

ALL NEWS OF THE RAILROADS

TRAIN SERVICE IS IMPROVING

Reading Reports Larger Movement; Cumberland Valley Lines Open

Officials of the Philadelphia and Reading Railway Company announced greatly improved conditions to-day on all lines.

On the Cumberland Valley lines all tracks were cleared except those of the Dilaburg branch. This line was expected to be open before night.

On the Reading and Reading and Reading Railway Company announced greatly improved conditions to-day on all lines.

On the Pennsylvania Railroad will be the advantage of a preliminary cleanup of their respective sections.

Reports from the Shamokin district, of the Philadelphia and Reading Railway, say it will be possible to clean up sufficiently to permit regular schedules.

Both the Reading and Pennsylvania to-day handled large coal shipments to the east.

As soon as conditions will permit, the Reading will send several hundred coal cars to the mining districts.

H. F. Ziegler, conductor, and W. H. Rentschler, brakeman, employed on the Reading, are off duty on account of sickness.

David Shuler, brakeman, employed on the Shenandoah and Williamsport Division, of the Pennsylvania Railroad, was injured in a wreck at Northumberland.

Pay week on the Reading starts Tuesday, February 12. The pay roll is expected in Harrisburg on both the 15th.

Henry C. Marhenke, of Baltimore, a freight brakeman on the Baltimore Division, of the Pennsylvania Railroad, was injured in a wreck at York on the 25th.

Edward P. Winn has been appointed general piece work inspector of the Reading Railway Company, with headquarters in the office of superintendent of motive power and rolling equipment, at Reading.

After a service of almost forty-nine years with the Pennsylvania Railroad, sixteen of which was spent as general foreman of the Altoona shops, William B. Norris has been retired.

A snow plow, sent out over the Reading and Columbia branch of the Reading during Tuesday night plowed into a huge drift near Landisville and the locomotives were derailed.

C. A. Morgan, general superintendent of the Pennsylvania Division of the Delaware and Hudson Canal Company, succeeded by N. R. Magowan, of the Canadian Railways Company.

M. P. ACTIVITY TO INCLUDE BOXING

First Big Show Tonight at Local Athletic Rooms; Dance Tomorrow

In addition to doing everything possible to "keep the home fires burning," members of the Motive Power Athletic Association of the Pennsylvania railroad, this city, will keep the steam pipes hot at their rooms in North Seventh street.

To-night is the big boxing show. Each participant has been in training for these matches and members of the entertainment committee promise some lively tilts.

Next on the bill are "Speedy" Drake and "Prof. Know," each weighing 125 pounds and known as scientific glove battlers.

Another big dance program has been planned for to-morrow night. It will be the second of a series of winter events for the members' wives and friends.

At both these events the famous Ross Church jazz orchestra will furnish the music.

NEW OFFICIALS ON WAR BOARD

W. S. Carter, Brotherhood Chief, Heads Division of Labor



W. S. CARTER Chief of Brotherhood of Locomotive Firemen and Engineers

Washington, Feb. 7.—The permanent organization of the government railroad administration announced by Director General McAdoo, provides for retention of most of the personnel of the temporary staff which has served since the government assumed operation of the roads.

It adds W. S. Carter, chief of the Brotherhood of Locomotive Firemen and Engineers, as director of the division of labor, and Charles A. Pouty, director of valuation for the Interstate Commerce Commission, as director of the division of public service and accounting.

Mr. Carter will organize a staff of assistants to deal with labor complaints, and other questions affecting employment conditions, while the railroad wage commission will continue to hear wage applications.

Mr. Prouty, it was announced, "will represent the interest of farmers, manufacturers, producers, shippers and consumers generally."

General assistant, Walter D. Hines, New York, and general counsel, John Barton Payton, Chicago.

Director of the division of transportation, Carl R. Gray, Baltimore, president of the Western Maryland, and director of the division of traffic, Edward Chambers, Chicago and California, vice-president of the Santa Fe.

Director of the division of finance and purchases, John S. Hooton, Williams, Mr. Williams will continue in office as controller of the currency.

Frank McManamy, chief inspector of locomotives for Interstate Commerce Commission, was made manager of the locomotive section, and will direct a strenuous campaign to repair the thousands of locomotives which recent investigations of the commission have shown were allowed to become dilapidated through improper attention under private management of the roads.

