

ENGLISH TAKE UP FINANCES

Launch Campaign For Administrative Economy; Proposal to Reduce Navy

London, Tuesday, Sept. 2.—The campaign for administrative economy is gaining momentum daily. Andrew Bonar Law, government leader in the House of Commons, and J. Austin Chamberlain, chancellor of the exchequer, came to London to-day especially to hold a meeting of the cabinet which included Earl Curzon, president of the council and government leader in the House of Lords and George Nicoll Barnes, minister without portfolio. It is understood that the discussion was centered around national finance. There is much talk of a possibility

that Mr. Chamberlain may present a new interim budget, but this is considered quite improbable. Answering press attacks upon Mr. Bonar Law, Premier Lloyd George has sent a message to newspapers here declaring it would be grossly unfair to attribute continued war expenditures to any particular member of the government. Wants to Scrap Warships The demand of Baron Fisher, of Killarone, former first sea lord, for the virtual scrapping of the navy, half of which is already obsolete, on the ground that a big navy is not required now that Germany has been defeated, has been printed in all the newspapers here and has caused a great sensation. Naval experts who have been consulted consider that Baron Fisher's proposal is much too drastic and fears are expressed that there is imminent a great fight between the advocates of a small and a big navy. Sir Percy Scott, who, as rear admiral, was formerly in command of the first cruiser squadron, considers that the larger battleship is doomed and that money devoted to building these ships could be better employed in other ways. He does not, however, agree with all of Baron Fisher's conclusions.

THIS WOMAN FOUND HEALTH

And Escaped an Operation by Taking Lydia E. Pinkham's Vegetable Compound.



Hazlehurst, Ga.—"I have used your remedies for only ten months, and they saved me from an operation. Before I took Lydia E. Pinkham's Vegetable Compound I was so ill from a female trouble that I was forced to stay in bed for a week at a time with weakness and pain, but your medicine has done so much for me that I am recommending it to all suffering women. It certainly is a great medicine and is a sure road to health for women. You may publish this letter if you like."—Mrs. W. C. LITTLE, R. F. D. 2, Hazlehurst, Ga. Women who suffer from headaches, nervousness, backache, the blues and other symptoms of a functional derangement should give this famous root and herb remedy, Lydia E. Pinkham's Vegetable Compound, a trial. For forty years it has been overcoming such ailments of women after other medicines have failed. If you want special suggestions in regard to your condition, write Lydia E. Pinkham Medicine Co., Lynn, Mass. The result of long experience is at your service, and your letter will be held in strict confidence.

INTERESTING RAILROAD NEWS

Railway Labor Leaders Asking for Government Ownership



Left to right, Miles G. Dawson, W. G. Lee, W. S. Carter, W. S. Stone and A. B. Garretson, the big five in the labor unions engaged in the operation of the railways in the United States.

REPORT SURPLUS FOR RAILROADS

First in Many Months Under Government Operation; Some Figures

Washington, Sept. 3.—For the first time in many months, government operation of the railroads in July showed a surplus instead of a deficit. Director General Hines announced to-day that preliminary figures of the month's business indicated net operating income of \$77,000,000. After allowing one-twelfth of the annual rental due the railroad companies the net gain is about \$2,000,000 as compared with a deficit of \$22,031,000, the preceding month, and \$65,000,000 in February, the largest deficit of the year. The net loss to the government for seven months is \$290,526,307. In calculating the surplus, however, no account was taken of the wage increase offered the shoptmen, and which has not yet been accepted by them. It has been estimated that the four cents an hour advance would amount to about \$45,000,000 a year, and as it is retroactive, the surplus for July may become a deficit of approximately the same amount.

TICKET AGENT ON HONOR ROLL

William H. Henderson Retires After Long Service; Has Many Friends

With a record of 52 years and eight months, William H. Henderson, ticket agent for the Pennsylvania Railroad in this city, has retired. He was officially placed on the Honor Roll on Monday. His last duties were on Sunday, August 31. Mr. Henderson is one of the best known Pennsy employees in the east. He also has a wide acquaintance in the west, and is known to almost every passenger agent in the United States. It has been often said that "Billy" Henderson's friends would make a big army. He has come up with the big Pennsy system, and is numbered with the pioneer ticket agents. Mr. Henderson was born at Bryn Mawr, August 19, 1849, and retires on the full age limit, 70 years. On December 26, 1866, he began as a freight clerk in this city. On November 1, 1872 he was made a ticket clerk at the old Pennsylvania Railroad passenger station, and on August 26, 1891, was made local ticket agent. This position he has held ever since. Arranged Many Trips This veteran has served under many superintendents and has witnessed many changes in the handling of tickets. If it could be estimated as to the number of tickets he has sold in his career, it would run into the millions. There was a time when local ticket agents made out trips for passengers, and in this line Mr. Henderson has made a great record and has directed tourists to all parts of the world. Planned Excursions He also arranged many excursions and picnics for local organizations, and many times gave his personal attention to special tourist parties, looking after the train accommodations, and arranging the details for them at the points where they stopped. Cumberland Valley passengers know Mr. Henderson and his popularity on this line extends over the entire system. He has always been recognized as an efficient, obliging and courteous official, and he will be missed by many hundreds of patrons of the Pennsylvania Railroad. It is Mr. Henderson's intention to continue his residence in Harrisburg. His address is 111 South Front street, where he has resided for a long time.

