

NEWS OF STEELTON

STORM STOPS MEETING AT THE TABERNACLE

Patter of Rain Drops on Roof Makes Audience Unable to Hear Mrs. C. E. Hillis Talk Last Evening—Announcement of Church Services

When the storm was at its height last evening Mrs. C. E. Hillis, who was delivering an address to a large crowd of persons in the tabernacle, was compelled to stop speaking, owing to the great noise made by the heavy rain dropping on the roof of the tabernacle.

The Rev. C. E. Hillis will address a meeting for men only in the tabernacle to-morrow afternoon at 2.30 o'clock. At the same hour Mrs. Hillis will speak to a gathering of women only in Centenary U. B. church.

Next Tuesday night will be Christian Endeavor night. All such societies in Dauphin and nearby counties are invited. Mrs. C. E. Hillis will be the speaker at the morning service in the Main Street Church of God to-morrow.

Centenary U. B.—The Rev. A. K. Weir, pastor, 10.45. "The Character and Mission of the Church." Sunday school at 9.30. Women's meeting at 2.30, conducted by Mrs. Hillis.

St. John's Lutheran.—The Rev. George N. Lauffer, pastor, 10.45. "Led by the Spirit." 7.30. "The Ending of a Good Man." Sunday school at 9.30. 6.30. Intermediate U. B.

TRANSFER EXERCISES

Program was Promptly Rendered With Large Crowd Present

The program rendered by the pupils of the grammar school at the annual transfer exercises, held in the High school auditorium last evening, was given without a flaw and proved to be one of the most entertaining affairs of its kind since transfer exercises were first introduced.

John William Grimes, who had attended a session of the legislature just recently, gave a vivid description of how the signs appeared.

COMMITTEES WILL MEET

General Meeting of Picnic Workers Will Be Held Monday

The general committee with the various sub-committees representing the several Sunday schools of the borough in the union picnic to be held at Mount Gretna, June 17, will meet in St. John's Lutheran church on Monday evening at 8 o'clock.

Carnival Announcement

Wat weather yesterday prevented the erection of booths and tents designed to be used by the local Civic Club in holding its street carnival to-day.

PERSONALS

J. Bruce O'Brien, of the borough, employed until recently at Newark, N. J., has resigned and left last evening for Havana, Cuba, where he has accepted a position with the Spanish American Steam Corporation.

street, has returned from Martinsburg, W. Va., where she spent several weeks with friends.

STEELTON NOTES

The Firemen's Relief Association of the borough held its monthly business meeting in the Citizens' fire engine house last evening.

A small blaze, caused by the upsetting of an oil lamp at 445 Lincoln street last evening about 8.30 o'clock, was promptly extinguished by members of the Citizens' and Paxtang Hook and Ladder companies, who responded to a telephone alarm.

Music at St. John's

The following music will be rendered at St. John's Lutheran church to-morrow morning: "Let Not Your Heart Be Troubled," by Simper. Evening, quartet, "Light of the World," by Hatton; anthem, "Great Is the Lord," by Packard.

NEW CUMBERLAND

Mrs. Nellie Bogner Dies After a Brief Illness

Special Correspondence

New Cumberland, May 22.—George Beckley is having a pair of houses built on Fourth street.

Yesterday afternoon John K. Fisher, an aged resident of New Market, had a stroke in John Watts' barber shop. He was taken home and medical aid summoned.

Mrs. Nellie Bogner, aged 33 years, died this morning after a brief illness resulting from a paralytic stroke.

Harry Forry, of Blue Island, Ill., who has been visiting his parents, Mr. and Mrs. John Forry, left for home yesterday.

Robert Glass moved into one of Mrs. Addie Fulton's houses on Third street this week.

Miss Bertha Rodgers, of Harrisburg, spent several days with her sister, Mrs. Sherman, here.

Mrs. Joseph Thorley and daughter, of Marsh Run, called on Mrs. F. E. Taylor last evening.

Church services to-morrow as follows:

Baughman Memorial M. E. church, Sunday school at 9.15. Preaching at 10.30 a. m. by Roy Fasick, student for the ministry and senior at Dickinson College, Ephrata League at 6.30.

Rev. J. V. Adams, pastor, will preach at 7.30 the baccalaureate sermon before the senior class of the High school, the chorus choir, H. W. Buttorf leader, will render two anthems, "Let There Be Light" and "Oh That Salvation Were Come."

