

ALL NEWS OF THE RAILROADS

PENNSY FREIGHT RECORDS SOAR

Car Movement in Spite of the Embargoes Is Above Normal

Based on the amount of low-grade freight passing special observation points on the lines of the Pennsylvania railroad, all freight records for this system have been smashed into smithereens in the press of the tremendous amount of war material moving toward Atlantic seaboard cities.

At Columbia a total of 3,173 cars passed east and westbound last Sunday. The day previous established a record of 3,813 cars, compared with the former mark of 3,791 cars on October 31, 1915.

In the whole period covering the first half of May a daily average of 7,868 cars passed Columbia. This exceeds by 357 cars the best previous record ever shown for one entire month, that of May, 1917, when the daily average movement was 7,511 cars. In June, 1917, the daily average was 7,487 and in April, 1916, it was 7,355, these constituting the second and third best complete monthly records.

POLITICAL ADVERTISING

JAPANESE AND CHINESE LABOR

Congressman Focht Opposes Bringing Hordes of Asiatics Here

WASHINGTON, D. C., May 16, 1918.

Dear Brother: You of course have seen the malignant assaults made upon me by my opponent for the nomination for Congress, which are as venomous as they are untruthful. Nothing can be more absurd and foolish than to charge me with being unpatriotic. It might as well be said that I have forgotten my love for my dead and sainted mother and living children. My opponent being an old bachelor seems to be peevish and has a grouchy because things are not going his way. I am sorry he refuses to be like other men and join some fraternal and patriotic orders. The milk of human kindness would flow more freely through his system if he did, and it is to be regretted that he refused to join our Order and evidently has no sympathy for our work, for when the Huntington Camp No. 321, P. O. S. A., was organized, he did not even acknowledge the card sent him by the secretary.

But we will pass up all this political and call your attention to the work ahead, which is suggested in the following letter just received from our State Secretary:

PATRIOTIC ORDER SONS OF AMERICA Office of the State Secretary 1317 North Broad Street Philadelphia, Pa., May 15, 1918.

Honorable B. K. Focht, House Office Building, Washington, D. C.

Dear Brother Focht: I am returning the letters sent me regarding the importing of Chinese and Japanese labor into the country and desire on behalf of our order to commend you on your stand on these patriotic measures. I will treat in confidence the identity of the gentleman who wrote, and I promise you that we will take some steps in the near future on same. Thank you again for your support on all things patriotic. I trust you will become the candidate on the Republican ticket from your district again, and I have enough confidence in the voters of your counties to believe that they will return you to Congress next November. May God richly bless you.

Fraternally yours, C. B. HELMS, State Sec'y.

Fraternally yours, BENJAMIN K. FOCHT.

Advertisement for Dr. David I. Miller, Republican Ticket, Primaries May 21st. Includes a portrait of Dr. Miller.

Advertisement for William Colin Terry Lawson S. Laverty, AS REPUBLICAN CANDIDATES FOR THE LEGISLATURE WE STAND FOR. Includes a portrait of Lawson S. Laverty.

Columbia, Pa., Observation Point in Freight Record

Philadelphia, May 18.—All records for the movement of freight on the Pennsylvania Railroad, as indicated by daily observations taken at Columbia, Pa., one of the principal observation points on the eastern lines, have been broken in the first half of May. Figures just compiled show that the combined movement of all freight cars on May 11 in both directions amount to 8,813 cars. This surpassed the highest previous movement, which was 8,791 cars on October 31, 1915. On Sunday May 12, the record was broken a second time at the same point, the combined movement of east and westbound cars being 9,173.

In the whole period covering the first half of May, a daily average of 7,868 cars passed Columbia. This exceeds by 357 cars the best previous record ever shown for one entire month.

Standing of the Crews

HARRISBURG SIDE Philadelphia Division—The 129 crew first to go after 3.30 o'clock: 103, 117, 123. Engineer for 103. Firemen for 103, 123. Conductor for 123. Brakeman for 123. Engineers up: Frickman, Shoaff. Firemen up: Masterson, Ream, Millard, Cornelio, Miller. Conductor up: Sellers. Flagman up: Wenrick. Brakemen up: Mader, Leshner, Henry, Clark, Beck.

Middle Division—The 26 crew first to go after 1 o'clock: 27, 227, 21, 23, 301, 37, 255, 216, 15. Engineers for 27, 23, 37, 27. Firemen for 23, 15. Flagman for 26. Brakemen for 23, 27. Engineers up: Smith, Tetteimer, Rowe, Nisley, Titler, E. R. Snyder, Earley, Rathfon. Firemen up: Clouser, Elicker, Cook.

Conductors up: Corl, Bennett. Brakemen up: Bell, Manzello, Rhoades, Basom, King, Cassatt, McKee, Nearhood, Prosser, Bosserman. Yard Board—Engineers for 11C, 1-14C, 3-15C, 29C. Firemen for 2-7C, 3-7C, 11C, 1-14C, 23C.

Firemen up: Heiney, Lake, Carmichael, Cain, Sherman, Mummaw, Staff, Witchey, Myers, Kistler, Shawfield, Moses.

ENOLA SIDE

Philadelphia Division—The 236 crew first to go after 2.45 o'clock: 240, 209, 244, 233, 241, 201, 203. Engineer for 233. Firemen for 244, 201. Flagmen for 240, 203. Brakemen for 236, 240, 241. Conductor up: Hasson. Brakeman up: Hammes.

