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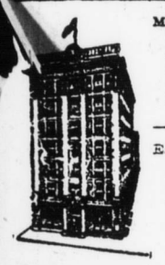

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FRIDAY, AUGUST 15, 1919

He that can have patience can have what he will.—Franklin.

MORE BLUNDERING

ONE of the returned American representatives in Siberia is responsible for the statement that the United States was the most popular of all nations with the Siberians when we landed troops at Vladivostok after joining the Allies, but that now this country is hated from Ekaterimburg to the eastern coast and all because we made promises to the Siberians and then did practically nothing to fulfill the expectations of the people. He says further that Japan is rapidly closing the door to American trade in all parts of Siberia and that our country is under suspicion because the help that was promised has not been given. Here is how Mr. Norton, the acting director of the Russian Division on the Committee of Public Information sums up the situation:

> What faith Siberians still held in this country was destroyed by a wholesale breaking of promises. Every American in Siberia for any purpose, when asked what America was going to do for Siberia, would make ambitious promises in behalf of the War Trade Board. None of these promises was ever fulfilled.
>
> We were going to feed and clothe every man, woman and child in Siberia, according to American promises. Then the War Trade Board went out of existence, with nothing done.
>
> Such promises by individuals might not have caused so much damage, but the War Trade Board officially asked the Committee on Public Information to get data on the needs of the multitude of villages in Siberia, in the way of clothing and other necessaries. This was laboriously gathered by the Russians at our request and transmitted to the Publicity Committee, but by the time the data were received the War Trade Board had gone out of business and had no use for the figures. The Committee on Public Information in Siberia was kept busy from then on, explaining why they took such information, if they didn't want to do anything with it.
>
> The harm done to the United States by such occurrences was increased by the fact that the United States had no definite policy in Siberia, and the Siberians were kept in bewilderment as to what were our real intentions. They could not make out what we were doing and were all the more suspicious on that account.

So it appears that the absence of a policy in Russia has still further alienated the traditional friendship of a people who looked upon Americans as their faithful allies who were worthy of trust and to whom the Siberians might look with confidence for counsel and support in the most tragic period of the country's history. Instead of faith in our country there is now throughout Russia, according to Mr. Norton, the accredited agent of the Committee on Public Information, a feeling of widespread disappointment over the happenings of the last few months.

American statesmen have protested, without avail, against the lack of definite policy respecting Russia and now at the eleventh hour the people of the United States will naturally regard with amazement the sudden energy displayed in the sending of guns and ammunition for the relief of the Kolchak government, the only semblance of rational authority in the former domain of the Czar. One unfortunate development has followed another and we seem to have increased at every step the dislike of Russians of everything American.

It is not improbable that the Japanese, with their clever propaganda, are at the bottom of the sudden change from a friendly attitude to one of open hostility to the United States, but the "open door" is being closed in a way that is purely oriental in its subtlety and extremely disastrous in effect to American trade.

ENTERPRISE

CAMP HILL has displayed its enterprise by scheduling a Chautauqua program of a type seldom attempted by towns of its size, but the people of that prosperous little borough may be relied on to put over anything they undertake. The movement is designed to encourage neighborhood spirit and to bring the people more closely together. Theodore Roosevelt once said that the Chautauqua is the most American of all American institutions and certainly it is an elevating force in any community. Camp Hill, no doubt, will feel the benefit of its effort in many ways.

Harrisburg is again on the map in the matter of excursion rates and is no longer playing second fiddle to the suburban towns.

WE MUST HAVE IT

THE committee Mayor Keister has appointed to procure for Harrisburg a place on the transcontinental aviation map has made remarkable progress toward taking full advantages of the Government's offer to make this city a stopping point for machines bound from coast to coast. The enthusiasm of the chairman, William Jennings, and the hearty co-operation of Lieutenant-Colonel Kirkland in helping to solve the problem of a proper landing place for aircraft, are contagious. City Councilmen and the Mayor himself were quick to see the wisdom of getting early action on the project.

The thing has been well started and it must be carried to a successful conclusion. Harrisburg simply must have an aviation field of the kind described. To miss this opportunity to become in air transportation such a center as the city is in a railroad way would be little less than a crime.

As Colonel Kemper said yesterday, aviation, with all its remarkable achievements, is only in its infancy. Great discoveries are just around the corner. Any day some inventor may come along with a new curvature of planes, or a stabalizing device or an improvement in engines that almost overnight will make airplane passenger and express service popular and profitable.

