

# RAILROAD RUMBLES

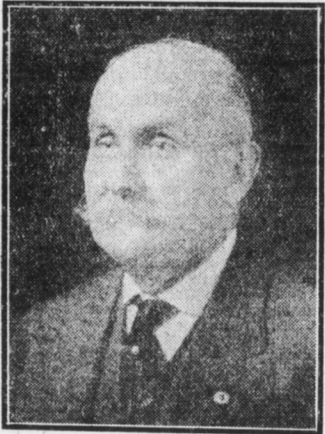
## RECORD MONTH AT LOCAL BRAKEMAN CITY P.R.R.Y.M.C.A. HAS CLOSE CALL

General Secretary Tells Directors About January Meetings; "Gym" Popular

January was a record month at the P. R. R. Y. M. C. A. Reports presented last night to the board of directors showed increased interest in all departments. The following statistics were presented by the general secretary, Frank H. Gregory:

Number of Sunday meetings, 5; attendance, 450; cottage prayer meetings, 4; attendance, 35; boy meetings, 4; attendance, 396; Maclay street meetings, 3; attendance, 80; committee meetings, 15; attendance, 74; visitors to building in 26 days, 7,150; daily average, 275; books taken from library, 60; restroom visitors, 436; shop and yard visits, 8; sick and injured visits, 114; members admitted, 41; total membership, 522; extension meetings, 2; attendance, 800; entertainment, 1; attendance, 1,200; gymnasium visitors, 520; swimmers, 683; baths taken, 1,509; basketball games, 2; bowling contests, 15.

### THE HONOR ROLL



WILLIAM M. YODER

W. M. Yoder, a former Harrisburg, was in the Pennsylvania Railroad service fifty-two years and four months. His last employment was as shop clerk at Orangeville.

William M. Yoder was born in Harrisburg, December 9, 1845. He entered the service of the Northern Central Railway as messenger in the telegraph department on May 15, 1863. He left the service on January 3, 1864, and re-entered it on April of the same year as messenger in the office of the chief engineer at Harrisburg, where he remained until April 1, 1866, when the office of chief engineer was abolished.

Mr. Yoder was later transferred to the Northern Central's Bolton shop, at Baltimore. He went to Mount Vernon in 1873 and later was transferred to Orangeville.

### January Freight Business Keeps Middle Division Busy

Freight movement over the Middle division of the Pennsylvania Railroad the month of January was the heaviest in the history of the road with one exception, the record month of October, 1915. Last month's total movement was 202,529 cars, while that of October, 1915, was 204,900 cars. The movement also shows a gain of 21,323 cars over December, 1915.

Of the total movement last month, 115,449 were loaded cars, 20,382 being westbound and 95,067 eastbound. The daily average movement was 6,533. The gain over January of 1915 was 38,747 cars.

The total movement in the previous month, December, 1915, was 196,106, with a total loaded movement of 105,828 and a daily average of 6,100.

### A Sure Way to End Dandruff

There is one sure way that has never failed to remove dandruff at once, and that is to dissolve it, then you destroy it entirely. To do this, just get about four ounces of plain, common liquid arvon from any drug store (this is all you will need), apply it at night when retiring; use enough to moisten the scalp and rub it in gently with the finger tips.

By morning, most if not all, of your dandruff will be gone, and three or four more applications will completely dissolve and entirely destroy every single sign and trace of it, no matter how much dandruff you may have.

You will find all itching and digging of the scalp will stop instantly, and your hair will be fluffy, lustrous, glossy, silky and soft, and look and feel a hundred times better.—Advertisement

## C. L. Adams Saves Life by Sticking to Fence; Wheels Touch Body

Thrills are a part of the life of a railroad brakeman. Charles L. Adams of 2056 Swatara street, employed on the Middle Division of the Pennsylvania Railroad, will vouch for this. He had his first real thrill early yesterday when he was knocked from a moving freight train, and saved himself from being ground to pieces beneath the wheels by squeezing his body close to a fence.

