

WAR GARDENS PRODUCE \$7,000 WORTH OF FOOD

Efforts to Reduce High Cost of Living Bring Splendid Results That the Harrisburg war gardens were a pronounced success is the unanimous opinion of the agricultural committee of the Chamber of Commerce and recommendations will be made to the directors of the Chamber of Commerce that financial assistance be extended to make a continuation of the movement possible in 1918.

This year, Harrisburg's municipal gardens were a new venture, and great interest was shown in the efforts of the Chamber of Commerce to reduce the high cost of living to those who were willing to raise garden produce. On about 300 gardens furnished through the efforts of the Chamber, produce was raised at almost \$7,000 being raised. This is entirely independent of the school gardens.

S. B. Watts, who was appointed superintendent of garden plots for the Chamber of Commerce, had charge of the work, and presents an interesting report. School children cultivated 714 garden plots, the value of the produce grown by the children is estimated at not less than \$2,200. This is considered a remarkable showing when it is taken into account that most of the lots measured only 10 by 15 feet. The lots in Bellevue were 20 by 30 feet, and none were larger.

The predominating crop planted by the children was potatoes. Next in favor came beans, tomatoes and cabbage, in the order named. The benefits derived by the children from their initial experiments in the realm of agriculture are not to be estimated in terms of dollars and cents. The war gardens cost the Chamber of Commerce less than \$2,000 which includes the salary of the superintendent.

The following principals supervised the planting of the plots: G. S. Machen, principal of the Hamilton building; John E. Harlacher, principal of the Hamilton building; E. D. Keiper, principal of the Melrose building; J. P. Ferguson, principal of the Hamilton building. The lots were located as follows: Bellevue Park, 150; Sixth and Forest, 30; Sixth and Woodbine, 20; Sixth and Emerald, 16; Jefferson and Camp, 7; Hoffman's Woods, 35; Second and Lewis, 24; Green and Edwards, 115; Sixteenth and North, 25; Fifteenth and Vernon, 54; Sixth, near the U. H. Church, 72; Twenty-third and York, 100.

So popular were the gardens this year that more than one hundred persons applied for space after the twenty-seven acres at the disposal of the superintendent had been disposed of. Superintendent Watts in his report states that the children deserve a great deal of praise for keeping their plots in order all summer. The belief that the work has been very beneficial to the young people. The agricultural committee of the Chamber heartily endorsed Mr. Watts' report, and it is probable that he will be asked to supervise the garden activities of the city next year.

ALL NEWS OF THE RAILROADS

Recognition For Popular Philadelphia Division Official; Long in Service George W. Humble, 1932 Green street, was to-day appointed road foreman of engines of the Philadelphia division. He succeeds the late Charles N. Watts. Efficiency, with long and faithful service, it is said, were factors in the promotion of Mr. Humble.

He is one of the most popular employees of the Pennsylvania railroad. Mr. Humble was born at Columbia, October 10, 1864, and entered the service of the Pennsylvania Railroad Company as a brakeman on December 31, 1883. Three years later to the day, he was made a fireman, and on January 20, 1899, was made instructor of firemen on the Philadelphia division. He became an engine man on August 1, 1902.

Assistant Foreman On November 20, 1905, Mr. Humble was appointed assistant road foreman of engines, under the late Charles N. Watts, and has continued in that position. Since the death of his predecessor, he has been acting road foreman of engines.

For some time there have been many reports regarding a successor to Mr. Watts and probable appointees were named from Philadelphia, New York and other points. It was a general belief that the custom followed by some divisions in picking men from foreign districts would be continued here. The announcement of the appointment of Mr. Humble to-day brought many expressions of satisfaction and congratulations followed.

Railroad Notes Members of the Brotherhood of Locomotive Firemen and Engineers, have adopted resolutions protesting against the removal of the firemen, and denouncing the action of the Public Service Commissioners as unjust. These railroads say they signed for the firemen and want them continued.

W. D. Bowers engineer on the Middle division of the Pennsylvania Railroad has purchased a plot of ground near Losh's Run and next year will erect a bungalow. He has been doing his bit as a farmer this year and will raise vegetables on a larger scale next year.

Fred Luper, engineer on the Pittsburgh division, with Mrs. Luper, are at their summer cottage, Losh's Run. They will return to Altoona next week.

Another large crowd went to Niagara Falls to-day on the weekly excursion of the Pennsylvania Railroad. A total of 19 tickets were sold in this city. Traffic to the seashore was also heavy.

Train No. 37 due in Harrisburg at 3:32 this morning, was four hours late. While enroute to this city an other engine lodged along the main tracks and tore off several steps and boxes on the sleeping car on the first express. No one was injured. Passengers were badly scared. Repairs were made where possible.

Plans were completed to-day for a big shoot at Lucknow to-morrow. The Grand division shoot scheduled for this city to-morrow has been called off, and instead the Motive Power Athletic Gun Club will hold a target shoot on the Lucknow field. Many shooters from out of town are expected. These weekly shoots are attracting large crowds.