Flagmen for 106. Brakemen for 118, 122, 102. Yard Board.—Engineers for 145, 2nd 102, 3rd 102, 1st 126, 2nd 129, 3rd 129. Firemen for 137, 3rd 129, 2nd 104. Engineers up: Curtis, D. K. Hinkle, Holland, J. Hinkle, Sheaffer, D. L. Fortenbaugh, McNally, Feese, Herron, Ewing, R. H. Fortenbaugh. Firemen up: Swigart, Shuey, Coldron, Holmes, Boyer, Snyder, Garlin, Albright, Conley, Metz, Kiff, Rider, Kensler, Morris, Cashman. PASSENGER SERVICE Middle Division.—Engineers up:

H. J. Johnson, T. B. Heffner, J. Crimmel, L. H. Riedorf, C. Hollenbaugh, J. W. Burd, W. G. Jamison, W. E. Turbett, S. H. Alexander, F. F. Schreck, H. E. Cool. Engineers wanted for none. Firemen up: H. W. Snyder, A. M. Zeiders, P. E. Gross, A. L. Reeder, V. E. Scholley, E. F. Gunderman, H. C. Bender, E. H. Wright, J. R. Weibley, A. H. Kuntz, W. E. Hoffer, H. W. Fletcher, R. Simmons, R. F. Mohler. Firemen wanted for 29, 23 and 31. Philadelphia Division.—Engineers up: C. E. Albright, C. B. First, H. Smeltzer, E. C. Snow, J. C. Davis, W. O. Buck. Engineers wanted for none. Firemen up: F. H. Young, W. F. Kearney, J. Lenig, H. Bleick, F. L. Floyd, B. W. Johnson. Firemen wanted for M-23, P-38.

Railroad Notes

General chairman of the Order of Railroad Telegraphers in the United States and Canada, opened a week's conference at St. Louis to arrange a new wage scale and standard working conditions. East bound traffic was tied up for several hours and three Pullman cars were badly damaged, when the drawhead on the locomotive of train No. 214, leaving North Philadelphia for New York, pulled out just as the train was passing Bristol station on the New York Division. Employees of the Sunbury Division of the Pennsy are holding a "No Accident Week" starting on Labor Day and ending next Sunday. In a recent campaign on 70 railroads, 63 of them had a perfect record, and it is hoped that the Sunbury division of the Pennsy will have an equally good record. F. M. Emerick, Pennsylvania Railroad passenger freight and baggage agent, at Mapleton, has been appointed to the same position at Millfin and O. G. Donnelly is appointed to succeed him at Mapleton. R. E. Wolfert has been acting agent at Millfin and he will resume his regular duties as assistant.

Egypt Celebrates Act Attributed to U. S. Calling For Its Independence

By Associated Press. London, Sept. 3.—Great enthusiastic demonstrations were held at Cairo and Alexandria on Saturday and Sunday in consequence of the receipt of a telegram declaring that the foreign relations committee of the United States Senate had declared that Egypt should be independent, according to a Cairo dispatch to the Daily Mail. It is said that Saide Pasha Zagloul, head of the Egyptian national deputation in Paris, was the author of the telegram to Cairo. No action has been taken by the foreign relations committee of the Senate regarding Egypt that would seem to warrant demonstrations in that country. The committee recently gave a hearing in which the

claims of the Egyptian nationalists were voiced, but no further action has been taken by the committee.

A Perfect Complexion

Dark Skin, Pimples, Large Pores, Blackheads, Freckles, etc., should be treated, not covered. Paints and Powders close the pores. Treatments by a specialist are very expensive. A simple treatment that acts like magic can easily be made by any person. Just get two ounces of ordinary Cutol at your drug store, dissolve it in half pint of Witch Hazel, and bathe the face, neck and arms. This mixture acts immediately, makes the skin a soft, youthful white, removes all shine, and by its harmless antiseptic action Pimples, Blackheads, Large Pores, Freckles, etc., yield quickly. One application lasts the entire day and is imperceptible.—Adv.



Cuticura Hair Is Usually Thick and Healthy

Start him right if you wish him to have thick, healthy hair through life. Regular shampoos with Cuticura Soap will keep his scalp clean and healthy. Before shampooing touch spots of dandruff and itching, if any, with Cuticura Ointment. A clean, healthy scalp means good hair. Dust children's skin with Cuticura Talcum, an especially scented baby, skin and face powder. At all druggists' 25c.



The Final Tribute

to the departed is the monument erected over his or her resting place. Let that tribute be a fitting one—you can do no more, no less. May we erect this monument for you? Plan submitted and exact cost. Look over our monument design book, also our stock of finished work. Cemetery Lettering I. B. Dickinson Granite, Marble, Tile and Bronze 505-13 N. THIRTEENTH ST. Harrisburg, Pa.