Adams, with his crew, was enroute east. At Lewistown Junction his train was to wait for orders. Brakeman Adams started to get off. Along the side of the track was a fence. When about to jump Adams' right foot caught between two palings, and he was thrown from the car. He fell between the rail and track fence.

The space into which the brakeman squeezed his body was small, and he could feel every wheel touch his clothing. Adams breathed a sigh of relief, and a silent prayer when the cabin car passed him. Members of the crew noticed the brakeman's sudden disappearance and expected to find him ground to pieces. They were more than surprised when the Harrisburg walking toward them related his experience. He escaped with a few scratches.

### New Advertising Chief For Pennsylvania Railroad



E. S. STEWART

E. S. Stewart, assistant advertising agent of the Pennsylvania Railroad yesterday was appointed advertising agent, succeeding the late Colonel F. N. Barksdale.

Mr. Stewart is 47 years old. He has been in the service of the Pennsylvania Railroad for 23 years. His first railroad experience was received as stenographer and clerk for the Philadelphia and Reading Railway. He entered the Pennsylvania in 1893 as stenographer of the advertising department. In 1897 he was made special advertising clerk becoming chief clerk in 1900 and assistant advertising man in 1906.

Mr. Stewart has had supervision over the preparation and printing of millions of public time tables, and direct charge of schedules of the company's limited trains.

### Suit Against Grand Chief; Engineer Asks Reinstatement

Pottsville, Pa., Feb. 2.—A suit has been brought against W. S. Stone, grand chief of the Brotherhood of Locomotive Engineers, by William A. Engle, an engineer, who claims he has been wrongfully expelled from the organization because he joined the Mutual Beneficial Association of the Pennsylvania Railroad.

Stone claims Engle violated the by-laws of the organization by joining another society. The case is regarded as a test of the right of a labor organization to restrict rights of members under the Constitution. Engle demands reinstatement.

[A similar case will be heard in Dauphin county courts within two weeks. Oliver P. Keller, president of the local branch of the Mutual Beneficial Association, has entered suit against officials of Harrisburg Division, No. 74, Brotherhood of Locomotive Engineers, charging illegal dismissal.]

### Cannot Raise Men's Wages Is Official Statement

Chicago, Feb. 2.—A formal statement of the view of the railroads as to the demands of the men for an eight-hour day was issued here yesterday by the Executive Committee of the Association of Western Railroads. The statement asserts that the demands are not in reality for a shorter day, but in effect, a request for an advance in wages which would cost the railroads of the nation \$100,000,000 a year in wages alone. This is explained by the assertion that trainmen work between terminals, not by the hour, and do not, as a matter of fact, expect to shorten their hours of rest, but to be paid for overtime over eight instead of ten hours.

The movement, says the statement, involves 300,000 men on 280,000 miles of line in the United States and Canada. A strike, which the statement says has been informally threatened by an element of the brotherhoods, would constitute the greatest industrial catastrophe the American public has ever known.

### Roads Pay Heavy Toll For Personal Injuries

Damages for personal injuries on four of the more important railroads entering Philadelphia during the fiscal year ending June 30, 1915, aggregated nearly three and a half million dollars, according to statistics compiled by the Interstate Commerce Commission and received in this city today.

The damages for the four roads aggregated \$3,385,371. The Pennsylvania system paid \$2,041,027. The Philadelphia and Reading personal injuries cost that road \$837,927; the Baltimore and Ohio system paid \$828,894, and the Lehigh Valley Railroad, \$203,377.

### Old Engineer Dies in Cab; Veteran Reading Employee

Pottsville, Pa., Feb. 2.—Sustaining a stroke of paralysis, he sat at the throttle of his locomotive in Palo Alto, John H. Dicus, a veteran engineer on the Reading Railway, yesterday died in a few minutes. He had been employed on the Reading Railway 40 years, worked on all divisions of the road and was 58 years of age.

