

AMERICAN FOOD WINS BIG FIGHT WITH BOLSHEVISM

Allied Food Commissioner
Tells How It Has Saved
Europe From Chaos

New York, July 19.—How Europe's great wall against the spread of Bolshevism has been built up bit by bit by the American Relief Administration through the constant supply of American food which has been poured into Central Europe within the last few months, was told today in detail by Herbert L. Guttererson of the Allied Food Commission in Trieste, who has just returned to New York. Guttererson was connected with the Food Administration in Washington during the war and recently has been traveling throughout Europe.

Describing conditions at Trieste he said: "Trieste was the headquarters for the Central European section of the American Relief Administration and an Allied Food Commission. Food supplies for Czechoslovakia, Austria, Hungary, Serbia and the Yugoslav territories including the Dalmatian coast were supervised through these organizations from Trieste, a city with an excellent harbor, containing warehouses, fortunately undamaged by the war, which accommodate at least 100,000 tons of supplies. As shipments of flour, grain or fats passed up the Adriatic to fill a monthly demand of not less than 30,000 tons they were deflected to Trieste, Fiume, or

a port on the Dalmatian coast for transport to the interior.

"Seven to fifteen train loads of food, averaging twenty-two cars a train, left Trieste alone daily. On the Dalmatian coast a great part of the tonnage had to be conveyed by other than rail vehicles.

"It is difficult to give any adequate idea of the existing conditions under which the American Relief Administration carried on its work. These countries had been thrown into economic chaos and a mental reaction from prolonged strain and suffering which it is difficult for the clearest imagination even to appreciate without having witnessed their effects.

"Transportation was pretty much at a standstill. Territorial possessions were either reduced or enlarged by boundaries not yet settled. Raw products to start manufacturing were unavailable. Farming implements were gone and thousands of harrows were drawn by the material wants which the war had left these people, they had become so mentally stunned by their surroundings that initiative seemed impossible.

"Yet in this distress every one seemed content with their lot. Apathy, the result of the horrors of the war and the disregard of human suffering in the German war machine had made these peoples of the cities almost gay in an indifference to what might lie in the immediate future. It brought to one from America a peculiar fear.

"Much can be said of the physical condition of the peoples in the different countries. Anxiety, lack of nourishing food and clothing and the exposure to the elements, the lack of shoes or even sandals as a substitute, I saw a pair of leather sandals on a peasant at a railroad station in Roumania near the Serbian border and inquired if such footwear was procurable. You might find a pair for fifty dollars," was the answer of a Serbian soldier who spoke English well after his five years in Pennsylvania. The feet were usually wrapped in some kind of rags. Straw was popular as a warm covering."

RAILROAD NOTES

Dr. J. W. Schaeffer, examining physician on the Philadelphia division of the Pennsylvania, was in Lebanon.

William Elmer, superintendent of the Philadelphia division of the Pennsylvania Railroad, is in Philadelphia to-day and will go to Atlantic City. He will return Monday.

Enola yardmen report the busiest days in many years. Indications are that one or more crews will be put on a special tour.

Excursions from the west are proving a big success. The Atlantic City trains are hauling large crowds.

Jacob G. Hall, a native of Harrisburg, now residing in Reno, was retired July 1. He was a shopman and started to work in 1882.

The new interlocking switch system on the Lebanon division of the Pennsylvania is in full operation.

John D. Myers, engineer on the Schuylkill division of the Pennsylvania Railroad, was placed on the pension roll after 51 years' service. His home is in Philadelphia.

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RAILROAD NEWS

TO SAVE COST ON FREIGHT LOSSES

Philadelphia Division Starts
Campaign to Benefit Ship-
pers and Railroad Co.

Cut the cost of loss and damage to freight. That is what the Philadelphia division is doing now. An active campaign is on. A committee has been named and employees are receiving daily information as to the best means for cutting down unnecessary expenses. The co-operation of the shippers will also be asked.

If shippers would pack and mark their goods properly a large proportion of this loss would be saved, it is pointed out. One of the causes of loss is the fact that it is to the advantage of both the shipper and the railroad company to eliminate claims as far as possible. Claims, it will be admitted, cause a great deal of waste time and money, in consequence it is to the best interest of all concerned to prevent claims.

To give an idea of the magnitude of the loss and damage on the Philadelphia division alone, this account for the first four months of 1919 amounted to \$87,424, notwithstanding the fact that business had fallen off to some extent. Here are some figures for losses:

Frequently the exposure of the contents of a shipment will cause a loss through theft that would not have occurred had not the exposure presented both the suggestion and the opportunity. Shippers can assist by guarding against such exposure.