Air travel to-day is in somewhat the same place the railroads occupied a century ago. To let some other city become an air center to the exclusion of Harrisburg would be as though our forefathers had let slip their chance to make Harrisburg one of the big centers of railroad building and operation. The thing looks small now, but great developments are at hand. Within the next five or ten years the express airplane will be as common as the overland motor trucks are to-day and travel through the air will have been reduced to a science, where men will save whole days by substituting fast airplanes for the cumbersome railway coaches of the present.

Now is the time to prepare for the future and the Government very kindly has offered to do its part by placing us on the air map and bringing all of its own mail and army planes this way if we but provide a landing place.

City Solicitor John E. Fox is deeply interested in working out the legal end of the problem and may be trusted to find a way whereby the city may expend the money for the establishment of a field. It has been pointed out that the municipality might lease or buy a piece of land for park purposes and give permission to the Government to use it for aviation, reserving some parts of it for community recreation and sport. This, it is said, could be worked out by having a park policeman on hand to look out for the safety of the public upon the approach of airplanes, and appears to offer an easy solution to the problem. With regard to the money, it would seem a small matter to float a little loan for this purpose. Certainly, such a loan would be approved by the people, who are always ready to support any plan that promises to benefit the city.

At all events, Harrisburg must have this field.

It should not be forgotten that the Kipona is the people's celebration and all contributions for this big river event will be received and acknowledged by V. Grant Forrer at the City Park offices. Committees are busy preparing for the many interesting events and now that Admiral William Bowman has returned from the West, he will throw his usual "pep" into the activities of the Greater Harrisburg Navy.

Politics in Pennsylvania

By the Ex-Committeeman

Governor Sproul saw many heads of departments while he was at the Capitol yesterday and was busy all day outlining plans to be worked out during his absence in the west, where he goes to address the conference of Governors at Salt Lake City next week. It is expected that the remainder of vacancies to be filled and whatever changes are to be made in the various departments by reason of new laws reorganizing them on more businesslike basis will be announced directly after his return to this city on September 1, it is expected.

The Governor discussed the high cost of living with Secretary Rasmussen, of the Department of Agriculture, and Guy C. Smith, chief of the new Bureau of Markets, and told them that he would like them to follow out the policy already started by them of giving the Federal Government all possible assistance in the effort to get prices back to normal level. He said he recognized the immensity of the task but suggested various ways in which he thought the State could aid.

Mr. Smith was instructed to offer the assistance of the Bureau of Markets to the Fair Price Committee of the State and to aid in the formation of local committees, as well as volunteering to them all information which would tend to help them place a fair price on foods to the consumer.

Mr. Rasmussen will ask the Attorney General for an opinion as to whether the law permitting him to prevent the waste of foods can be made to apply to the enforced sale of foods held in cold storage warehouses that are apt to become unfit for human consumption.

The Governor instructed the Secretary to take up with James Foust the newly appointed head of the Bureau of Foods, the adulteration of soft drinks. The large number of new drinks of this kind on the market increases the danger of adulteration, the Governor said, and he is determined to prevent injury to public health through this source.

Harry S. McDevitt, the Governor's private secretary, will accompany him to Salt Lake City. The executive party left last evening at 10.30 o'clock.

John R. K. Scott has asked the Governor to give a hearing to Gustav Paravicini, who was recently dismissed as a special agent of the Bureau of Foods in Philadelphia. Scott asserts that the discharged officer can prove himself innocent of any misconduct. It is likely that he will be given an opportunity to vindicate himself.

—Congressman J. Hampton Moore, reform candidate for Mayor of Philadelphia, was quick last evening to comment upon the platform of his competitor for the Republican nomination for Mayor, Judge John M. Patterson, the Vare choice for successor to Mayor Thomas B. Smith.

"The voice is the voice of Jacob, but the hand is the hand of Esau," remarked the militant favorite of the anticontractor forces.

"My genial friend, the Judge, who tells Mr. Robins he 'shall know no master in the conduct of the Mayor's office,'" also remarks Congressman Moore, "is not the issue in this campaign, notwithstanding his brilliant effort to disassociate himself from the contractor forces."

—Congressman Moore, who later amplified his views before the City Committee of the Town Meeting Party, after reading Judge Patterson's platform, made this statement:

"You will observe that Judge Patterson's acceptance is not addressed to the Vares, who asked Mr. Martin and Mr. Lane to induce him to be a candidate, but to Thomas Robins, Jr., who is not in political touch with Eleventh and Chestnut streets." The Judge promises many reforms and public improvements if elected.

