

# RAILROAD NEWS

## EFFORTS TO REDUCE HIGH COST OF LIVING

### Pennsylvania Railroad Agents to Take Up Plans Next Week at Altoona

Freight and passenger agents of the Middle Division, will hold their monthly meeting at Altoona, Wednesday, June 10. At this meeting plans will be discussed as to the best methods of getting produce from farms along the Middle Division, direct to the consumers, with a view to reducing the high cost of living.

At present most of the produce is bought up by hucksters, and when it reaches the consumers, the prices have been doubled. One plan suggested is to have market cars run between Altoona and Harrisburg, with the agents of the Pennsylvania Railroad acting as middlemen. The freight agents will arrange with local dealers to receive orders. This plan is similar to that adopted by the Adams Express Company at Philadelphia and other points.

Whether these market cars will be attached to local passenger trains is a question. The Altoona Gazette says: "The railroad is making an effort to reach the farmers, and at a former meeting the matter was discussed to talk the matter over with the community where food products are raised, with the object in view of getting the farmers to ship their produce to the markets so that the supply would be larger."

Big Engines Here.—Three big locomotives, built by the Erie Railroad, passed through Harrisburg yesterday, en route to Atlantic City. They will be on exhibit during the convention of the Master Car Builders' Association, now in session. These engines are of the forty-five and H-45 types and were a big attraction at the local roundhouse and Pennsylvania Railroad Station.

Special Train From West.—With 300 delegates aboard, a special train from Chicago passed through Harrisburg this morning en route to Atlantic City. On this special were master car builders and their wives. The train was an all-steel train and was hauled east by two engines.

## Standing of the Crews

**HARRISBURG DIVISION**—126 crew first to go after 4 p. m.; 127, 112, 123, 115, 111, 112, 106, 103, 125, 102, 117. Engineers for 63, 112, 113.

## TELLS SECRET OF REPEAL OF TOLLS

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for violating the confidence of the White House conference, and with Senator Tillman scolding the President for "blundering," the debate on the tolls bill drew to a close in the Senate last night.

All plans for a vote, however, waited on the pleasure of Senator La Follette, who is known to be opposed to the repeal of the tolls exemption legislation. The arena, full of delegates and against repeal.

The statements of the reasons which prompted the President to ask the repeal of the tolls exemption legislation were on the sensational.

Sensor Smith, who is a member of the Senate committee on relations with Japan, and to close diplomatic relations with Japan and Great Britain. He told of the incident of a Japanese vessel lying in the port of Vera Cruz and the attention shown them by the City of Mexico.

Senator Smith's attitude as broadly as he could that the President was driven to ask for the repeal of the tolls exemption law as a concession to the moral and diplomatic support of the power and keep Japan at bay in the Mexican situation.

Sensor Clapp, of Minnesota, Republican, questioned Mr. Smith as to the references to the delicate international relations which had been referred to by the President when he had asked for the "ungrudging support of Congress of the tolls exemption law. The President himself never has disclosed in detail what he meant by this reference.

A few moments ago, said Senator Clapp, "the senator from Michigan made the statement that if it had not been for the internal difficulties of Mexico we never would have heard of this proposition to repeal the free tolls clause. I do not know how others feel, but I certainly would be very much interested in the narration or discussion of any possible relation between the revolution in Mexico and the repeal of tolls at Panama, a thousand miles or so south of Mexico."

"The first time it was ever mentioned to any committee," answered Senator Smith, "it was mentioned by the President to a committee sitting in his office considering the Mexican situation at its acute stage, and when it was brought to the hands of our ambassador in London might be strengthened by such a course I for one protested."

"But what," asked Senator Clapp, with surprise, "had our ambassador in London to do with our relations with Mexico? That is what interests me."

"Does the senator know that England has a treaty of offensive and defensive alliance with Japan?" asked Senator Smith. "The senator from Minnesota, know of the unusual friendship existing between these two great governments."

"The senator knows that Japan at one time, not far distant, became greatly interested in the Mexican situation. He knows that the Japanese battleship paid a visit to the City of Mexico for a week. It was just at that identical moment that the administration seemed to be alarmed by the necessity of finding an ally for the settlement of the most aggravating conditions in our neighboring republic to the south."

The Senate by this time was greatly interested in the discussion, chiefly because Mr. Smith is a member of the foreign relations committee, which on one or two occasions has been summoned to the White House for a conference on Mexico.

"Then," said Senator Clapp, "we have reached that point in national decadence where we buy peace, is that it?"

"I cannot find any other motive," replied Mr. Smith. "I believe that if the truth were known the British government has been assured that

## STATE POLICE BE HERE MONDAY

### Twenty Men Detailed to Assist in the Flag Transfer Ceremonies at the Capitol

Firemen for 103, 128. Conductors for 62, 116, 126. Brakemen for 112 (two), 127. Engineers up: Kautz, Barhart, Seitz, Grass, Downs, Crisswell, Smeltzer, Buck, Plimley, Minnie, Wolfe, Hubler, First Streeter, Manley, Tennant, Young, Geesey, Kelly, Madenfort, Goodwin, McClellan, McClellan, Albright. Firemen up: Davidson, Wagner, Behman, Myers, Martin, Newman, Harts, Barton, Annenberger, Maughes, Brenner, McCurdy, Gelsinger, Myers, Kegelman, Bleich, Cover, Kestrovos, Kochenauer, Shenn, Penwell, Copeland, Reno, Wagner, Shive, Spring, Entertine, Horstlick. Conductors up: Hoar, Mohaffie. Firemen up: Harvey, Donohoe. Brakemen up: Cox, Allen, Coleman, Jackson, McIntyre, Dowhower, Watts, Shultz, Meyer, Snellman, Rupp, McGinnis, Hubbard, Brown, Stehman. Middle Division—245 crew first to go after 2:30 p. m. Laid off: 17, 21, 25, 19. Nine Altoona crews to come in. Fireman for 5. Engineers up: Briggles, Havens, Welcomer, Smith, Webster, Wlasier, Gross, Sheesley, Pottiger, Zelders, Davis, Drowett. Conductors up: Gantt, Keys. Brakemen up: Bodley. Firemen up: Peters, Hodge, Henderson, Myers, Reese, Zutt, Kerwin, Spahr, Mathias, Strousser, Werner, Fleck, Bickert. Yard Crews—To go after 4 p. m.: Engineer for 90. Firemen for 213, 90. Engineers up: 3, 12, 30, 53. Brakemen for 1, 15, 25, 36, 51, 53. Conductors up: Alton, Velt, Pennell, Gunter, Ruddy, Hinkle, Kugle, Steinhauer, Webster, Stouffer. Firemen up: Clark, Sniffer. Firemen up: Hardy, Rife, Decker, Desch, Goudy, Maseed, Shaffer, Munna, Wolfe, Fair, Roy, Cassin, Steiner, Steiner. Middle Division—238 crew first to go after 12:40 p. m.; 228, 261, 239, 214. Laid off: 103, 104, 118, 120, 107, 108, 102.

**ENOLA SIDE**—Philadelphia Division—234 crew first to go after 4:15 p. m.; 202, 230, 211, 253, 236, 227, 212, 217, 240, 203, 241, 256, 225, 237, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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