Mr. McAdoo is considering creation of a division on capital expenditures and improvements, and other branches of the administration as they are needed.

Board to Study Traffic Currents. Further steps looking to diversion of railroad traffic from the most congested main gateways were taken by Director General McAdoo by appointment of a traffic investigation committee.

It consists of B. L. Winchell, Chicago, traffic director of the Union Pacific; G. F. Randolph, New York, head of a number of trunk line committees; and T. C. Powell, Cincinnati, president of the Southern Railway.

"This committee," said Director General McAdoo's announcement, "is to make a study of the great traffic imbalances of the country with a view to seeing what steps can profitably be taken in order to shift traffic from the most seriously congested gateways to less congested gateways and from the more congested ports to the less congested ports."

Snowplow Gets Lost in Snowdrift on Reading. One of the greatest tasks reported today by the Pennsylvania Railroad Division, between Dauphin and Auburn, was the recovery of a snowplow which has been missing since Monday. It is expected that it will be running regularly by to-morrow.

U. S. TRANSPORT SENT TO BOTTOM

(Continued from First Page.)

guard and was convoyed by British warships. Additional dispatches reached the War Department to-day, saying some 600 survivors are at Larnie, Ireland, and that twenty-seven are at Islay, Scotland. The dispatches said the British authorities were doing everything to make the survivors as comfortable as possible and were sending supplies to the places where they landed. This does not materially change the number saved, which stands at 1,912.

168 Not Accounted For. Indications early to-day were that 168 American officers and soldiers have not yet been accounted for in the sinking of the Tuscania. British Admiralty dispatches account for 2,011 American officers and men as survivors. War Department records show 2,179 American officers and men were aboard.

First List of Survivors. Among those arriving at Fort Ellen, Islay, Scotland, were: Second Lieutenant Frank L. Baker, Engineers, Following belonged to Company E, Sixth Battalion, Twentieth Engineers: First Lieutenant Schweissinger, Sergeant Harry A. Kelly; Corporal Howard E. Bullock, Corporal William A. Cherry, Privates Alva Bowman, Dale C. Dye, William A. Hickring, Charles H. Inack, Harry K. Keefer, Lloyd Ledbetter, James T. Most, Walter Maczarcak, David Fox, Edward B. Peterson, J. W. Redd, L. M. Roberts, Lee P. Tera, Ralph Uphus, A. Van Den Driessche, Colman White, John S. Williams, Edward L. Anderson, Tom A. Ashby, Frank E. Gvoz, James Basey, Alexander M. Push; from the One Hundred and Seventh supply train: Private H. Kleist, One Hundred and Fifty-eighth Aero Squadron, Privates John B. Fleming and Edward F. Klingman.

War Department Statement. The War Department issued the following statement: "British authorities have wired instructions to their commands in Scotland and Ireland to afford our troops from Tuscania every possible assistance and to furnish them with clothing requirements. Officers were dispatched from Liverpool and Glasgow and London to points in Ireland, where survivors now are, and they will wear names immediately. American consuls at Belfast report six hundred survivors at Larnie. As soon as they are outfitted properly they will be brought to Winchester."

The War Department's announcement last night that detachments of the Twentieth Engineers were on the Tuscania was erroneous. The One Hundred and Seventh Engineer Regiment was the one retained in the United States. Signal Corps and men from the Fourth, Fifth and Sixth Wisconsin Infantry, Secretary Baker issued the following statement: "The sinking of the Tuscania brings us face to face with the loss of war in its most relentless form. It is a fresh challenge to the civilized world by an adversary who has refined but made more deadly the stealth of the savage in warfare. We must win this war and we will win this war. Losses like this unite the country in sympathy with the families of those who have suffered loss; they also unite us to make more effective our purpose to press on."

The 20th Engineers, (foresters) is the largest regiment in the world, although only one battalion was on the Tuscania. The aggregate strength of the regiment is 17,000 officers and men. Some of the units still are in training in a camp near here. Colonel W. A. Mitchell, the regiment's Army, commands the regiment and Henry S. Graves, chief forester of the United States Department of Agriculture, is lieutenant colonel. Neither however, was with the battalion on the Tuscania.

The work of the 20th Regiment, which was raised with the active cooperation of the American Forestry Association, is to cut timber in the French forests for military purposes.

