

Fourth Disruption in U. S. Shipping Board Brings Investigation

Washington, Dec. 19. — The fourth reorganization of the shipbuilding corporation since the war began has left Washington aghast with astonishment.

WELL-KNOWN COUPLE MARRIED 50 YEARS



Mr. and Mrs. D. D. Myers Celebrate Anniversary at Brookside Farm Home

Mechanicsburg, Pa., Dec. 19.—The fiftieth anniversary of the marriage of Mr. and Mrs. David D. Myers, of Siddonsburg, near Filey's Church, was celebrated at their home, Brookside Farm to-day with a family dinner at 1 o'clock.

There are also ten grandchildren and two great-grandchildren. Among the guests in attendance was Mrs. Mary Elock, of Mechanicsburg, who will soon be 89 years old. Congratulations, good wishes and gifts were received by Mr. and Mrs. Myers from friends throughout the country.

Railroad Notes

Edward Koenig, 38 years identified with the baggage department of the Pennsylvania Railroad is off duty on account of poor health. Harry Wolfley is acting baggage agent in his place.

Many passengers were badly frightened this morning when a large icicle fell from the roof of the Pennsylvania Railroad station, breaking several glasses in the sky-light.

John Miller of the Pennsylvania Railroad and Mrs. Miller, are in Philadelphia for a few days.

D. C. Doehne of the Pennsylvania Railroad ticket office who has been ill is recovering.

Miss Mary Magard has accepted a position as clerk with the Union News Company at the Pennsylvania Railroad station.

Paul L. Barclay, captain of police of the Philadelphia division police department was on a trip east to-day.

Only two trains from the west were off schedule to-day, Nos. 30 and 31. Delays were west of Pittsburgh.

Soft coal shipments are heavy over the Reading, coming through Hagerstown and over the Cumberland Valley cut-off at Shippensburg.

Signal department forces are keeping a close watch on signals and switches of the Philadelphia division to prevent a freeze up.

In order to handle the large Christmas rush the Adams Express Company will keep their wagons and forces working day and night. Additional room has been secured by removing some of the offices to the old Pennsylvania Railroad freight station at Third and Mulberry streets.

H. H. Koehener, freight brakeman on the Pennsy is ill at his home in York.

The St. Louis and San Francisco Railroad's quota of 100 locomotives ordered released by western railroads for use on railroads in the east were started from Springfield, Mo., yesterday. They will go to the Pennsylvania lines.

Following the policy of the Pennsylvania Railroad of reducing unnecessary cars, the restaurant cars on train No. 510 and train No. 511 will be dispensed with. Cars will be added that will carry the maximum number of passengers possible with the present limited motive power.

ENGAGEMENT ANNOUNCED Marietta, Pa., Dec. 19—Miss Blanche Martin, of Mountville, has announced her engagement to Eugene Dittender, of Chestnut Hill, Philadelphia. The date of the wedding has not been set.

RAILROAD RUMBLES RAILROADS DENY RESPONSIBILITY MATERIAL SHORT IS EXCUSE GIVEN

Public Is Partly to Blame For Coal Shortage; Methods Bad

Washington, Dec. 17.—The railroads decline to accept responsibility for the present coal shortage. With Fuel Administrator Garfield and the coal operators both blaming the roads for all present difficulties, the railroad war board produce figures to show that they have hauled more coal by many millions of tons than ever before, railroad officials say.

The charge has been made that the inability of the railroads promptly to convey the freight offered to move has been largely due to failure of the various railway lines to work together harmoniously and unitedly in this war crisis. We challenge the charge as unfounded. The railroads, under the organization they voluntarily formed to direct the operation of their properties during the war, have without exception increased their output of coal.

Charges Lack Foundation — "They cannot do so. The allocation is without foundation. The railroads, under the organization they voluntarily formed to direct the operation of their properties during the war, have without exception increased their output of coal. The present coal problem is not, as has been represented, altogether a problem of transportation. It is primarily a problem of distribution, for which the public must share the responsibility. The railroads cannot, with their existing facilities, handle a much larger tonnage of coal so long as the present system of distribution prevails.