Motive Power Gun Club to Hold Big Target Shoot Plans were completed to-day for a big shoot at Lucknow to-morrow. The Grand division shoot scheduled for this city to-morrow has been called off, and instead the Motive Power Athletic Gun Club will hold a target shoot on the Lucknow field. Many shooters from out of town are expected. These weekly shoots are attracting large crowds.

Standing of the Crews HARRISBURG SIDE Philadelphia Division—The 116 crew first to go after 4 o'clock; 115, 104, 108, 119, 130, 110, 121, 109, 107. Engineers for 119, 107. Firemen for 119, 107. Conductor for 116. Flagmen for 116, 108, 107. Brakemen for 115, 108 (2), 130, 121, 109. Engineers up: Downs, Howdy, Brooke, Albright, Gray, Martin, Steffy, Shocker, Black, Baldwin.

ENOLA SIDE Philadelphia Division—The 233 crew first to go after 4:15 o'clock; 206, 234, 224, 241, 211. Engineers for 241. Fireman for 211. Conductors for 06, 39. Brakeman for 34. Conductor up: Shirk. Fireman up: Goodwin. Middle Division—The 223 crew first to go after 2:15 o'clock. Front end: 102, 120. Twenty teams crews to come in. Brakemen for 120 (2). Yard Board—Engineers up: Sheaffer, Kapp, Fortenbaugh, Gingrich, Flickner, Shury, Myers, Geib, Curtis, D. K. Hinkle. Firemen up: Taylor O. J. Wagner, Coldrin, Holmes, Snyder, McConnell, Wolf, Deiner, Monte Sadler, Lightner. Engineers for 2nd 194, extra. Firemen for 1st 129, 2nd 104, extra.

PASSENGER DEPARTMENT Middle Division—Engineers up: Robley, McDougal, Kelsner, Crimmel, Miller, Graham, Crane, Buck, Crum. Firemen up: Holtzman, Koller, Gies, Lyter, Corpnproat, Bowman, Ziegler. Engineer for 21. Philadelphia Division—Engineers up: Bless, Lutz, Lipp, Welch. Firemen up: Cover, Floyd, Shaffner. Fireman for 604.

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COAL SHORTAGE CAUSES ALARM

Railroads Are Doing Much to Prevent Serious Conditions; Large Shipments "The situation with respect to the coal supply which has developed since the United States entered the great war has become alarming," says the Railway Age Gazette. "It is a situation to which government officers, the railways, the coal operators and miners and the public should give immediate attention. "The railways within the four months of April, May, June and July, moved much more coal in the country as a whole than ever before in any corresponding period. In April, 1917, they handled 20 per cent. more anthracite and 22 per cent. more bituminous coal than they did in April, 1916. In May they handled 24 per cent. more anthracite and 27 per cent. more bituminous coal than in May of last year. In June they handled 13 per cent. more anthracite and 23 per cent. more bituminous coal than in June of last year.

July Business In July they handled 19 per cent. more anthracite and 34 per cent. more bituminous coal than in July of last year. In April, May, June and July, 1916, they moved 2,297,299 carloads of coal for the entire country, an increase for the entire period over the same period of last year of 28 per cent.

"When it is considered that the amount of coal mined in 1916 was the greatest up to that time—in other words, that the railroads have this year beaten their best previous records by 28 per cent.—it will be seen that if the coal situation is not satisfactory this is not because the railroads have not been exerting themselves to the utmost to make it so."

The Railway Age Gazette points out as causes, the transfer of coastwise vessels to government service; and increased demand for coal.

Suggests Remedy As a remedy it is desirable not only that the production and transportation of coal shall be increased, but also that in all ways that are reasonably practicable, its consumption shall be curtailed. The railroads themselves already have made a good beginning in this direction. They have reduced their passenger service at the rate of 20,000,000 passenger-train miles a year and have effected a reduction in consumption which will make the total reduction about 30,000,000 a year. It is estimated that this will effect a saving of about 2,000,000 tons of coal a year.

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Fire Destroys Crop in Dr. Dixon's Barn Philadelphia, Aug. 24.—Fire destroyed several thousand dollars worth of harvested crops in a barn on the corner of Trench and in our city usually employed to about a very strong foot bath.

The following among other local druggists, wish to announce that they always keep the refined Rodell bath salts compound in stock, ready to put up in convenient half-pint packets—Keller Drug Store, G. A. Gorges, H. C. Kennedy, Clark's Medicine Co.

ELECTRIC BRAKE PREVENTS JOLTS

New Invention Is Being Tried Out on Middle Division of the Penny Those hard jars when a passenger train stops, and airbrakes are applied, will soon be a thing of the past. Tests are now being made on two trains on the Middle division with an electrical appliance that stops trains gradually and promptly. The new invention is being tried out on Train No. 15, west, and No. 46, east. These trains are in the heavy class, hauling from seven to eleven cars. The electric brake manipulator with batteries is attached to each car. When the locomotive is coupled to the train, the brakes are operated from the engine just the same as with air, the latter automatically releasing the electric levers.