Mrs. William Keister and Parker McAfee will sing a duet, "One Sweetly Sings a Throat."

Trinity U. B. church, Sunday school at 9.30. Preaching at 10.30. Jr. C. E. at 2 p. m. Christian Endeavor at 6 p. m.

First Church of God, Sunday school at 9.15. Sermon by the pastor, the Rev. S. N. Good to B. P. Eisenberger Post No. 462, G. A. R. at 10.30. Christian Endeavor at 6.30.

St. Paul's Lutheran church, Sunday school at 9.30. Preaching by the pastor, the Rev. A. G. Wolf, Christian Endeavor at 6.30.

St. James' Catholic.—The Rev. J. C. Thompson, rector, Law mass at 8 a. m. High mass at 10 a. m. Sunday school at 2 p. m. Vespers and benediction at 7.30 p. m.

East Steelton Church of God—Praise service at 9.30 a. m. Preaching at 10.30 a. m. Sunday school at 2 p. m. Junior Christian Endeavor at 6 p. m. Senior Christian Endeavor at 6.30 p. m. Evening service at the tabernacle.

Trinity Episcopal.—The Rev. S. H. Rainey, rector, Holy Communion at 8 a. m. Sunday school at 10 a. m. Sermon and Holy Communion at 11 a. m. Evening prayer and sermon at 7.30 p. m.

St. James' Catholic.—The Rev. J. C. Thompson, rector, Law mass at 8 a. m. High mass at 10 a. m. Sunday school at 2 p. m. Vespers and benediction at 7.30 p. m.

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THE STEAM ENGINE

Its History a Romance of Philosophy and Mechanics.

UNCLE SAM'S FINE EXHIBIT.

The National Museum at Washington Shows the First Crude Machines Made as Well as Originals and Models of the First Locomotives.

Probably no museum collection in the world better illustrates the development of the steam engine, particularly the locomotive, than the exhibit of the United States National museum at Washington, which includes two of the earliest original locomotives and numerous models and accessories.

The history of the steam engine is a materialistic romance without parallel in the record of human achievements. It covers the stupendous and persistent efforts of many early philosophers and mechanics who found steam a mysterious uncontrollable force and left it a comprehensible controllable factor of public service.

No one knows how long after it was observed that by holding down the lid of a kettle of boiling liquid a certain force was created, due to the compression of the steam, before any use was attempted with this newly discovered force. It is certain, however, that a sort of steam engine was exhibited in Alexandria, Egypt, about 200 years before our era began, and it was described in a work on pneumatics by Hero of Alexandria, written between 150 and 130 B. C. This machine was a rotary affair, more theoretical than practical, as were many of the results of philosophy in those days. A reconstruction of this engine in model form is in the museum exhibits.

Nothing more is to be found concerning the steam engine for centuries, a fact which is no doubt due to the lack of interest in anything which did not have to do with war or warfare implements. A book published in Rome in 1629 gives a description of Giovanni Branca's crude steam engine, showing it to have been an elementary steam turbine, with the sole defect that it lacked any appliances for making the steam follow the vanes, or buckets, of the revolving wheel, so that more of its energy might have been converted into useful work. One author in a treatise on locomotives claims that had some genius improved upon this early device the reciprocating engine would probably never have been invented, but that we would have had the advantage of our modern turbines much sooner.

The museum possesses a model of a very early machine designed by Sir Isaac Newton in 1680 which was propelled by a jet of steam projected backward against the air and a model of Denis Papin's invention of about the same time. The investigations of Savery and Papin and the successful experimental engines of Thomas Newcomen in 1705 with his piston and cylinder soon followed. Newcomen's ideas were improved by James Watt in 1769, who also introduced the high pressure engine, the condenser and later the double acting engine. The development of the engine was advanced by Cugnot, Evans, Hornblower and Murdoch. A model of the latter's engine is on display in the museum.

As the result of a wager made by a resident of Merthyr Tydfil, an important iron town of South Wales, that he could convey a load of iron nine miles by the power of steam alone Richard Trevithick made the first engine to run on rails in 1803 and won the wager for his employer the next year. Trevithick, it has been claimed, copied the stationary engine built in 1800 by Oliver Evans, an American, who was later ingenious enough to attach wheels to a scow and propel it by steam through the streets of Philadelphia in 1804. This curious contrivance, called the Orukter Amphibolis, was the first motorcar to run on American soil.