### RETIRED PENNSY CONDUCTOR DIES IN HARRISBURG HOSPITAL

William M. Miller, aged 67 years, a retired Pennsylvania Railroad engineer, died yesterday at the Harrisburg Hospital. Death was due to a complication of ailments. Mr. Miller was a resident of Harrisburg for thirty years. The survivors are two children, John and Hattie, Harrisburg, and three brothers, Frederick, Columbia; Christian, Philadelphia, and Jacob, Harrisburg, and one sister, Mary Miller, Harrisburg. The funeral will be held Friday. Services at the home, 919 North Third street. Further arrangements will be announced later.

### RAILROAD NOTES

The Pennsylvania Railroad is building a new tower at Pottstown on the Schuylkill division.

E. N. Jones, retired passenger engineer who had been ill is convalescent.

Adam Givler, veteran ticket examiner, employed at the Pennsylvania Railroad Station, who has been off duty for six months, is improving slowly.

W. J. Rose, division freight agent of the Pennsylvania Railroad, who has been confined to his home at Locust street, with the grip is improving.

G. E. Dressell of Baltimore yesterday assumed his duties as chief plumber of the Baltimore division of the Pennsylvania Railroad.

Emanuel Shepp, track foreman, and his assistant A. S. Kope are making an inspection of track conditions between Enola yards and York.

H. Hess, freight trainmaster of the Baltimore division of the Pennsylvania Railroad was at York yesterday, and with C. E. Kendig, chief operating officer with yard officials there, relative to, freight congestions.

Reading officials yesterday made inspections at Sunbury. It is understood a new bridge will be erected at that place this summer.

Eight cars and an engine were piled up yesterday on the Tamaqua branch of the Reading Railway system, as a result of a rear-end collision. No one was injured.

Robert C. Keffer, assistant yardmaster in the railroad yards at Reading, has been appointed special duty man and will travel between Harrisburg, Reading and Allentown. L. H. Wolford of Reading will succeed Mr. Keffer as yardmaster.

Howard L. Zerr of the Lebanon Valley branch of the Reading has been made a signalman with headquarters at Reading.

The New York Central Railroad Company, formed in 1914 by a merger of 11 minor companies, in Supreme Court won its fight yesterday at Columbus, Ohio, against the opposition to the combination.

### Standing of the Crews

**HARRISBURG DIVISION**—3 crew first to go after 1:15 a. m.: 2, 19, 10, 17, 20, 4, 11. Eastbound—71 crew first to go after 10:45 a. m.: 60, 66, 56, 57, 69, 64, 52, 59. Engineers for 54, 55, 54, 9. Firemen for 55, 2, 17, 19. Conductors for 64, 66, 2, 4, 10. Flagmen for 57, 66, 69. Engineers up: Jones, Wyre, Fortney, Fetrow, Massimore, Sweely, McKie, Morrison. Firemen up: Sweely, Stormfelt Miller, Barr, Sullivan, Coyler, Keffer, Hoffman, Woland, Stoner, Alvord, Miller, McMullan, Miller, McKee. Conductors up: Stover, Alleman, Philabaum, Mentzer. Brakemen up: Leaman, Rishel, Reed, Wood, Jones, Dean, Nisley, Sullivan, Dodson, Breach, Fleming, Arney, Smith, Scott, Bittle.

### Standing of the Crews

**HARRISBURG SIDE**  
**Philadelphia Division**—106 crew first to go after 4 p. m.: 125, 121, 113, 111, 128, 127, 110, 105, 108, 130, 122, 107. Engineers for 10, 122. Firemen for 125, 110, 130. Conductors for 130, 107. Brakemen for 125, 128, 110, 130. Engineers up: Duvus, Ford, Tennant, Clark, Gebr, Blankenhorn, Baer, Shooff, Hogenotler, Buckley, Gray, Albright, Yeater, Steffy, Kautz, Dabry, Grass, Schwartz, Gemmill. Firemen up: Smith, Zoll, Seiders, Hoffman, Hepler, Klinefelter, Bisler, Hamm, Hiner, Paul, Parker, Cable, Hayes, Fisher, Howe, Farmer, Stecklick, Herman, 245. Conductors up: Gallagher, Bltner. Brakemen up: Rudy, Kilgore, Sterner, McNeill, Frank, Harmon, Ender, Welsh, Thompson, Stone, Kirk, Edwards, Renshaw, Preston, Potter, Arter, Wright, Albright.

