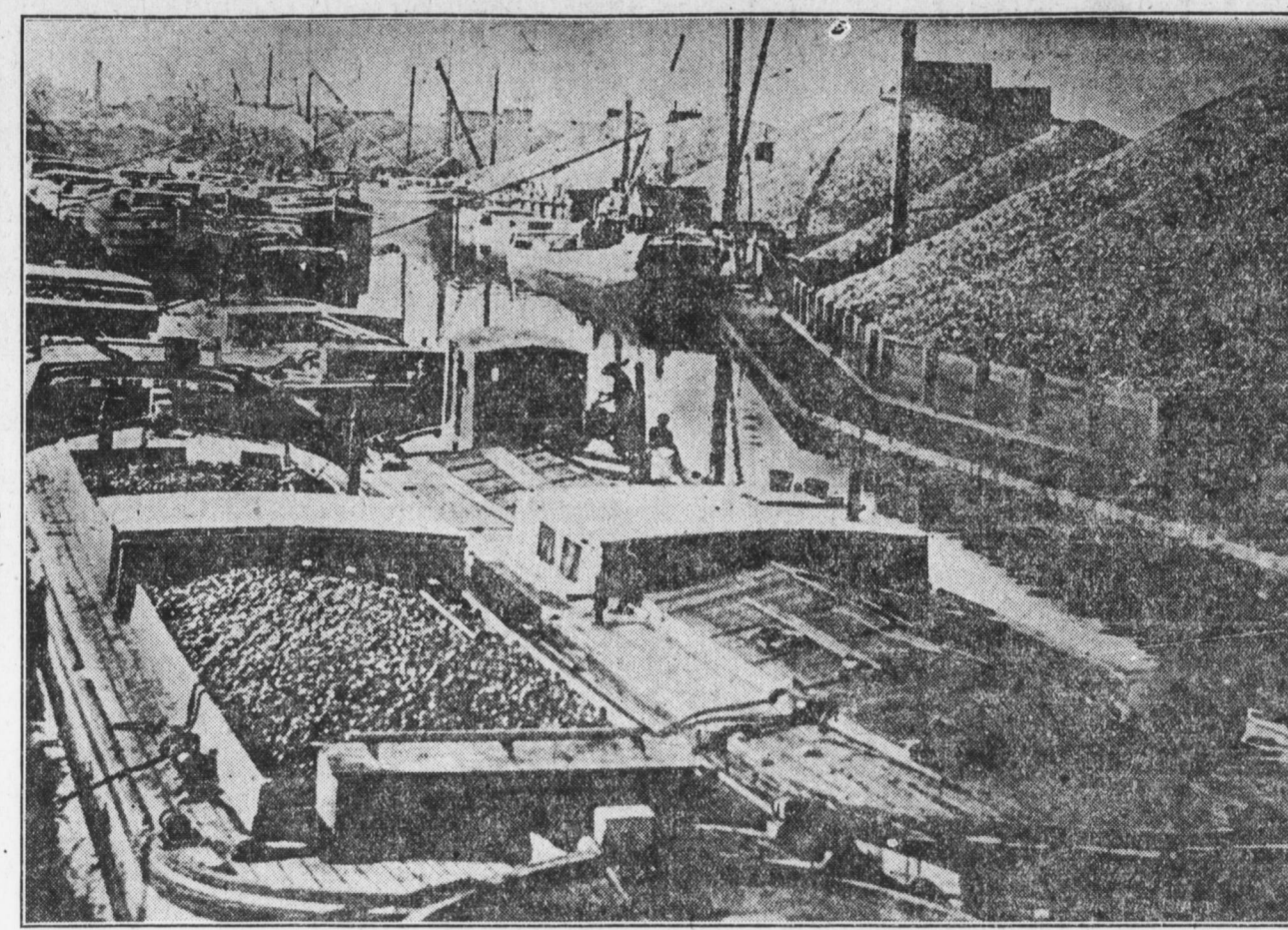
"The question is not what it costs, but what do we get for our money. The cost of a properly constructed canal large enough to float a 2,800-ton barge will be spread out over all time to come. All future generations will derive everlasting benefit from it. It will take about two years of surveying and study and planning to form a reasonably accurate idea of the cost; but do not let us consider the cost too seriously. Do not let the balance sheet blind us or shut out the broad view of a great utility.