ASKIN & MARINE CO. 36 North Second Street—Corner Walnut Buy That School Suit Here! You Don't Need The Cash Come In Corner Entrance Open a Charge Account Come In Corner Entrance SCHOOL-TIME IS HERE and that active, energetic boy needs a good serviceable school suit—a suit that will stand all the rough hard wear he can give it. Perhaps you desire something that can be worn on Sunday and on "dress" occasions—both kinds are included in our large selection. -- CASH OR CONVENIENT PAYMENTS -- BOYS' NEW FALL SCHOOL SUITS \$9.95 and gradually up to \$16.50 The values we offer in these suits are remarkable and every mother and father should take advantage of this opportunity to clothe the boy at a great saving. There are cassimeres, serges, corduroys and mixtures and the styles are those that will appeal to every boy. Askin & Marine Co. 36 North Second Street—Entrance Corner Walnut

Standing of the Crews HARRISBURG SIDE Philadelphia Division.—The 111 crew to go first after 4 o'clock: 109, 129, 122, 104, 119. Engineers for 109. Firemen for 120. Flagmen for 122. Brakemen for 111, 109, 120, 104 (2). Engineers up: Ryan, Whitehead, Broadacher, Ream, Brinkley, Andrews, Geiger, Blankenhorn. Firemen up: Solleck, Northcutt, Farmer, Duthey, Fry, Kintz, Willard, Frank, Straub, Moffatt, Hart, Leach, Stricker, McCune. Brakemen up: Schreffler, Welbuer, Cook, Weaver, Zellora, Kennedy, Clark, Beard. Middle Division.—The 16 crew to go first after 1:30 o'clock: 26, 25, 15, 31, 35, 36, 29, 27, 250. Engineers wanted for 25, 35, 27. Firemen up: 25, 35, 27. Conductors for 27. Flagmen for 25. Brakemen for 26, 25, 31, 35, 36. Engineers up: Missy, Loner, Rathfon, Krepps, Brink, Beverlin, Snyder, Hawk, Crammer, Earley, Rows, Cook, Tussey, Fisher. Firemen up: Wright, Rumberger, Myers, Leenberg, Delancey, Buss, Peters. Conductors up: Dottrow, Corl, Crimmel, Bennett, Hoffnagle. Brakemen up: Hildebrand, Johnson, Robb, Steinger, Darr, Lauver, Hawk, Hollenback, Roddy, Hoffman, Forbes, Lupp, Dennis, Eers, McKuntz, Baker, Mathias, KIR, Reinecker, McCadden, Roush, Deaner, Fultz, Roebuck, Manning. Yard Board.—Engineers wanted for 3, 7C, 11C, 28C, 29C. Firemen wanted for 6C, 11C, 12C and 22C. Engineers up: Myers, Hoffmann, Buffington, Amman, Miller, Biever, Myers, Boyls, Shipley, Crow. Firemen up: Kiner, Whitehelo, Dearoff, Paul, Ross, Sourbeer, E. Kruger, Mensch, Mell, Engle, W. C. Kruger, Henderson, Selway, Gilbert, N. Lauver, Dill, Gounjey. ENOLA SIDE Philadelphia Division.—The 225 crew to go after 3:45 o'clock: 245, 204, 206, 241, 237, 233, 239, 205, 211, 248, and 217. Engineers for 225, 233, 239, 205, 211. Firemen for 245, 204, 241, 205. Conductors for 225, 233, 217. Flagmen for 245, 243. Brakemen for 204, 241, 237, 233. Conductors up: Miller, May. Brakemen up: Davis, Renshaw, Eshleman. Middle Division.—The 120 crew to go first after 2 o'clock: 107, 118, 106, 119, 122, 102, 117, 228, 229. Engineers for 118, 102. Firemen for 120, 114.

Ludendorff Tells Why Germany Was Beaten! His Startling Story Begins Sunday, Sept. 7 in the Philadelphia PUBLIC LEDGER FOR two years Ludendorff ruled as dictator—a sinister power behind the German throne. His hands reached into the very vitals of the spy system. At his order whole Belgian cities were deported and millions of German soldiers sent to their death. Why? Read— LUDENDORFF'S OWN STORY This brutally methodical general—willing to sacrifice every one but himself for colossal military "victories"—now applies this same cold power of analysis to the German side of the war. His writings, authentically translated, will appear serially for ten weeks in the Public Ledger. Ludendorff explains in accurate detail the submarine situation, describes the weakened morale of the German people and throws new light on the Mexican intrigue. He frankly and openly confesses the German mistakes at the Marne, Ypres, Arras, Aisne, Cambrai, Verdun and along the Somme. Ludendorff's stirring book is but one of the many news features which daily attest the superior enterprise of the PUBLIC LEDGER If you do not receive the Public Ledger regularly send this coupon Public Ledger Co., Independence Square, Philadelphia, Pa. Inclosed find \$2.00 for ten weeks' daily and Sunday subscription to the Public Ledger—including all Ludendorff installments, all supplements, color page, etc. Name Address