Enough of Experience

[From Kansas City Star.]

The demand of the railroad brotherhoods for the joint control with the government of the railroads is an impossible dream in the light of the experience the Government has passed through in railroad control.

We have had enough of experiment for these times. It is time to get down to earth and exercise of common business sense, not only as to the railroads, but in all other lines of business and industry. This is not the time to attempt to remedy what disastrous experiment has wrought by blindly rushing into another.

Government control of railroads has failed from whatever viewpoint it is regarded.

It has lowered the standard of service to the public.

It has increased rates beyond even the demands of the railroad operators before the Government took control.

It has destroyed the morale of the business organization of transportation lines.

It has failed to maintain the needed improvements in railroad operation, and is now asking 200 millions for the item of impaired rolling stock alone.

It has increased wages with a lavish hand, but it has failed to satisfy the railroad employes and now faces what promises to be the greatest strike in years.

Finally, and worse than all else, it has failed in business management. In addition to all that it has cost the public in loss of service, it has cost more than 1¼ billion dollars in deficits in revenues, not counting the 272 millions of shortage during the first five months of the present year.

Against all this tremendous cost not one benefit has accrued to the people of the country from Government operation.

The plan offered by the railroad brotherhoods offers no relief from present conditions. It only plunges the country deeper into an impossible condition. The constantly growing financial burden would still be saddled upon the public, while conflicting interests, bad politics and mismanagement continued to run riot in railroad control.

Reconciled Through Christ

And you, that were sometime alienated and enemies in your mind by wicked workers, yet now hath he reconciled in the body of his flesh through death, to present you holy and unblamable and unreprovable in his sight: if ye continue in the faith grounded and settled.—Colossians i, 21 to 23

DAYS OF REAL SPORT -:- -:- :-: :-: -:- By BRIGGS

Labor Renounces Action

[From the Philadelphia Inquirer.]

The decision of the Triple Alliance of organized labor in Great Britain to postpone the proposed referendum on "direct action" is an extremely important and encouraging development which will greatly relax the strain of a situation which had been distinctly menacing and which for the time being at least will relieve the Government from what had been its chief cause for anxiety and apprehension. What a formidable crisis might have arisen had the referendum taken place can readily be imagined when it has been stated that the unions which the Alliance comprises, consisting as they do of miners, railway men and transportation workers, had it in their power absolutely to paralyze the industrial activities of the country. By the general strike which had been threatened every kind of business would have been brought to a complete standstill, with a resultant catastrophe of unexampled magnitude.

There is some divergence of statement with regard to the motives by which the postponement which has been agreed upon was determined. It seems to have been influenced by the recent change in the Russian policy of the government, and by the announcement of its intention to refrain hereafter from intervening for the settlement of labor disputes; but the enthusiasm for "direct action" which had previously been manifested is also said to have waned and at the labor conferences wide differences of opinion as to its desirability were expressed. This indicates a welcome return to sanity on the part of a majority of those concerned. Trades unionists in England and elsewhere are too prone to disassociate themselves from the community to which they belong, and to proceed upon the assumption that their own interests can be successfully promoted by actions and methods which are incompatible with the general welfare.

There could be no greater or more fatal mistake. Had the Triple Alliance engaged in the universal strike which it had under consideration its own members would not have escaped from the deprivation and suffering which must have ensued, and they would have had their share in the enormous loss by which it must have been attended. What organized labor too frequently fails to realize is that we are all in a sense members of the same body and that our interests are to a predominant extent identical. The system of civilization under which we live is so complicated and highly organized that the whole of it is more or less prejudicially affected by an injury to any part and where wages are sacrificed, where property is destroyed, where profits are canceled there is necessarily a corresponding deduction from the common stock of wealth.

When this fundamental truth shall be better understood than it is at present the economic wastefulness of the strike will be recognized and every dispute between employer and employed will be settled by a resort to arbitration.

What Happened in 1776?

The following shaft of light on American history was cast by Henry Ford in the course of the trial of his libel suit against the Chicago Tribune. Mr. Ford was being cross-examined by Mr. Stevenson, counsel for the defendant.