War Department Selects Its Official Beauty



MISS FRANCES JORDAN

Miss Frances Jordan has been selected by the Soldiers' and Sailors' Campaign Council of the War Department as the most beautiful of 22,000 young women who sent their pictures to be judged. The picture is to be used on an official poster to inspire soldiers and sailors to greater efforts for their country.

uses at the fighting front; for hospitals, Y. M. C. A. buildings and other purposes.

Tuscania Carried Crew of 220, Majority Being Subjects of Great Britain

New York, Feb. 7.—According to the records of the Anchor Line here the Tuscania carried a crew of 220, under command of Captain Peter McLean, the majority of the crew being subject of Great Britain.

The loss of the Tuscania completes the destruction by submarines of a fleet of five passenger ships aggregating 57,818 gross tonnage owned by the Anchor Line at the beginning of the war. The other ships were: Caledonia, sunk in 1916; Cameronia, April 15, 1917; Transylvania, May 4, 1917; California, February, 1917.

Capital Expected Transport Attack

Washington, Feb. 27.—It was announced at Washington on January 15 by Secretary of War Baker that the War Department had information of German plans for carrying on a more intensive submarine warfare against American transports. In his official resume for last week Secretary Baker said:

"During the last fortnight enemy submarines have been recalled to home ports to be refitted, and the most powerful submarine offensive hitherto undertaken may be expected to be launched against our lines of communication with France, to interrupt the steady flow of men and munitions for our own armies and food supplies for the Allies.

"During the period under review renewed activity along the entire western front is noted. The region bordering the North Sea has once again become the scene of severe fighting."

To Hold Prayer Service For Men on Transport

A patriotic prayer service will be held to-morrow afternoon at 3:15 o'clock in the Pine Street Presbyterian Church in honor of the men who lost their lives in the sinking of the transport Tuscania. Mrs. Roy G. Cox will lead the singing and will also sing a solo, "I Will Lay Me Down in Peace."

JUDGE KUNKEL GIVES OPINION

Judge Kunkel in an opinion handed down to-day decided that technical objections raised by the Wolf Steam Company, Chambersburg, in a suit against them for state tax, can be corrected by an amendment. The company is liable for \$174,644, but contended the state's claim for taxes for 1913, 1914 and 1915, had not been sworn to.



WAR WORKERS AT PLAY. The English girls who are doing valuable war work behind the lines in France must have their recreation. The two pretty misses in the picture are members of the Women's Auxiliary Army Corps. They are resting between the halves of a hotly contested hockey game between girls of the different barracks. They are wearing the uniform adopted by the British Government for all women engaged in official war work.

HEAVINESS MARKS THE DAY'S OPENING

Adverse Conditions Traceable to Loss of the Tuscania; Shippings Again a Conspicuous Issue; Second Liberty 4 Make Low Record

NEW YORK STOCKS
Chandler Brothers and Company, members of New York and Philadelphia Stock Exchanges—3 North Market Street, Harrisburg; 1336 Chestnut Street, Philadelphia; 34 Pine Street, New York—furnish the following quotations:
Open 2 P. M.
Allis Chalmers 28 3/8
American Sugar 78 7/8
American Can 28 3/4
Am Car and Foundry 71 3/4
Amer Loco 57 3/4
Amer Smelting 82 1/2
Am Woolens 51 1/2
Anaconda 62 1/2
Baldwin Locomotive 63 1/2
Baltimore and Ohio 51 1/2
Bethlehem Steel 75 3/4
Butte Copper 19 3/4
Canadian Pacific 17 1/2
Central Leather 70 1/2
Chesapeake and Ohio 52 1/2
Chi, Mil and St Paul 42 3/4
Chicago, R I and Pacific 19 1/2
Chino Con Copper 42 1/2
Corn Products 33 3/4
Crucible Steel 55 1/2
Distilling Securities 41 1/2
Erie 19 3/4
General Motors 134 1/2
Goodyear 48 3/4
Great Northern pf 90 1/2
Great Northern Ore sub 27 1/2
Inspirator Copper 45 1/2
International Paper 31 1/2
Maxwell Motors 59 1/2
Mex War Cts pf 96 1/2
Mex petroleum 91
Republic Steel 45 1/2
New York Central 70 1/2
N. Y. N H and H 29
Norfolk and Western 16 1/2
Northern Pacific 85 1/2
Pacific Mail 27 1/2
Pennsylvania Railroad 46 1/2
Ray Con Copper 23 1/2
Reading 74 1/2
Republic Iron and Steel 76 1/2
Southern Pacific 83 3/4
Southern Ry 23 1/2
Studebaker 51 1/2
United Lumber 114 1/2
U S Alcohol 125 1/2
U S Rubber 56 1/2
U S Steel 93 1/2
U S Steel pf 109 1/2
Utah Copper and Steel 74 1/2
Westinghouse Mig 41 1/2
Willys-Overland 18 1/2