**Middle Division**—249 crew first to go after 3:30 p. m.: 23, 35, 25, 21, 111, 29, 34, 27. Preference: 8, 1. Firemen for 23, 111. Conductors for 23, 35, 25, 21. Flagman for 35, 111, 29, 34. Engineers up: Ush, Brigles, Shirk. Firemen up: Burns, Forsythe, Steele, Wagner, Bruker, Rexroth, Malone, Trimble, Sprengle, Sheaffer. Conductors up: Anderson. Brakemen up: Williams, Howard, S. Schmidt, McNaught, Swails, Holsberger, Shively, Brown, Powell, Messimer, Farlanen, Doyle, Jr.

**Yard Crews**—Engineers for 22, 36, 5th 8, 3 three extras. Firemen for 10, 16, first 24, third 24, 26, 22, 25, fifth 10, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60. Engineers up: Snyder, Leiby, Fulton, Fells, McMorris, McDonnell, Runkle. Firemen up: Graham, Fry, Daugherty, Eyde, McKillips, Ewing, Reeder, Hitz, Peifer, Snell, Jr., Fleisler, Blotnberger, Welch, Brown, Farnham, Wagner, Richter, Keiser, Ferguson, Sis, Cumber, Cain, Williams, Wagner, Steeler, Hardy, Wilhelm, Albright, Moyer.

**ENOLA SIDE**  
**Philadelphia Division**—25 crew first to go after 3:45 p. m.: 218, 226, 247, 212, 212, 207, 255, 209, 260, 248, 222, 217, 242, 240, 208, 206, 245. Engineers for 209, 213, 236, 240, 255, 260. Firemen for 225, 240, 247, 255. Conductors for 12, 26, 45, 56, 60. Flagmen for 17, 18, 26, 45, 55. Brakemen for 6, 7, 9, 13, 17, 18, 19, 45, 48, 55, 56, 60. Conductors up: Keller, Libhart, Nicholson. Flagman up: Zorger. Brakemen up: Brenner, Wintermyer, Craner, Kearney, Whittington, Hevill, Shade, Dougherty, Hutchinson, Summy, Coder, Shaffner, Gayman, Kirk.

**Middle Division**—20 crew first to go after 3:30 p. m.: 217, 222, 197. Two Altoona crews of come in. **Yard Crews**—To go after 4 p. m.: Engineers for second 108, second 124, Exera. Firemen for 112, second 124, 122, first 102, second 102. Extras. Engineers up: Anthony, Nuemyer, Rider, Hill, Boyer, Aspaeh, Kling, Smith, Branyon, Brew, 217, 222, 197. Firemen up: Hinkle, Lidjick, Brown, C. H. Hall, Bickhart, Eicheberger, Kline, Link, Yost, Waller, McDonald, Dellung, L. C. Hall, Sellers.

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### CONFER ON NEEDS OF COUNTY POOR

[Continued From First Page.]

or not the youngsters have relatives or any other means of support, whether they house any charges from outside Dauphin county, and whether the institutions are incorporated.

"All we wanted was to obtain some information in order to guide the board in making its appropriations for the ensuing year," said O. G. Wickersham, counsel for the directorate.

Records show that there are sixty-five youngsters in the three local institutions. All told about ninety children are classed as dependents but the others are maintained at the colored nursery, the institutions for feeble-minded or in private families.

"The sixty-five children," according to an official of the board, "cost the county \$772 last month. In 1914 the poor board spent \$5,056.75 for maintaining the dependent children; in 1915 the cost was \$10,057.21. On August 17, 1915, the cost was increased sixty per cent.—an increase per child of from 25 to 40 cents. And we invited the boards here today to obtain information on the subject."