If the claims that are now presented resulting from improper packing and marking of freight shipments, could be eliminated, the greater part of the difficulties now experienced could be overcome. In the last few years the increased cost and shortage of proper wrapping and packing materials have induced many shippers to adopt a policy of carelessness, whereby inferior packing is used, which is not sufficiently substantial to withstand damage from ordinary handling in transit.

Some of the loss and damage, it is said, occurs in handling less than carload freight, necessitating same being handled through freight transfers. This work must be done with promptness, in order that the freight may not be delayed an unusual length of time, and so that it may get out on scheduled local freight trains. These local freight shipments are of all sizes, dimensions and weights, and consequently all packages cannot be loaded on one car, but must be shipped by arrangement on platforms or trucks before loading, in order that the heaviest freight may be loaded on the bottom at all times, although every effort is made to load shipments in this manner.

Some Evils Named

The use of old or second-hand cartons, or other containers, is a particularly fruitful cause of claims. If these cartons or containers do not break open, they can almost certainly be depended upon to send the shipment astray on an old mark. Aside from the matter of second-hand cartons, the mistakes in marking shipments are many.

The marking of freight packages should be done in plain and legible characters that will not rub off, or become obliterated by ordinary handling. A tag should never be tied to a freight shipment when the proper marks can be written, nailed or pasted on the package itself. When tags are used, at least two should be put on all packages, and fastened with a wire or heavy twine. Wire should be used on hardware, and the tag should have an eyelet so that the wire will not cut through.

It can be readily seen that shippers, as well as the carrier, are vitally interested in the matter of preventing these claims. A shipment is never made for the purpose of having it result in a claim. The prudent shipper, with an eye to future business, wants to deliver the property to the consignee, and the consignee wants that same property, intact and on time, or for a customer. The payment of a claim does not satisfy either.

Standing of the Crews

Philadelphia Division.—The 119 crew to go first after 1 o'clock: 125, 103, 111, 101, 112.

Firemen for 112, 175.

Brakemen for 104, 115, 119, 125.

Engineers up: Dolby, Fridy, Shattly, Lambert, Stauffer, Schlegelmilch, Broome, Anderson, Bastian, Miller, Gable, Schwartz.

Firemen up: Webb, Barclay, Smith, Myers, Thompson, Bickel, Musselman, Fenstermacher, Falk, Dickover, Ressler, Malone, Letzky, Kirchoff, Albert, Rider, Kimmich.

GOOD SCHEDULES ON P. R. R. LINES

Philadelphia Division Leads
in Perfect Schedule Records
During Month of June

In running trains on schedule time during the month of June, the Philadelphia division of the Pennsylvania Railroad put it all over the other divisions east of Pittsburgh. The passenger train showed a 93 per cent record on schedule time, making a perfect run over the division. During June, 1918, the record was 88 per cent. Trains arriving late and making time on the 1919 division showed a 79 per cent record in 1918 and 86 per cent this year. The total number of trains were 1919, 5,168; 1918, 4,229.

Improvement in train service on the Pennsylvania east of Pittsburgh is shown in a report sent out yesterday from the N. W. Smith, general superintendent. During the month of June 84,304 passenger trains were run. During June, 1918, the total was 78,061.

Schedule time was also better. The percentage for on time reports was 88.4, as compared with 77.9 for June, 1918. Records for two years for the several divisions for 1918 and 1919 show Pittsburgh, 85.02, 70.7; Middle, 80.2 and 70.7; Juniata, 88.8; 73.1; Tyrone, 78 and 60.2.

Trains handled during June, 1919, and 1918, showed the following totals: Pittsburgh, 5,857 and 5,209; Middle, 3,269 and 3,287; Juniata, 240 and 240. The Tyrone division had 1397 trains this June as compared with 465 last year, and the Cresson division 1,195 this year and 1,200 last year.

With a view to bettering these records for this month, with traffic on the increase, officials of the trainmaster's department at the various divisions will ride trains and make reports of detentions. On the Middle division J. C. Johnson, superintendent, is doing personal work.

In this connection he called the attention of the trainmen to the fact that extra freight No. 1802 east, with sixty-eight loaded cars, arrived at Vineland at 6:37 and by backing off with a hot box detained for periods of from fifteen minutes to an hour, the following trains: One slow freight, one stock train, one empty passenger, one beef train, one soldier train and one regular passenger train.