PHILADELPHIA PRODUCE
By Associated Press
Philadelphia, Feb. 7.—Wheat—Market steady: No. 1, red, \$2.27; No. 1, soft, red, \$2.25; No. 2, red, \$2.24; No. 2, soft, red, \$2.22.
Corn—Market nominal: No. 2 yellow, \$2.35@2.40; No. 3, No. 4 and No. 5, yellow, nominal.
Eggs—Weak, loose; No. 2, white, 99 1/2¢@1.00 1/2; No. 3, white, 98 1/2¢@99 1/2¢.
Live Poultry—The market is firm; turkeys, 28@32; old roosters, 25@30; young roosters, 25@27; spring chickens, 23@24; ducks, Peking, 22@24; do, old; Indian Runner, 25@30; turkeys, 27@28; geese, nearby, 28@30.
Dressed Poultry—Market firm; fowls higher; turkeys, nearby, \$16.00; do, old, 15@16; do, fair to good, 12@13; do, old, 12@13; do, western, choice to fancy, 13@14; do, fair, 12@13; do, small, sizes, 12@13; do, old roosters, 12@13; broilers, 12@13; ducks, nearby, 13@14; do, western, 12@13; geese, western, 28@30.
Tallow—Steady; city prime in tierces, 17c; do, special, loose, 17 1/2¢; do, fair to good, 17 1/2¢; do, old, 15 1/2¢@16c; edible in tierces, 18 1/2¢.
Potatoes—The market is dull; new Jersey, No. 1, per basket, 75¢; No. 2, 65¢; No. 3, 55¢; No. 4, 45¢; No. 5, 35¢; No. 6, 25¢; No. 7, 15¢; No. 8, 10¢; No. 9, 5¢.
Wheat Flour—The market is firm with a good demand; winter straight, \$2.50@2.75; do, extra, \$2.75@3.00; do, no. 1, large sales, \$2.50@3.00; no. 1, small sales, \$2.50@3.00; no. 2, \$2.25@2.50; New York, per 100 lbs., \$2.00@2.45; western, per 100 lbs., \$2.00@2.50.
Refined Sugar—Firm, but quiet, powdered, 8 1/2¢; fine granulated, 7 1/2¢.
Flour—The market is firm with a good demand; winter straight, \$2.50@2.75; do, extra, \$2.75@3.00; do, no. 1, large sales, \$2.50@3.00; no. 1, small sales, \$2.50@3.00; no. 2, \$2.25@2.50; New York, per 100 lbs., \$2.00@2.45; western, per 100 lbs., \$2.00@2.50.
Clover mixed—Light, mixed, \$28.00@29.00; No. 1, \$26.50@27.50; No. 2, \$23.50@24.50.