Cross Hauling — "The present system of distribution involves a great amount of cross-hauling of coal, and a resulting large waste of transportation. The remedy, doubtless, requires surrender of convenience and old habits, but it is to supply coal to be supplied to every section from the mines nearest to that section.

No one unacquainted with the facts can conceive of necessarily long hauls of coal which have grown up under the right of the shipper to route his traffic as he pleases. Whatever may be its justification in normal times, this practice effectively reduces the efficiency of the transportation machine in the time of heaviest traffic ever experienced. The railroads say they have hauled 10,000,000 tons of anthracite more than in 1916 and 51,000,000 more tons of bituminous coal.

Standing of the Crews HARRISBURG SIDE

Philadelphia Division—The 111 crew first to go after 4 o'clock: 114, 105, 102, 111. Conductors for 102, 117. Flagman for 111.

Brakemen up: Hagenotogler, Blankenhorn, Ream, Brodacker, Schwarz, Simmons.

Firemen up: Emerick, Cassatt, Carbaugh, Stough, Briggs, Shettel, Hivner, Reisinger, Morrison, Handloe. Brakemen up: Hedin, Smith, Sheaffer.

Middle Division—The 250 crew first to go after 2:20 o'clock: 208, 223. Preference crew: 8.

Yard Board—Engineers for 5C, 4th 7C, 11C, 2nd 14C, 2nd 20C, 2nd 24C. Firemen for 3rd 7C, 2nd 14C, 3rd 15C.

Engineers up: Shipley, Revie, Ulah, Bostdorf, Schiefer, Weigle, Shade, McCord.

ENOLA SIDE Philadelphia Division—The 221 crew first to go after 3:45 o'clock: 205, 229, 230, 203, 228, 209, 215, 234, 232, 213, 258, 293.

Engineers for 205, 228, 232, 208, 202. Firemen for 205, 258, 202. Conductors for 215, 28, 49. Flagmen for 5, 9, 2, 24, 23, 24, 29, 32, 34, 58.

Brakemen up: Burkheimer. Middle Division—The 213 crew first to go after 3 o'clock: 235, 207.

Yard Board—Engineers for 109. Firemen for 1st 129, 2nd 129, 132, 2nd 102.

Engineers up: Gingrich, Kingsberry, McNally, Feas, Seal, Hinkle, Sheaffer.

Firemen up: Meck, Rider, Kennedy, Haubecker, Brubaker, Morris, Shuey, Metz, Sanders, Benser, Cramer, Holmes, White.

PASSENGER DEPARTMENT Middle Division—Engineers up: Miller, Buck, Schreck, Smith, Keiser, Jas. Keane.

Firemen up: Meakle, Reinards, Ayers, Zeigler, Gladhill, Beacham, Thompson, Koller, Newark, Naylor, Huggins, Hudson.

Engineers for extra 1 p. m., 19, 41. Firemen for extra 1 p. m., 17, 19, 41. Philadelphia Division—Engineers up: Gillems, Crisswell, Pleam, Gibbons, Davis, Kennedy, Welsh.

Firemen up: Shoop, Everhart, Shindler, Cover. Engineer for 628. Firemen for 22 20.

Lemoynne Residents Anxious For Action on New Bridge at That Place

According to an official of the Valley Railway Company no action has been taken between the Valley Railway Company and the State Highway Commission in regards to a bridge crossing the Reading road at Lemoynne. This official said this matter would be taken up with the directors and as far as he knew nothing had been done.

A resident of the West Shore said this morning that this improvement is probably being held up on account of the scarcity of labor and materials.

Firemen Active — The West Shore Firemen's Union has been working for permanent protection to pedestrians on the north side of the Cumberland Valley Railroad bridge at Lemoynne. The union will continue to work on this proposition, a member said to-day, regardless of the scarcity of labor and material. This member brought out that it would take little time and material to place this improvement at the bridge, insuring protection to the several trains that pass on the side. This matter will be taken up by the union at its next meeting.