Mr. Johnson points out that this delay caused a heavy unnecessary expense to the Government which might have been avoided if the boxes had been properly inspected and cared for before the train started out.

White, Cagham, Benser, Morris, Meek, Metz, Taylor, Holmes, Sadler, Swigart, Lightner, Kenner, O. J. Wagner.

Firemen for 145, 1st 102, 1st 129, 3rd 129, 1st 104.

PASSENGER SERVICE

Middle Division.—Engineers up: J. W. Burd, M. J. Johnson, C. D. Holenbaugh, F. F. Schreck, W. G. Jamison, S. H. Alexander, J. Crimmel, L. Riedorf, W. E. Turbett, J. R. Brimmer.

Engineers wanted for 6293.

Firemen up: R. A. Arnold, R. Herr, W. Bachman, P. E. Gross, H. B. Thomas, J. N. Remy, R. F. Mohler, S. H. Zelders, R. E. Look, C. L. Sheets, J. C. Kerber, E. P. Sheesley, J. L. Fritz, G. B. Huss.

Firemen wanted for 29 and 47.

Philadelphia Division.—Engineers up: W. O. Buck, E. C. Snow.

Engineers wanted for 44 and M-22.

Firemen up: J. M. White, J. M. Platt, B. W. Johnson, J. N. Schindler, F. L. Floyd.

Firemen wanted for M-22.

THE READING

The 3 crew to go first after 12:15 o'clock: 67, 53, 55, 62, 5, 68, 71, 60, 72, 61, 57.

Engineers for 57, 68.

Firemen for 67, 53, 55, 62, 5, 68, 71, 60, 72, 61, 57.

Conductors for 61.

Flagmen for none.

Brakemen for 55, 57, 61, 62, 67.

Engineers up: Walton, Clouser, Wyre, Bowman.

Firemen up: Vogelsong, Chrismer, Conductors up: Meek and Danner.

Flagmen up: Wiley, Treas.

Brakemen up: Swartz.

C. V. NEWS

Crash of Car and Truck Sends Four to Hospital

Carlisle, Pa., July 19.—A serious automobile accident occurred yesterday morning about 8 o'clock when a truck owned by G. R. Wenger crashed into a touring car owned by a Mr. Buchanan, of Chambersburg, between Centerville and Jacksonville, at a point known as Hay's Grove. It appears the truck of Mr. Wenger was going west and the other car coming toward it, when something went wrong with the steering apparatus of the truck and in an instant the two cars crashed and the radiators of both were demolished and other parts badly damaged. Four persons in the touring car were taken to the Carlisle hospital suffering with injuries. It was learned that all the members of the touring car were Chambersburg residents.

Hospital Soldiers Invited to Attend Entertainment

Mechanicsburg, Pa., July 19.—Through the courtesy of the Swarthmore Association, the Woman's Club arranged for the transportation here of four convalescent soldiers from the United States General Army Hospital No. 31, at Carlisle, yesterday, to attend Chautauque. They came for the afternoon entertainment, which was given by the Overseas quartet and a reader.

Before going to the Chautauque tent, they were entertained by the club at the home of Mr. and Mrs. H. C. Ryan, East Coover street, where refreshments were served, instead of the lawn at the tent as had been previously planned but were finished.

Carlisle Girl Home After Four Years' Work in Europe

Carlisle, Pa., July 19.—Miss Jeanne Guignot arrived at the home of her sister, Mrs. Thomas Manson, East High street, last evening, from four years' work in war-stricken Europe. Miss Guignot was engaged in relief and refugee work, and was located principally at Berne, Switzerland. Another important service she rendered was to locate American boys in German prison camps. Miss Guignot will make her home in Carlisle.

AID DE CAMP AT WEST POINT

Greencastle, Pa., July 19.—Lieutenant P. F. Carl, Jr., son of Mr. and Mrs. P. F. Carl, South Carlisle street, has received appointment as Aid de Camp to Brigadier General Douglas McArthur, superintendent of the Military Academy at West Point. The appointment of Lieutenant Carl is particularly significant, as he will be the only officer at West Point, who is not a graduate of that institution. He has also been commissioned a permanent lieutenant in the Regular Army. Since his return from overseas where he was an aviator, Lieutenant Carl has been stationed at Camp Merritt, N. J.