Standing of the Crews
HARRISBURG SIDE
Philadelphia Division—The 121 crew first to go after 4 p. m.: 134, 107, 113.
Fireman for 134.
Flagman for 113.
Brakemen for 121, 107.
Engineers up: Houseal, Koeman, Lambert, Steffy, Burton, Binkley.
Firemen up: Shump, Briggs.
Brakeman up: Meahan.
Middle Division—The 19 crew first to go after 2 1/2 p. m.: 28, 25, 22, 20, 20, 20, 20.
Engineer for 28.
Fireman for 19, 35.
Brakeman for 19.
Engineers up: Peigalt, Strickler, Cope.
Firemen up: Elicker, Huss, Beckert, Martin.
Brakemen up: Clemm, Harshbarger.
Yard Board—Engineers for 3, 7C, 16C, 26C, 29C, 32C.
Conductors for 16C, 1-15C, 2-15C, 28C.
Engineers up: Sholter, Maeyer.
Firemen up: Smeltz, McKeever, Snyder.
ENOLA SIDE
Philadelphia Division—The 209 crew first to go after 2 1/2 p. m.: 251, 256, 219, 204, 233, 242, 236, 225, 242, 245, 218, 206, 202.
Engineer for 236.
Firemen for 256, 242.
Conductors for 214, 219, 243, 245.
Brakemen for 242.
Brakemen for 256, 205, 242, 236, 232, 243, 206, 203.
Brakemen up: Clouser, Buffington, Cushman.
Middle Division—The 258 crew first to go after 2 o'clock: 245, 233, 452, 229, 251.
Yard Board—Engineers for 2nd 129, 1st 104, 112.
Firemen for 3rd 126, 140, 1st 106.
Engineers up: McNally, Fennenga, Gettys, Coff, Ewing, Quigley, Sheaffer, Lutz, Herron, Bair, Barkley.
Firemen up: Campbell, Shuey, Handbaker, Brakeman, W. E. Levan, Eichelberger, Dietrich, Wickey, Crain, Miller, Rodgers.
PASSENGER DEPARTMENT
Middle Division—Engineers up: J. Crimmel, D. G. Riley, J. H. Haines, O. L. Miller, Jas. Keane, J. W. Smith, D. Keane, S. H. Alexander.
Firemen up: H. E. Lutz, J. W. Richards, S. H. Zeiders, Roy Herr, S. P. Stauffer, E. E. Ross.
Engineers for 25, 19, 17.
Firemen for 25, 655, 1, 53, 37, 11.
Philadelphia Division—Engineers up: C. R. Osmond, J. G. Bless, M. Plead.
Firemen up: F. L. Floyd, H. H. Dodd.
Engineer for 20.

THE READING
The 19 crew first to go after 4 1/2 p. m.: 65, 21, 5, 9, 7, 57, 58, 73, 17, 14, 3, 7, 54, 70, 24, 68, 65, 4, 18, 8, 22, 1, 60, 66, 71, 20, 65, 54, 71.
Engineers for 65, 64, 66, 70, 71, 3, 4, 7, 17, 18.
Firemen for 55, 57, 58, 60, 62, 64, 66, 71, 4, 8, 9, 17, 18.
Conductors for 68, 72.
Flagmen for 55, 57, 58, 62, 64, 66, 68, 70.
Brakemen for 72, 2, 3, 4, 7, 14, 20, 21, 22, 24.
Engineers up: Hunsicker, Morne, Lackey, Felix, Barner, Plet, Sheaffer, Motter, Laidler, Beecher.
Firemen up: Slusser, Decker, Speck, Yeagy, Chrismer, Emerick, Kouchouner, Kreiger, Burnett.
Conductors up: Levan, Philadelphia, Bashore, Fessler, Patton.
Flagmen up: Gardner, Morrow, Amig, White, Spies, Waugh, Shank, Deloit, McKeever, Carl.
Brakemen up: Wiley, Adair, Swapt, Kenig, McCofe, Floyd.

Teutons Bar Captives Released by Russians

Petrograd, Feb. 4 (delayed).—The Germans and Austrians have established quasi quarantine conditions along the Russian front, and deny to cross the trenches until there is a reasonable certainty that they are not infected with revolutionary tents. Incidentally, the escaping and released prisoners turned back by their compatriots naturally drift to the Petrograd district, where they are now said to number 40,000.

The enemy's measures to isolate himself and not allow news of internal disturbances to leak out have included the breaking off of direct telegraph communication between Brest-Litovsk and Petrograd, with the result that nothing has been heard of the Trotsky delegation for the last three days, which is ample time to allow the invention of the rumor now actively circulating that separate peace has already been signed.

EAT OSTRICH EGGS AND CRACK HIGH COST OF LIVING

Washington, Feb. 7.—Ostrich eggs to reduce the war cost of food are referred to in a report from United States Consul John Dye, at Port Elizabeth, South Africa. He says: "Since the slump in the ostrich leather market occurred in 1914, making it unprofitable to raise ostriches for their feathers alone, schemes have been devised in this country to minimize the losses to ostrich farmers, many of whom had no other capital than their flocks. 'The eggs of the ostrich have long been a stable product on the market of Port Elizabeth and other ostrich centers, and have been mixed with hens' eggs by bakers in the manufacture of cakes and pastry. Lately two sealed cans, each containing twenty ostrich eggs in liquid form, have been shipped to London as an experiment. The results are awaited with interest. In large quantities, ostrich eggs are quoted at Port Elizabeth at 14 to 18 cents each. One of these eggs weighs between two and three pounds, and is equivalent to about two dozen hens' eggs."