A model of Trevithick's engine is to be seen in the National museum, as is also the model of the engine employed by John Stevens in 1825 and his original tubular boiler. Other models illustrate nearly all the types which began to put in their appearance soon after 1825, when the Stourbridge Lion was built in England and shipped to America, where it was the first engine to run on full sized rails. The museum possesses not only the model of this historic engine, but the original engine itself. The other original full sized locomotive to be seen in the museum is the John Bull, built by George Stephenson & Sons of England and shipped to America for use in 1831 on the Camden and Amboy railroad. It is interesting to recall that this old relic of early railroading in America made a round trip under its own steam in 1803 from New York to Chicago, where it was exhibited at the World's Columbian exposition.

Among the models of early and historic locomotives are George Stephenson's Rocket, which was built in 1825; the B. and O. engine Tom Thumb, built by Peter Cooper in 1825; the grasshopper type engine Arabian of 1831; the Best Friend, used in 1830-1; Baldwin's Old Ironsides, constructed in 1832; the Sandusky, built in 1837, and models of engines made by Asa Whitney in 1840 and G. A. Nicholls in 1848. Besides the two locomotives and the numerous engine models, there are in the exhibit coach and car models, sections of rails, spikes, wheels and models and parts of valves, pistons and other early accessories pertaining to locomotives and railroads.

Perhaps the Germans at Ypres meant to shoot those Canadians full of holes anyway and thought it more merciful to put them into a "twilight sleep" first.

Early crop cucumbers at 12 cents apiece suggest that an extra early crop sprung on the market would take the edge off from the truckmen's greed.

73 PERISH IN R. R. HORROR IN ENGLAND

Continued From First Page

Glasgow crashed into them. The result was terrifying. Locomotives and cars, shattered and splintered, were hurled about in confusion.

Fire broke out and spread with great rapidity through the wreckage. It was soon burning so fiercely that the men engaged in the work of rescue were driven back. There was nothing to do but wait for the coming of the fire brigades.

These were brought up at all possible speed. Once on the scene they labored frantically to control the flames. In the end they were successful but before the fire was put out many of the travelers pinned under the wreckage of the cars and unable to make their escape were burned alive before the eyes of the helpless onlookers.

Five hundred men of one regiment were on the troop train. When the train was called after the wreck only fifty-two officers answered. Numbers of others, however, were engaged in caring for their wounded comrades.

Some of the victims were so mangled that their rescue from the wreckage was impossible. Several others who were extricated died soon after.

Doctors performed heroic services, braving the flames in their efforts to help those pinned in the tangled masses of wood and iron. One physician, Dr. Edwards, responded to the appeals of two soldiers who were imprisoned by the legs. Facing the scorching flames, he amputated both legs of one soldier and one leg of the other, and this method offered their only hope of escape. One of the soldiers died from the shock.

NEW PRINCIPAL 'SEES RED' IN OVERCROWDING PROBLEM

Professor Dibble Tells School Board He Is Pleased With Everything in Connection With His New Position, Except the High School Building

Professor Howard G. Dibble, new principal of the Central High School, in a speech before the School Board last night declared that he "sees red" for the pupils when he contemplates the overcrowded conditions of the building.

He expressed the hope of being able to do something to relieve the congestion. He thanked the board for his election and said he is pleased with the city and with the school, especially since he has met the faculty and students.

"I am pleased with everything but the building," he said, "and you cannot expect me to be enthusiastic about that. I am beginning to see red, for the pupils in the cramped quarters, are not getting the chance they ought to have."

Professor Dibble's desire is to have a structure better than the Technical High School building, he said. The new principal took up his new duties at the Central High School on Monday.

It was decided to place the new Tenth ward school house, at Tenth and Mahanog streets, well back from the street to give room for a park.

HOLIDAY ON LONDON STOCK EXCHANGE

London, May 22.—Today is a holiday on the Stock Exchange here and the Liverpool Cotton and Corn Exchanges. All exchanges in both cities will be closed Monday.

LOCAL MAN'S BILL PASSED

New York Enacts Law Which Failed in This State Two Years Ago

Announcement has been made in the city of New York that a bill, recently introduced by Governor Whitman, of New York, which provides that municipalities shall pay physicians twenty-five cents for each certificate of birth or death properly made out and filed, has been passed by the New York legislature.