Reading Officials Talk Over New Schedule Plans

At the meeting of the officials of the Reading Railway Company at the Reading terminal, Philadelphia, it was decided to issue the winter time table Sunday, January 6. Just what changes are to be made have not yet been fully determined, but it is likely that there may be a curtailment of several trains on the Reading division.

It is understood a number of trains between New York and Philadelphia will be taken off.

Locomotive Firemen Vote Today on Increased Wages

Chicago, Dec. 19. — Seventy-five thousand locomotive firemen on all railroads in the United States to-day vote on wage increases of 10 to 40 per cent. The increases were prepared to-day by committees of the trainmen's brotherhoods. Instructions to the firemen state that the vote is not on the question of a strike.

Time and a half for all time over eight hours in all classes of railroad service is asked for all runs of less than one hundred miles except on passenger trains. On runs more than one hundred miles over time will begin when the time on duty exceeds the miles run divided by 12 1/2 time and a half is asked for all over time.

Use McNeil's Pain Exterminator—Ad.

COUNTY IS DOING ITS BIT FOR RED CROSS CAMPAIGN

Suburban Towns Believed to Be Making Rapid Progress

While reports from the districts outside of Harrisburg are coming in slowly, what reports have been received indicate that the 8,000 quota for these towns will be secured with ease.

Among the many teams which are canvassing the outside towns are the following: Elizabethtown—Mrs. H. H. Haslinger and Earl K. Romberger, chairman; Mrs. C. W. Cook, Mrs. Stephen Miller, Mrs. F. Blair Weaver, Mrs. H. E. Hoke, the Rev. E. J. Hellman, F. P. Margerum, the Rev. C. P. W. L. Shannon, J. F. Zimmerman, Dr. H. H. Collins, Prof. H. Rothmel, Ralph L. Lehman, R. K. Buffington, Charles Blanning, Dr. J. W. Shaffer and Dr. W. L. Stevenson.

Williamstown—W. J. Durbin, chairman; J. B. Whitworth, William Blanning, J. J. Clarkson, J. C. Thompson, Charles Rank, F. Zimmerman, Dr. G. M. Stites, R. Blanning, David Watkeys, Prof. Halston, R. J. Selridge, R. W. Day and J. B. Mellon.

Wiconisco—Mrs. Samuel Miller, Mrs. A. M. Baidorf, Mrs. Harper Hochland, Miss Rebecca Spee, Isaac Monoff, J. E. Shamberg, Mrs. Miller, G. S. J. Keen, L. K. Deifenderfer, Mrs. Hattie Bernhard, Mrs. Carrie Reagle, Miss Elizabeth McWilliams, Mrs. Emma Bailey, Wesley Ackley, Mrs. Lufe Davis, Miss Maude Stever, Mrs. Wesley Ackley, G. H. Hickert, J. C. Seip, Rebecca Seip, William Ellinger, Harry Starnowsky, J. Esterline, Charles Seifert, Clara Romberger, Mary Snyder, Dora Shadle, Mrs. I. V. Snyder, Thomas Thomas, Mrs. A. M. Baidorf, Mrs. A. A. Dodd, Wesley Orndorff, Lafayette Davis, Miss Bessie Botdorff, Miss Mildred Koppenhaver.

Millersburg—Mrs. R. E. Woodside, chairman; Ray W. Bowman, Mrs. H. M. Fairchild, Mrs. John Doney, Miss Mary Freeland, Mrs. J. H. Beachler, Mrs. H. S. Gilbert, Mrs. J. W. Post, Mrs. F. K. Chance, Mrs. T. F. Bradenbough, Miss Margaret Bowman, Mrs. W. H. Polk, Mrs. Earl Lenker, Mrs. W. A. Hemminger, Mrs. A. G. Bashour, Mrs. H. W. Johnson, Mrs. H. M. Fair.

Upper Paxton Township—George M. Weaver, chairman. McClelland—Howell G. Everst, chairman; K. E. Heckert, S. S. Bowman, Dr. J. W. Starr, O. H. Waits, H. M. Faircheds, the Rev. W. C. Skeath, the Rev. J. H. Musselman, the Rev. L. E. Bair, the Rev. J. H. Hallman, the Rev. M. L. Burger, the Rev. W. L. Mark.