Attending Conference

Attending the conference to-day were the following: Children's Industrial Home, Mrs. Charles Rettew, Miss Emma Bross and Miss Agnes Felix; Nursery Home, Mrs. James D. Hawkins, Mrs. H. B. Montgomery and Mrs. J. Hervey Patton; Associated Aids, John Yates, secretary, Francis J. Brady and Mrs. Mercer B. Tate; the State Board of Charities and Corrections was represented by Mrs. Elsie V. Middleton.

Over a Million Paid to Retired M. E. Ministers

Chicago, Ill., Feb. 2.—The Methodist Church paid \$1,200,000 in pensions to retired ministers and widows and orphans of ministers during 1915, according to the annual report of Dr. Joseph B. Hingley, secretary of the Board of Conference Claimants, submitted at the annual meeting of the board here today.

Fifteen million dollars is needed for the pension fund, Dr. Hingley's report said, and of this amount \$6,000,000 now is in the treasuries of the conference.

**125 GOING ON TRADE TRIP**  
President J. William Bowman, of the Harrisburg Chamber of Commerce, announced at the noonday luncheon at the Harrisburg Club today that more than 125 acceptances had been received from members who have thus signified their intention of going along on the big 1916 Trade Excursion on February 16-17.

**TO BUILD \$25,000 PLANT**  
At a meeting to-day of the Hummelstown Light and Power Company, plans were completed for the erection of a modern plant. The cost will be \$25,000, and work will begin within three weeks.

**Meals to Swear in Half of Fire Apparatus Drivers**  
One-half of the fire apparatus drivers in the city will be sworn in as special officers to-morrow afternoon by Mayor E. S. Meals. The remainder of the drivers will be sworn in later in the week. Badges for the drivers and press badges for the newspaper representatives in the city, arrived to-day and are being distributed.

The drivers of the fire company trucks, after they are sworn in, will have the power to act as regular officers on the force at any time.

**Portuguese Minister Is Fired at During Riots**  
Paris, Feb. 2.—A dispatch from Madrid to the Havas Agency says that travelers from Lisbon report that the Portuguese Minister of Justice was fired upon by rioters and that he defended himself with his revolver.

They also state that fire occurred in Belem Palace, the official residence of the President, but that it was soon extinguished; that many bombs have been exploded in different parts of the city, and that the police have discovered quantities of dynamite bombs and arms.

**HOMB KILLS ONE**  
Lisbon, Feb. 1, via Paris, Feb. 2.—The rioting which began last Saturday on account of the increased price of food articles, has not yet been quelled, and one person was reported killed and several wounded to-day by bombs thrown by the rioters in their conflicts with the police and the soldiers.

**USE OF DRUGS DIMINISHING**  
It has been stated that the expense for drugs at the Massachusetts General Hospital has been reduced 50 per cent. in ten years—but the demand for such non-secret, reliable remedies as Vinol is largely on the increase. Our local druggists, George A. Gargas, Druggist, Kennedy's Medicine Store, 321 Market St., C. F. Kramer, Third and Broad Sts., Kitzmiller's Pharmacy, 1325 Derry St., Harrisburg, Pa., as far as to guarantee Vinol for weak run-down conditions, chronic coughs, colds and bronchitis, because one gets in Vinol a combination of the three most famous tonics, iron for the blood, the healing medicinal extracts of fresh cod livers, and the nourishing properties of beef peptone all in a delicious native wine.—Adv.

P. S.—In your own town, wherever you live, there is a Vinol Drug Store. Look for the sign.—Advertisement.

# EXTRA MILD

## RECRUITS offer what most smokers seek—extra mildness. And you can smoke more for this reason. All tobacco—in its cleanest, purest form is found in RECRUITS.

# RECRUIT

### LITTLE CIGARS

H. Ellis & Co. Branch  
Lagatt & Myers Tobacco Co.

### Bringing Up Father



By McManus