WHEN THE SWEET GIRL GRADUATES

Net the Favored Fabric for Her Frock in Empire, Bodice or Bolero Fashion—Flowers Introduced for Color

New York, May 22. The question of the graduation dress is always perplexing. Here girlhood and womanhood meet, but the girl must yet be kept the girl for the one day of days when she receives the bit of parchment, which seals her school life.

In this season of revived fashions and fabrics, the problem simplifies itself some extent, for all styles are youthful. One need only visit the large stores to appreciate the variety offered in these frocks. La, la, you fair maidens, wrestling with the quibs and questions of your last examinations, you should be with me in the great metropolis!

On the spacious fourth floor of a house, devoted solely to the needs of the girl, there are mahogany cases, filled with frothy white dresses, stretching away row after row, like the battalions of an army. It is seldom you find so large an assemblage of frocks for one purpose, and age, collected in one place. Here you can be outfitted from tip to toe, with the style and suitability of the garments assured.



A Pink Rose Above the Hem Gives the Graduation Dress of Net and Taffeta a Touch of Color

At first glance, it seems the whole graduating world is to be gowned in net, so completely does the fabric dominate the collection. No doubt, it is the extremely full skirt that brings this material so noticeably to the fore; but regardless of the cause, the effect is charming in the quaint Empire, bodice and bolero dresses, showing features from old fashions such as short, puffed sleeves and narrow ruffles. Valenciennes, filet and imitation Irish crochet, repeated again and again in the trimming, reminds one forcibly of the time-honored revival of these three laces. There are frocks, too, where heavy embroidery is used in the ornamentation; others edged with half-inch shirred ribbon, and here and there a model touched with taffeta. One frock in particular of the last type has the new laced front bodice, rippling peplum, and applied hem of the silk. The guimpe, showing above and between the laces, is of bodice; the sleeves, puffed until they resemble toy balloons and the skirt, with its entire width gathered in at the waist, are of net. A half-blown rose of delicate pink, tacked above the hem, gives a touch of color, which makes the net and taffeta seem the purer white for the contrast. It might be well to add here, while speaking of the rose, that all the frocks have this bit of color and are named according to the flower they show. The model mentioned above is the rose dress; the Marguerite frock has a chain of daisies around the waist and the pansy dress, a corsage bouquet of deep purple pansies as the name implies.

These touches and trimmings are also carried out in frocks of other fabrics; introduced, perhaps, to diversify the net models or for the few who do not care for such transparent material as the net. As the styles themselves hint of old-time fashions so these textures, have their origin in the modes of from 1840 to 1850. Sheer Swiss, plain and embroidered, batiste, point d'esprit and gandy and dimis' show to good effect with Valenciennes lace. Only two really modern materials are used and these are cotton crepe and velvet.

Since so many of the schools have set the limit of three dollars for the cost of the frock, the stores also feature inexpensive fabrics by the yard, the goods draped on forms to show the various styles in which to make it up. There are dainty cross-barred dimities; Swisses, plain and embroidered batistes, voile and crepes for twenty cents a yard; nets at forty cents come seventy-two inches wide. The dotted Swiss is unusually attractive as one draper arranges it, in an Empire effect. The trimming is suggested, too. At the Dutch neck and elbow sleeves Valenciennes lace is applied; also on the skirt, in a Grecian border above the hem. Primmess, the chief charm of the frock, is again in evidence in the broad girde of moire ribbon, brought straight around the Empire waistline and finished at the back with a flat bow and long streamers.

Gloves, for the graduation frock, are generally of plain silk. Many well-to-do mothers are buying their daughters' silk gloves in place of the formal white kid; the effect is more girlish and they are much cooler for warm weather. To be sure there are fancy models shown and in good taste, too. A silk glove, pin tucked around and around the wrist, a half-inch apart, or delicately embroidered, may be worn; the new lace gloves, too, is perfectly appropriate for the girl graduate.

The medium heel on the shoes is another feature of the fashions shown for graduation that the mother, at least, will like. These appear, slightly curved in the approved French style, on slippers of white kid with colonial buckles and on white satin pumps with flowers in front to match the flower of the frock. This makes one think that the makers of slippers and the makers of frocks have held some secret sessions this season. Nor are the styles confined alone to white; black patent leather is considered equally appropriate for the graduate, especially if worn with white stockings. There is a pretty model shown with flat heel and crossed laces of ribbon, which brings to mind Crinoline days, when tiny slipped feet peeped from beneath the folds of the hoop skirt.