Q. Do you know anything about the Revolution, Mr. Ford?

A. Yes, sir.

Q. Do you have in mind, or do you understand, that the flintlock muskets were used in a revolution?

A. They are all out of date, I know.

Q. What revolution did you have in mind, Mr. Ford?

A. In 1812.

Q. You don't know of any other?

A. No.

Q. Don't you know there was not any revolution in 1812?

A. I didn't know that; I did not pay much attention to it.

Q. Don't you know that this country was born out of a revolution in 1776? Did you forget that?

A. I guess I did.

Onslaught on High Prices

[From The Literary Digest]

STARVATION has begun, we are told in official reports on conditions brought about by the high cost of living. According to the Children's Bureau connected with the United States Department of Labor, 6,000,000 American children are underfed. The New York City Board of Health finds numerous poor families giving up meat, giving up butter, giving up eggs. William G. Lee, president of the Brotherhood of Railway Trainmen, says there will be "Hell to pay in this country" unless affairs take a turn for the better. Senator Capper, of Kansas, predicts "some kind of a bust-up." The Richmond Times-Dispatch exclaims: "If hunger leads to Bolshevism, how doubly dangerous must that leadership be when that hunger exists in a country that has bumper crops and whose storehouses are full to bursting." Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers tells the House Interstate and Foreign Commerce Committee that "unless Congress or some one else finds a solution in the next few months to the present situation, we are going to see the worst time in the history of this country. It might be before we get through we would advocate a firing-squad for some people." The Governors of several States are promoting investigations which, it is hoped, will reveal the causes of the phenomenal rise in prices and point toward remedies. Attorney-General Palmer promises to bring suit against the Big Five packers under the anti-trust laws. President Wilson in an address to Congress has set forth his ideas regarding the problem and its solution. No one in Washington appears at all passionately concerned about the Peace Treaty, now, or about the League of Nations. A single gigantic issue overshadows everything else, and the press reverberate with denunciations, constructive suggestions, and reports of anti-profiteering campaigns. Here and there we find comment on results actually attained. Says the New York Evening World: "At the first sign of change in the legislative tone at Washington, prices of corn, pork, and cotton begin to fall. The profiteers, noting an indication of a shift in the propping-up policy, which has prevailed ever since the armistice, make haste for cover." Continuing, the paper declares:

"All that is really wanted to adjust prices to fit pockets is a restoration of competitive conditions in store and factory. The government destroyed competition at the outset of our entry into the war by furiously bidding up the prices of commodities and labor. Since hostilities ceased the endeavor has been to hold up when it should have been to let down. In seeking to avoid an inflation of currency we have had an inflation of values. Low-priced currency can in time reach par; high prices do not come down as gracefully. The economic effect of each condition is about the same.

"That competition will assert itself if not interfered with has been proved over and over again. Good prices increase production and increased production reduces cost. Plenty and fair prices produce the widest general prosperity. To meddle with natural laws is to breed evil consequences, plenty of which are now in prospect."

In the same column of the same newspaper we note an admission that considerable mystery nevertheless enshrouds the present situation, especially as concerns the packers, and it appears to The Evening World that their efforts to clear themselves are hardly of a soul-satisfying nature. The St. Louis Star goes further and denounces "the private control by five interests of almost seventy-five per cent. of the meat supply," and resents the "czarism" that forces us to "pay prices fixed by artificial and unregulated profiteering."

That the actual profiteer is the retailer many victims believe, and the Socialist New York Call "has decided to devote space each day for two weeks for the wage-earners of New York to tell how they have been robbed." Meanwhile the Spokane (Wash.) Spokesman Review discusses the experiment with a municipal store at Houston, Tex., and the Kansas City Post relates how Chicago women have been camping on the trail of the profiteer:

"First, these women obtained from butchers and grocerymen—retail dealers—a statement that from four to eight cents a pound on meat is a fair profit for the retailer.

"Secondly, they obtained current wholesale price-lists from the packing houses. Then they posted that price-list along side of the retail prices, and, according to Chicago reports, here is what the women found:

"That instead of the five-cent profit the retailer said he ought to make on a pound of leg of lamb, he was actually making ten cents; that instead of making seven cents on lamb chops, the retailers were averaging twenty-five cents; that instead of a seven-cent profit on a pound of veal, they were clearing twenty cents, and so on through the meat list—these items being used merely by way of illustration.

"And, on green stuff, the dealers were found to be reaping an equally rich harvest. Cantaloupes costing six cents retail at eighten cents minimum, and in some cases as high as twenty-five cents; tomatoes bought, by the retailer at five cents a pound sell for thirty cents a pound, and so on.