Middle Division—The 104 crew first to go after 1.45 o'clock: 253, 112, 229. Fireman for 104. Conductor for 104.

Yard Board—Engineers for 3rd 126, 137. Firemen for 2nd 126, 1st 129, 2nd 129, 1st 102, 2nd 102, 1st 104. Engineers up: Lutz, Bair, Gingrich, Hinkle, Fenical. Firemen up: Hall, Weaver, Price, Kiner, Fish, Bainbridge, Huber, Martin, Holmes, Jones, Wallace.

PASSENGER DEPARTMENT

Middle Division—Engineers up: O. L. Miller, G. G. Kelsler, D. Keane, S. H. Alexander, J. J. Kelley, J. A. Spotts, D. G. Riley, J. Crimmel, F. McC. Buck, W. C. Graham, R. E. Crum, R. M. Crane, W. D. McDougal. Firemen up: Roy, Herr, S. P. Stauffer, H. W. Fletcher, S. H. Wright, E. J. Sheesley, R. F. Mohler, A. L. Reeder, W. E. Hoffman, R. A. Arnold, R. E. Look, G. B. Huss, C. L. Shotts, C. L. Dunn, J. C. Kerber, S. H. Zelders, E. E. Ross, F. A. Pottinger. Engineer for 6293. Firemen for 25, 6293, 59, 55.

Philadelphia Division—Engineers up: M. Plean, R. B. Welch. Firemen up: L. E. Everhart, Wm. Shive, F. H. Cook, E. D. McNeal. Fireman for 628. No Philadelphia crews here.

THE READING

The 16 crew first to go after 11 o'clock: 92, 1, 72, 6, 58, 7, 67, 64, 8, 73, 60, 65, 59. Engineers for 60, 62, 64, 72, 8, 1-258, Brd. Firemen for 58, 59, 62, 67, 72, 1, 7, 8, 2-258. Brd. afternoon work train. Conductors for 72, 3, 256. Flagmen for 59, 62, 73, 8. Brakemen for 58, 62, 64, 67, 73, 7, 8, 16, 1-258. afternoon work train. Lebanon work train. Engineers up: Ruth, Motter, Seifert, Ditlow, Linn, Bruaw, Griffith, Lackey, Pletz. Booth, Strominger, Smith, Durbrow, O'Connor. Conductors up: Sourbeer, Fessler. Flagmen up: Welley, Lehmer. Mosey, Swope. Brakemen up: Reilly, Wray, Spies, James.

Mutual Magazine For May; First War Number Printed

The Mutual Magazine, official organ of the Mutual Beneficial Association For Pennsylvania Railroad Employees, is out for May. There was some delay in the printing, but this special number is one of the greatest issues printed since the Mutual was organized. It contains much that is interesting to Pennsylvania railroad employees. Every Pennsy employee now in the service of Uncle Sam has his name in this issue. A life-size picture of Brigadier General W. W. Atterbury is also printed. Wayne Lattimer, keyman of New Cumberland, a former Enola employee, has a story from France, where he is doing great work, and James K. Linn, known all over the Pennsy system, is also a contributor. The cover page is in colors and of attractive design.

SEEING DOUBLE KILLS MOTHER AND DAUGHTER

Seattle, Wash.—Mrs. C. Mary Moore and her adopted daughter, Alice Lawrence, of Lamone, Douglas county, Washington, died suddenly under circumstances which have puzzled Waterville and Wenatchee physicians.

The daughter attended a Withrow school. During the forenoon she fell ill and went home. She complained of seeing double, and the mother remarked she had a similar feeling. They were both taken to Waterville. The daughter died at the hospital and Mrs. Moore at the home of her daughter, Mrs. W. F. Schieler.

An autopsy was held, but failed to disclose the cause of death, and a portion of the brain and stomach of each have been sent here for further investigation.

Bethlehem Builders Set New Rivet Record

Wilmington, Del.—With an average of five snap rivets a minute maintained for a nine-hour day, bringing a total of 3,095 rivets, it is announced that a crew in the Har-

lan plant of the Bethlehem Shipbuilding Corporation has broken all records in this district, and probably in the country.

The gang that made the record was fathered by Foreman Jack Conley, for forty-three years an employe at the plant. "Bill" Koyloski was the riveter who made the unusual record. The next known record for nine hours was 2,900 snap rivets.

NURSE WEDS SOLDIER

Danville, Pa., May 18.—Miss Augusta Gibson, of Danville, and John C. Freeman, a member of the 103d United States Engineers, stationed at Camp Mills, Mineola, L. I., were married here by the Rev. Dr. James Nollaston Kirk, of the Mat-honing Presbyterian Church. The wedding was the result of a romance that began when the two were employed as nurses at the Danville State Hospital.

FEATURES FOR PARADE

Mechanicsburg, Pa., May 18.—Mechanicsburg will be represented in the Red Cross parade in Harrisburg to-day by the faculty and students of Irving College, who have been an attractive feature in recent Liberty Loan demonstrations here and at Carlisle.

The Mechanicsburg Girls' Military Squadron will also be a feature in their new nobby uniforms.

Large advertisement for Astrich's Millinery and Outer Wearing Apparel. Features 'A ROUSING SALE' and 'THE RED CROSS' theme. Includes illustrations of women in hats and 'RED CROSS 2ND WAR FUND' logos. Lists various hat styles like White Hats, Black Hats, Leghorn Hats, and Sailors. Price lists for different hat types are provided.