HORSFORD'S Acid Phosphate

(Non-Alcoholic) In summer, body and brain crave acids and phosphates. Lack of acid causes thirst, lack of phosphates causes physical and nervous exhaustion. Quench the thirst, tone and strengthen body, brain and nerves with Horsford's Acid Phosphate. A little in a glass of water makes a satisfying drink.

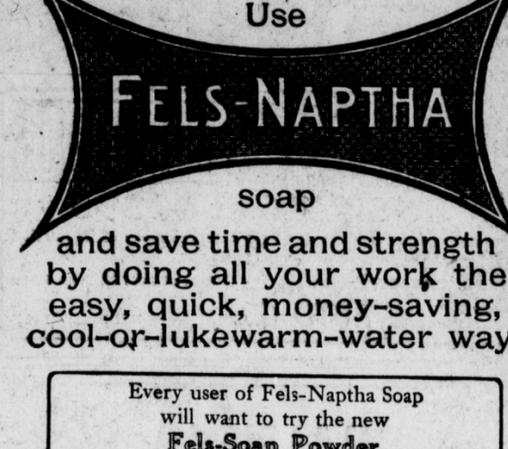
BETTER THAN SPANKING

Spanking does not cure children of bed-wetting. There is a constitutional cause for this trouble. Mrs. M. Summers, Box W, South Bend, Ind., will send free to any mother her successful home treatment, with full instructions. Send no money, but write her today if your children trouble you in this way. Don't blame the child—the chances are it can't help it. This treatment also cures adults and aged people troubled with urine difficulties by day or night.

SUMMER Drink and Tonic

Keep a bottle in your home

Make your Clothes white and clean. House bright and shining. Home happy. Family cheerful. Use



FELS-NAPHTHA soap and save time and strength by doing all your work the easy, quick, money-saving, cool-or-lukewarm-water way.

Every user of Fels-Naptha Soap will want to try the new Fels-Soap Powder.

Denison, Hennecke, Stattler, First, Shub, Burk, Downs, Sober, Young, McGuire, Supple, Brubaker, Smeltzer, Kautz, Heinman, Kennedy, Long, Powell, Albright, Layman, Grass, Seitz, Streep, McCauley.

Firemen up: Horstick, Huston, Arnsberger, Weaver, Shive, Shaffer, Robinson, Moffatt, Mulholm, Martin, Libhart, Yentzer, Cover, Parker. Conductor up: Stouffer. Flagmen up: Bruehl, Sullivan, First.

Brakemen up: Shultzberger, Collins, Knapp, Dengler, Wolfe, Allen, Felker, Campbell, Malseed, Boyd, Albright, Hivener.

Middle Division—224 crew to go first after 1.30 p. m.: 236, 216, 247, 219, 244, 202, 223, 21, 17, 24. Engineer up: Garman. Firemen up: Zeiders, Mohler, Arnold, Fletcher.

Brakemen up: Strouser, Frank, Kauffman, Henderson, Troy, Spahr, Wenrick, Stahl.

Yard Crews—Engineers up: Landis, Hoyler, Harter, Biever, Meals, Stahl, Crist, Harvey, Saltsman, Kuhn, Snyder, Pelton, Beck, Shaver. Firemen up: Bartolet, Getty, Sheets, Bair, Eyde, Ush, Bostdorf, Schiefer, Weigle, Lackey, Sholter, Snell. Engineers for 10, 12, 1st 24, 3d 24, 32. Firemen for 18, 2d 24, 32, 56.

THE READING P. H. and P.—After 11.30 a. m.: 21, 24, 1, 22, 12, 15, 9, 2, 20. Eastbound—After 12.45 p. m.: 67, 60, 51, 68, 53, 58, 57. Conductor up: Gingham. Engineers up: Massimoro, Woland, Wireman, Morrison, Sweely, Morne, Merkle, Wood, Martin.

Firemen up: Sullivan, Chronister, Stephens, Carl, Henderson, Bumbaugh, Nye, Anders, Lex, Anspach, Kelly, Zukowski, Bingham. Brakemen up: Lauks, Poxton, Machamer, Carlin, Miller, Epley, Brown, Ayres, Males, Hoover, Grimes, Zawaski.

Philadelphia Division—214 crew to go first after 1.15 p. m.: 242, 215, 205, 207, 237, 208, 213,