"A Practical Utility
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"Railroads Expand
"As here we are with the history of the railroad, we are with the history of the canal. In 1903 of cogitation. We were feverishly completing and four-tracking long stretches of the Pennsylvania Railroad. The completion of the Enola yards; starting the low grade freight line along the river and across the state from Piquette to Trenton. Freight was increasing. Larger locomotives, longer trains were necessary. Additional rights-of-way were costing more, construction was becoming more expensive, so had operation. Freight charges had increased. You are paying for all this. The railroad is doing its best. They have reached their limit unless they buy additional rights-of-way. Build more tracks, more and larger bridges, more and larger classification yards, more rolling stock, more terminal facilities, more everything, all costlier than ever before, and always subject to rapid deterioration. We know it. Every business man, every working man, every housekeeper in this audience has knowledge of the failure of our transportation. It is your fault if any factory or mine cannot reach it. What is the remedy for this section of the Keystone state? The canalizing of the Susquehanna river, is it necessary? Yes. Can it be done in reasonable length of time at a justifiable cost? It can. Those are direct questions and direct answers. It is necessary to increase our transportation facilities. It is necessary for one reason only, and that is that coal, anthracite and bituminous, may be assured at lower cost and a certain supply shipped to the New England states, New York, New Jersey, Eastern Pennsylvania and Maryland."

"Cheaper Transportation
"The Eastern coast is menaced with cold and privation, their experience last winter is likely to be repeated. This Pennsylvania coal, out of coal must not be restricted by inadequate transportation, and the earnings of her people cut down. It is necessary and justifiable if for coal only.
1917—Bituminous coal \$400,000,000.
1917—Anthracite coal \$500,000,000.
Second Justification
"This is the second justification. It is over 300 miles from the mouth of the Susquehanna river to Binghamton, New York. The main stream, the north branch traverses the great central manufacturing district, the great farming district, passes through the anthracite coal regions. The West branch over 100 miles long flows through rich farming lands, touches the bituminous coal region, and large brick and stone industries. Along its banks the Susquehanna carries a large volume of traffic. It drains an area of 24,100 square miles, or 53 per cent of the total area of the state. As a freight carrier it will serve the same area. "It is a practical project and can be done. I have in mind a series of dams of sufficient height to establish levels where with a small

How Old Canal Seethed With Activity



The hundreds of members of the Pennsylvania Boatmen's Reunion Association are firmly behind the project to make the Susquehanna river navigable. The veterans of the river declare it is possible to do this work at a comparatively low cost.

Armed with a huge petition containing the names of more than 5,000 signers, Edwin Charles, secretary of the Boatmen's Association, attended the big Rotary Club meeting last night. He showed his petitions to the speakers of the evening and they were very favorably impressed. Among the material he brought with him are these pictures of bygone canal days shown in the cut. The old boat building yards at Seltersgrove and a picture showing the canalboats unloading coal at Columbia are especially interesting at this time. "The same thing can be done right now," Mr. Charles declared. I could get 20,000 names on a paper to that effect.

An interesting part of Mr. Charles' collection is a valuable table of economic distances compiled by W. C. Frick, Danville. This table shows much of interest about the proposed project.

The tracing of one car showed that it was twenty-three days in transit and the least time taken by any car followed was eight days. Taking the six cars as a whole, the average time consumed by a car in making the trip from Buffalo to New York was eleven days. Arguments, therefore, against water transportation on the ground of slow delivery are treated with impatience.

"A Large Project
"Making the Susquehanna river navigable is a large subject. It must be handled in a large way by men of vision. The very first step is to canalize the Susquehanna river, you will do it. The people of Pennsylvania this month voted for good roads. It is not a matter of good roads, but of good highways. Motor vehicles have created the necessity for good roads, freight transportation by motor vehicles is supreme. Nothing must prevent bridges, road grades and the quality of roads. Five tons is the usual maximum limit with an occasional ten-ton truck. To get the best results, good roads are absolutely necessary. At present motor truck transportation is very common in the Susquehanna river you will be able to float 2,800 tons on one boat, at an expense of less than one-half cent per ton-mile.