BRASS

Comparatively few people outside of New England are acquainted with the magnitude of the brass industry, the importance of it in connection with present world conditions, and the enormous profits that have been accruing from the manufacture in the State of Connecticut.

In the City of Waterbury, Conn., alone (the brass center of the United States) more than 400 brass plants are in operation.

The subject, which is a very interesting one, is fully described in a special booklet which we have prepared and which, among other things, shows how investors may participate in the profits of this giant industry.

Ask for booklet E. P., which will be sent without obligation or expense.

DUNHAM & CO. Investment Securities 43 Exchange Place, New York

It May Interest Harrisburg People to Know That Pennsylvania's Greatest Building and Loan Association

(And One of the Largest in the Country)

Is a Harrisburg Concern

It Is The State Capital Savings and Loan Association

Its History Shows: Age—20 Years, December 31, 1917
Resources—\$3,934,424.63
Loaned—11,505,138.83
Homes assisted to build or purchase—3,144

Returned to Members: Paid by Them—\$6,134,132.26
Interest Earned For Them—1,312,852.95
Profits Earned: Paid Out to Members—\$1,312,852.95
Remaining Undivided For Members—170,375.36

Our Business Is: The making of Loans on real estate security, repayable in moderate monthly instalments. The receiving of savings, by means of monthly payments on stock, of 50c and upward; withdrawable on thirty days' notice with interest of 4 per cent. to 6 per cent., according to time. The receiving of investment money, as Full Paid Stock, in multiples of \$100, upon which yearly dividends of 5 per cent., tax free, are paid semi-annually and which is withdrawable on thirty days' notice. Our office is open daily from 9 to 5 and on Saturday night. If you are interested in any feature of our business we will be glad to have you call or write for further information.

State Capital Savings and Loan Association

RUBBER STAMPS SEALS & STENCILS MFG. BY H.B. STENCIL WORKS 130 LOCUST ST. H.B.G. PA.

D. B. KIEFFER AND CO.'S PUBLIC SALE!

OF ACCLIMATED AND WEST VIRGINIA Horses, Mules and Colts

SATURDAY, FEBRUARY 9, 1918 At 1 o'Clock at the Farmers Hotel, M. Snyder, Prop., at Middletown, Pa.

We Will Sell the Following Livestock: One carload of West Virginia horses and colts, bought by C. G. Grove of Martinsburg, W. Va., consisting of the good big, rugged feeders, all-purpose, carriage and fancy driving horses and colts, ranging in age from 3 to 6 years, and some weighing up to 1500 pounds each. Mr. Grove advises us that he has used his best judgment and has taken plenty of time in selecting this load of stock, and has bought only what he thought was a strictly good horse or colt for this market.

They are a class of horses and colts that have the size, shape, weight and conformation that belong to a good horse or colt, and are accustomed to commission horses and mules, consisting of the good big, rounded draft horses and mules, also a few close-mated teams; also a lot of high dollar horses, workers, business and heavy horses, and in fact a horse of almost any description. These horses range in age from 2 to 12 years and have them weighing from 1,000 to 1600 pounds each.

Will have our commission horses and mules of all kinds, males and females, ready for sale. Also a few smooth, fat mare mules suitable for the southern trade. These mules range in age from 4 to 8 years. Notes for 30, 60 or 90 days may be taken with good security and paying discount.

I. BRINSEER, AUCTIONEER D. B. KIEFFER AND CO. SALE SATURDAY, FEB. 9, 1918, AT 1 P. M. AT MIDDLETOWN

Women Employes Work Hard in Spite of Weather

Up to the present time women employed in the yards of the Pennsylvania Railroad at Altoona, have been holding down their respective jobs in a satisfactory manner. The report that they had been frozen out is denied. While a number of men stopped off because they were unable to stand the cold weather and deep snow, only one woman lost any time, and she was off duty several hours, being unable to get to work because of the drift. One of the women has not missed a day since last August, while the majority of women boast of having lost from one to three days in that time. At present 600 women and girls are working for the company at Altoona.

Snowplow Gets Lost in Snowdrift on Reading

One of the greatest tasks reported today by the Pennsylvania Railroad Division, between Dauphin and Auburn, was the recovery of a snowplow which has been missing since Monday. It is expected that it will be running regularly by to-morrow.