Lemoynne—Mrs. Samuel Long, C. Bickler, chairman; Irvin H. Heiges, Roy I. Unger, George W. Palmer, Harry Leach, C. L. Eby, I. W. Appler, J. A. Fryar, E. D. Thompson, A. H. Essinger, John E. Myers, Robert Frazer.

Lack of Toes Wins a Short Furlough For Koons

Lack of the two toes he shot off, while cleaning his gun, to-day permitted Harry S. Koons, of Linglestown, to remain out of the contingent sent to Camp Meade by the Paxtang draft exemption board.

Koons was given a furlough by the board and will be sent to camp as soon as his wounds heal. The toes he lost are not sufficient to have him exempted, it was said. Koons had applied for exemption and was given a leave until January 15.

Liberty Truck Struck by Train; Driver Is Dead

Warren, O., Dec. 19.—Liberty Motor Truck No. 7, comprising one of thirty-three military Liberty Motor Trucks enroute from Detroit to Newport News, Va., near Braceville, Ohio, was struck by an Erie passenger train early to-day, resulting in the death of Frank Pappelo, Canton, Ohio, driver of the truck, and seriously injuring John Littenburg, of Mineral City, Ohio. The Motor Truck fleet, scheduled to reach Warren, Ohio, at 6 o'clock last night had been delayed by a heavy snow fall.

Norris Candies 1/2 lb., 1-lb., 2-lb. Boxes GORGAS 16 N. Third St. Penna. Station

Five Perfect Days Take a trip to the balmy Southland. Enjoy five perfect days at sea followed by a visit to quaint New Orleans or trips to the army camps of the South. Go by Southern Pacific Steamships "MORGAN LINE" NEW YORK - NEW ORLEANS Best of accommodations on large beautifully appointed vessels. Return by steamer or rail as you prefer. Ask for illustrated literature and rates.

CLOSING OUT OUR TOY DEPT' Real Coaster Sleds, formerly from \$1.00 to \$5.00—Now 89c, \$1.19, \$1.39, \$1.59 to \$4.00 Dolls—25c to 98c. Velocipedes—Reduced to \$2.49 - \$3.49 Real Tool Chests at prices that enable every man and boy to own one—Come in early and make your selections Open Evenings Until Christmas Imperial Hardware Co. 1202, N. Third St. Harrisburg, Pa.

TOOLS

STANDARIZE TRUCKS By Associated Press Washington, Dec. 19. — Completion of designs for standardizing all the motortrucks and trailers needed by the Government for peace as well as war work was announced to-day by the Quartermaster Corps.

For Him "The Live Store" "Always Reliable" Velour Hats What a Sensible "Gift" a nice "Velour Hat" will make— These popular "Velour Hats" have come to stay and most people are buying them at DOUTRICHS. Now if you are thinking of Buying Him a Hat for Christmas don't hesitate to come HERE — Our Hat man, Mr. Charles Sullenberger, is well qualified to help YOU choose the Hat that will please "Him," besides getting the benefit of his thorough knowledge as an expert "Hatter" you will have the largest and best assortment of Hats to choose from that you have ever had the pleasure of looking at. Headquarters For "Stetson Hats" Scratch Finish Hats, \$2.50 to \$5.00 Scratch Velour Hats \$5.00 Exclusive Agency for Spear & Co. \$1.00 to \$1.50 Patrican Cravenetted Caps "Try The Dependable Doutrich Service" DOUTRICHS Always Reliable 304 MARKET STREET HARRISBURG, PA.

You Find the Greatest Assortment of Keen-Kutter Tools and Cutlery Firearms and Ammunition AT COHEN'S Sporting Goods Store 431 Market Street at Subway

Buy Your Jewelry for Christmas at COHEN'S We Specialize in High Grade WATCHES COHEN'S 431 Market Street AT SUBWAY OPEN EVENINGS UNTIL XMAS