HOFFER FAMILY REUNION

Marietta, Pa., July 19.—Invitations have been issued for the annual reunion of the Hoffer family at Hoffer Park, Marietta, on July 29. The organization will hereafter be known as the Hoffer Memorial Reunion, and as several important subjects are to be discussed, those who are members are urged to attend.

COMMUNITY PACKING HOUSE

Waynesboro, Pa., July 19.—The Smithburg Fruit Growers Association has decided to erect a community packing house at once on the ground donated by the Western Maryland Railway Company. The building will be built and ready to put in operation for shipment of fruit in August.

Suburban Notes

HUMMELSTOWN

Miss Leta Hitz is spending several weeks among relatives at Philadelphia and Trenton, N. J.

Wallace Gerhart, of Reading, spent yesterday among friends in town.

Dr. Nile Crist and family are spending the week among relatives at Columbia.

Miss Beatrice Zeitlers has arrived home from Nashville, Tenn., where she had been teaching elocution and physical training, to spend the summer at the home of her parents, Mr. and Mrs. Samuel Zeitlers, South Rail road street.

Miss Rebecca Sutcliffe is spending a ten days' vacation at Philadelphia, the guest of her brother, Harry Sutcliffe.

Mr. and Mrs. William Hoover are spending the week among friends at Schenectady, N. Y.

Miss Minnie Landis is spending several days at the home of Dr. and Mrs. Fleckinger, Palmyra.

J. Earl Brightbill, son of Dr. and Mrs. Joseph Brightbill, has arrived home from France after serving twenty months with the Fox-Hunt and Nineteenth Depot Engineers.

John H. Wise and daughter, Miss Bertha Wise, spent several days at Philadelphia, the guest of Mr. and Mrs. Samuel Walter, West Main street, has arrived home from France.

LIVERPOOL

Mrs. Margaret Byerly spent several days at Harrisburg.

Dr. Elizabeth Reimsnyder and Miss Pueris B. Robinson spent Thursday at New Bloomfield.

Lieutenant Commander Rodgers, of the United States Navy, and Mrs. Rodgers, are guests at the Commercial.

Mrs. Clara Hammaker and son, of Duncannon, were recent visitors with Mr. and Mrs. E. E. Ebbert.

Wilbur Stalley, of Reading, is spending some time with his grandparents, Mr. and Mrs. Jacob Stalley.

Miss Alice Zeitlers, of Harrisburg, is visiting here mother, Mrs. Ellen Zeitlers.

Mr. and Mrs. W. E. Howry, Mr. and Mrs. Paul Howry, Mr. and Mrs. John Shesley and Joe Clauser, of Shiremanstown, were recent visitors with Mr. and Mrs. Harry Deckard.

Mr. and Mrs. Lewis Sterick and daughter, Gladys, Mr. and Mrs. Charles Smith, and Miss Vivian Hartzell, of Harrisburg, were recent visitors with Mr. and Mrs. Ambrose Sterick.

Master Franklin Dilley, of Ocean City, is spending several weeks here with his grandparents, Mr. and Mrs. F. P. Dilley.

Wesley Kauffman, of Newport, recently returned from overseas, is visiting here with his cousin, Evan Hebel, and family.

Mrs. George Rempfers and little son, of Lancaster, are spending some time here with her parents, Mr. and Mrs. U. N. Noll.

JAPAN'S POLICY TOWARD CHINA

CO-OPERATIVE

Protects Latter Chiefly For
Sake of Her Own
Security

Tokio, July 19.—"Japan does not pretend to be wholly unselfish in her policy toward China," says the Herald of Asia, a conservative journal of Japanese thought. "Japan is protecting China chiefly for the sake of her own security," the paper continued.

"Japan cannot allow China to barter away her birthright even if she is simple enough to engage in such folly. If China wants to test Japan's sincerity let her refuse all further concessions to accidental nations and secure for all time the inviolation of her territory, and Japan's task in regard to China will be finished."

"It is a question, however, whether China is yet able to do without the assistance of Japan in coping foreign nations at bay; and this help, strange to say, is just

what China does not want. Is it that China would rather be a slave of the white races than the equal of them? We can hardly credit this."

"There is no need for China to be anxious about the return of Kiauchow. Japan has promised to restore the territory to China just as soon as China is able to guarantee that it will not again fall into the hands of a third party. What more can China desire? And does justice require more? China talks as if she were an absolutely independent nation, granting concessions to no country. If she will take this attitude toward all western countries, Japan will be ready to concede China her new status. But to show a desire to cast out Japan while leaving the others in

place, is something no one can expect Japan to approve."

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