A gauge is used to show how much air to supply. The engineer fixes the point where he is to stop and applies the air. The brakes on each car tighten up slowly but surely, and the passengers receive no shaking up or hard jolts.

The new method of applying the airbrakes requires study, as an application too early will cause a loss of air that may be needed later on. This complication is being overcome by the engineers and it is expected that within the next three months a considerable number of the new electric appliances.

Officials are of the belief that once worked out successfully the application of the emergency brakes is also possible without a heavy jar. Trains are stopped with the new appliance in much less distance than at present.

This new invention was discussed last night at the monthly meeting of the "Friendship and Co-operative Club" at the City Hall, Sixth and Cumberland streets. Superintendent N. W. Smith, of the Middle division, and other officials were present, also a number of engineers. The latter find discussions of this kind interesting and educational, they claim.

Signals were also discussed, and recent rules regarding switch signals explained. It was an open session and everybody present had something to say. Due to the rain the attendance was small, and it is also that in all ways that are reasonably practicable, its consumption shall be curtailed. The railroads themselves already have made a good beginning in this direction. They have reduced their passenger service at the rate of 20,000,000 passenger-train miles a year and have effected a reduction in consumption which will make the total reduction about 30,000,000 a year. It is estimated that this will effect a saving of about 2,000,000 tons of coal a year.

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READY FOR BIG MASK CARNIVAL

Cottagers at Williams' Grove Preparing For Gala Time Williams Grove cottagers are busy decorating their summer homes for the big masquerade carnival to be held in the grove to-morrow evening. This event is an annual affair held at the close of the season and every resident of the grove participates. Hundreds of visitors from Mechanicsburg, Carlisle and Harrisburg and surrounding towns will be present to attend and have a gala time.

Members of the committee in charge of the arrangements are James Machlin, president; Charles Fohl, treasurer; Frank Mountz, John Hoover, Charles Reeser, Joe Totten, Dr. Houston, Mervin Swanger, E. Farber and W. Dosh. There will be dancing from 8 to 11 o'clock, following which a number of prizes will be awarded to the best dressed, most original and most comic masqueraders on the floor.

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RECORD RAINFALL IN YEAR CAUSES HEAVY DAMAGE

Traffic in City Stopped, Railroads, Roads and Crops Sustain Damage The record rainfall of the year descended on the city and county yesterday when 2.86 inches of water dropped from the sky, stopping traffic on city streets, hampering the railroads, damaging some crops and washing out many roads. The downtown continued intermittently to-day. Large forces of men are to-day repairing the damage to the street cars tracks and dirt roads in the vicinity of the city.

At Paxtang Park hundreds of persons were marooned in the evening when the street car service went out of commission and the park was flooded. People were carried on the backs of men to places of safety. The parkway drive road from Cameron street to Poorhouse Lane has been closed because of many washouts. The damage due to washouts on city park roads is estimated at about 17,500. The Linglestown road was a rasine

torrent and is badly washed. A large motorboat at Wildwood Park with its trailer was torn away and carried to the stillway. Many Cellars Flooded About a score of cellars were flooded during the storm when a sewer in the vicinity of Twenty-first and Berthelton streets became clogged. Terrific gangs of repairmen are placing the lines in proper condition. More rain is promised for to-day and to-morrow. The temperature is due for a drop of several degrees this evening. The Susquehanna river has been raising and a stage of about five feet is forecasted for Harrisburg by to-morrow.

Several Landslides No serious accidents were reported on the railroads as the result of last night's storm. Washouts occurred on the Northern Central Railway between Harrisburg and Renova; west of Duncannon on the Middle Division, and on the Reading near Pottsville. Trains from the north were delayed by landslides at Rockville, near Sunbury and in the vicinity of Williamsport. Dirt, stones and trees were washed down and backed into the city. Construction trains were called out and cleared the tracks before daylight this morning.

Street Covered With Mud Heavy rain swelling a small creek flowing into a culvert in North Cameron street, near Maclay street, washed out part of the culvert, causing considerable damage there, as repairs had been started several weeks ago and were not completed. The water also washed mud over many of the streets in the Allison Hill district. Street Commissioner Lynch had several gangs of men at work all over the city cleaning the mud and dirt

from the streets and repairing the damage to the culvert. Many Cellars Flooded About a score of cellars were flooded during the storm when a sewer in the vicinity of Twenty-first and Berthelton streets became clogged. Terrific gangs of repairmen are placing the lines in proper condition. More rain is promised for to-day and to-morrow. The temperature is due for a drop of several degrees this evening. The Susquehanna river has been raising and a stage of about five feet is forecasted for Harrisburg by to-morrow.

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