"This great enterprise must be entrusted to friends only. Great care must be exercised. The will of the people of Pennsylvania must be supreme. Nothing must prevent the accomplishment of this great and necessary work.
Harrisburg, the capital of our great glorious state, must lead the way."
"The history of the canals was all too short. The railroads which soon paralleled them became their rivals and their success was due to their maintenance and neglect of proper maintenance suffered them to fall into decay.
"Recent efforts to improve water transportation have been confined to the Ohio and its two principal tributaries, the Allegheny being improved for a distance of twenty-four miles above its mouth. Monongahela for 143 miles. The best evidence of the success of this work carried on by the federal government is the enormous tonnage which has already been developed.

"Mr. Zentmyer Speaks
R. A. Zentmyer, chairman of the Water Supply Commission of Pennsylvania, spoke in part as follows: "Pennsylvania has never been lacking in originality or initiative, although it has frequently failed to find a historian to record the deeds done or even an author of school books to commemorate the things with which it has been identified and has brought to completion.
"The Keystone State has always been interested in navigation. Seventeen years before Fulton drove his steamboat up the Hudson, John Fitch, of Philadelphia (in 1783), designed and constructed a steamboat with which he did a passenger business between Philadelphia and Burlington, New Jersey, a distance of twenty miles, making the trip in two hours; and in 1804 (three years before Fulton's time), Oliver Evans, also of Philadelphia, long before the time of hydroplanes, constructed an amphibious vessel mounted on wheels, propelled it by steam through the streets of Philadelphia for propellers and moved it down the river and up the Delaware to the city.
"It was in Pennsylvania, in the year 1825, that the first iron steam-

canal in New York state aroused the business interests of Pennsylvania to the threatened loss of their business and commerce supremacy and an effort was made to combat this evil by a rival system of canals reaching from the Delaware to the Ohio. The difficult topography of Pennsylvania as compared with New York made an all-water route unfeasible, so that the system as finally worked out consisted of the railroad from Philadelphia to Columbia and across the Allegheny mountains, thus bringing into existence the once-famous Portage railroad. The project came too late to forestall New York's success, although the system when completed in 1835 represented almost 600 miles of canal and 120 miles of railroad.

KIEV TORN FROM THE UKRAINIANS BY SOVIET FOES

Former Commander of Russian Armies Now Leads Captors of the City

Copenhagen, Nov. 20.—The Ukrainian government has been overthrown and Kiev has been captured by troops from Astrakhan, according to Kiev dispatches to Swedish newspapers. The Ukrainian national assembly has fled and provisional government has been established by the captors of the city, who apparently are commanded by General Denikine, lead of anti-Bolshevik forces.

The Ukraine became a republic during the disorders in Russia after the overthrow of the Kerensky government in November, 1917. There was much fighting there between the Bolsheviks and their opponents, resulting in the defeat of the Bolsheviks. The Ukrainian government made peace with Germany at Brest-Litovsk, a few days before the Russian Bolshevik government also agreed to the terms of the peace. German troops then entered the Ukraine for the purpose of carrying out economic articles of the peace treaty.

The Ukrainian government was overthrown last May and General Skoropadski became dictator under the title of hetman, but he has had difficulty in maintaining order there, although assisted by the Austro-Germans.

General Denikine formerly was commander of the Russian army on the southern front. Previous to that he had been chief of staff of the Russian armies.

Washington, Nov. 20.—Reports of the overturning of the Ukrainian government by General Denikine's anti-Bolshevik troops, received here to-day with great satisfaction for officials said it will make the work of the Allies in handling the Russian front much more simple.

It was pointed out it will be difficult to reach Russia in Europe with supplies and necessary munitions by the way of the Black Sea, which now is open to the Allies.

FIRST FLASHES OFF THE MORNING WIRE

Paris—The American representatives at the peace conference and their staffs will occupy a building on the Place de la Concorde which has been the headquarters of the American Red Cross since June.

Copenhagen—Delegates from Vienna have arrived at Berlin to negotiate a union of German-Austria with Germany.

London—The situation in the East is causing anxiety in Germany. Berlin learns a great German army is marching eastward, according to a Copenhagen dispatch to the Exchange Telegraph Company.

Basel—Announcement is made that Vienna by the Council of State that it has decided to raise the new Austrian loan from "new sources of revenue" because of the financial situation.

New Orleans—The Panama Maru, an 8,200-ton steamer of the Osaka Shosen Kaisha, one of the largest Japanese steamship companies, arrived at this port last night, marking the beginning of actual service of the first regular steamship line ever operated between New Orleans and Japan.

Berna—Arrangements have been made for the transportation of 100,000 Italian prisoners of war from Austria and Germany to Italy by way of Switzerland. The first of the special trains, each carrying 800 men, passed on Saturday.

CHICAGO 6-CENT FARE

Springfield, Ill., Nov. 20.—The state public utilities commission yesterday authorized the elevated railways, of Chicago, to charge a 6-cent fare until December 1, 1919. The company had asked a 7-cent fare.

Dives, Pomeroy & Stewart

Dinner Sets, China Cut Glass and Savory Roasters Among the Needs of Thanksgiving Day

The deeper significance of this Thanksgiving Day with its celebration of the close of the war will bring whole hearted thankfulness, and as the dinner is one of the pleasurable features of the day a timely survey of things needed to make it a success is of first importance. The Basement Section offers every needed thing in the service of the dining room and kitchen.

Dinner Sets

42-piece gold decorated and colored border Dinner Sets, new and attractive shapes. Special **\$4.50**

42-piece white and gold decorated Dinner Sets, complete service for six, octagon shape. Special **\$4.75**

100-piece Dinner Sets in dainty floral decorations, gold lines, attractive shapes, bread and butter plates included **\$16.98**

100-piece Dinner Sets in conventional design, border and gold traced, bread and butter plates included **\$17.98 and \$18.95**

Open Stock China

Open stock China in American porcelain, English porcelain, Japanese and French China.

Blue Bird Decoration—
42-piece Sets, **\$7.35**
70-piece Sets, **\$13.60**
100-piece Sets, **\$20.85**

Coba's blue border, double gold lines, color traced handles—
42-piece Sets, **\$11.25**
70-piece Sets, **\$20.70**
100-piece Sets, **\$31.00**

Decorated English Porcelain Dinner Sets, 100-pieces, **\$29.70 to \$45.35**
Nippon China Dinner Ware in sets and open stock, 100-pieces, **\$52.15, \$65.00 and \$74.25**

Odd China at special prices—
All sizes of Plates, **10c**
Cups and Saucers, **15c and 25c**
Vegetable Dishes, **25c**
Sugar Bowls, **25c**
Fruit and Dessert Saucers, **10c**
Decorated Covered Dishes, **50c**
Individual Butters, **3c**

Odd lot of Decorated Turkey Platters at less than half price. Special **69c**
White Turkey Platters, 14x16 inches, \$1.00 and \$1.40 values. Special **49c**
China Cups and Saucers in assorted decorations **25c and 35c**

Turkey Platters

Decorated Turkey Platters at less than half price. Special **69c**
White Turkey Platters, 14x16 inches, \$1.00 and \$1.40 values. Special **49c**
China Cups and Saucers in assorted decorations **25c and 35c**

Cut Glass

* Heavy blanks, mitre cuttings, 8-inch nappies, sugar and cream, vases and syrup jars, **98c**
Footed Comports, **\$1.98**
3-pint Water Pitchers, **\$1.75**

Sugar and Creams, **\$1.98 to \$4.50**
Large Size Bowls, **\$3.75, \$5.00 and \$6.98**
Flower Vases, **\$3.98, \$4.50, \$4.98 to \$10.98**
Baskets, **\$2.98, \$3.50 and \$6.50**

Savory Roasters

Savory Roasters, **\$8c, \$1.50, \$2.25, \$2.50 to \$5.98**
Grey enamel round Roasters, **75c**
Blue steel Savory Roasters, **98c to \$1.50**
Dark and Boarding House size, **\$3.50**
Hotel blue enamel Savory Roasters, **\$2.25**
White enamel Savory Roasters, **\$2.50 and \$2.98**
Aluminum Roasters, **\$4.98 and \$5.98**
Weaver Aluminum Roasters, **\$5.25, \$6.35 and \$7.25**

Carving Sets

Carving Sets, **\$2.98, \$3.50 to \$9.98**
Butcher Knives, **45c, 50c to 75c**
Casserole in nickel frame, **\$1.53 to \$7.00**

Dives, Pomeroy & Stewart, Basement