According to the Pittsburgh Leader, the chief offender is not the retailer, but the middleman—

"As a matter of fact, these wholesalers and jobbers are the most guilty of all. They produce nothing, create nothing, but take toll on everything. They are the real parasites who stand between the producer and the consumer and wax fat on the intermediate-profits."

The New York Sun is convinced that the first essential toward remedying the high cost of living is a cut in grain prices. Congressman Igoe would "stop profiteering, not only in food supplies, but in shoes, clothing, and, in fact, everything else, but taxing the extortions of the profiteer." In many quarters, a certain measure of relief is looked for from the sale of Army food, and the moral effect, it is thought, may be considerable. As the Indianapolis Star contends:

"The evidence brought out at the hearing of a House subcommittee investigating War Department expenditures that almost 400,000,000 cans of vegetables, salmon and pork and beans were withheld from the market in order that prevailing prices might be maintained is not calculated to allay the growing indignation sweeping the country over the exorbitant values put on all the necessaries of life. Testimony was presented showing that the Quartermaster General's Department had planned to offer the big Army surplus to the public, but that the canners previously had prevailed upon Secretary Baker to withhold this supply until after the present canning season."

However, the Columbus (Ohio) Dispatch fails to see how the sale of Army food can alter the situation very strikingly in a material way:

"Something over a hundred million dollars' worth of this food is held by the government—a dollar's worth per inhabitant. If it were given to the public it would save but a trifle per family. Throwing the government food upon the market is not the solution of high prices, whatever immediate and temporary relief might result therefrom."

In launching his campaign against high prices, Governor Cox, of Ohio, assails the holding of food in cold storage warehouses for the purpose of keeping up prices, and the Baltimore American says that:

"When the cold storage process becomes a machinery in the hands of conscienceless food barons who use the machinery to manipulate handling processes and boost prices—it is certainly time that the general public should be demanding investigations that will not be shams, but that will be aimed to get the culprits, and that will get them."

A Georgian's Memories

[From the La Grange Reporter.]

If some fairy were to wave her magic wand and assemble the turquoise and sapphire of the ocean's bosom, the ruby, opal and pearl of the emerald of luxuriant nature and the silver and gold of field and plain, and, pouring them into the caldron of culture, were to purge them with the burning love of angels for a million eternities, until all were no more than a dewdrop, that dewdrop would not be too pure and radiant in luster for the violet petals of our memory of Monroe.

If Things Keep On

It may soon be necessary to adopt Government control of Washington, D. C. — Kansas City Times.

No Wonder Germany Quit

NUMBER FORTY-FOUR

"Outside! Everybody! Stand to! used to be the cry every morning just before dawn in the trenches," said Major Frank C. Mahin, of the Army Recruiting Station, 325 Market street, Harrisburg. "Fancy having to roll out of a couple of nice warm blankets, in a snug dugout that had gotten beautifully heated up during the night, out into utter blackness, in a cold drizzle, at four in the morning. Sleepy men went stumbling through the muddy trenches to their stations, shoved their rifles through a loophole or over the parapet, took a look out over No Man's Land, as they started to get chilled, gathered in groups of three to four, swapped makings, and proceeded to cuss the Boche, the war and everything in general. Imperceptibly it grew lighter, off to the right a tinge of pink would appear, changing slowly to a dull drab as the clouds thickened again. Our own barbwire would come into view, then the shell-torn ground in front and finally the Boche wire and parapet, and it was daylight and the hour of 'stand to' had passed. Teeth chattering, shivering, dripping rain and mud, the men would hurry back to their dugouts wrap in their blankets and wait for the coffee and bread that would be along some time in the next hour, if nothing happened. After the coffee had been disposed of everyone turned in for a couple of hours more sleep except perhaps two sentries who were comfortably seated in a little boothlike place built of sand bags, with a steel shield in the front containing a slit through which the sentries watched. They also had a periscope to use if they could not see enough through the slit. The snipers, too, would go crawling out to the place they had picked for their day's work and from the supporting groups the patrols would come in to see if everything was O. K. in the front lines. Along about 9 o'clock there would be a sudden stirring in the dugouts, almost as though an alarm clock had gone off. In a couple of minutes everyone would be in the trenches, furtively watching the communicating trench. And it wouldn't be long before their expectancy would be rewarded by the appearance of huge cans of coffee and hash or slum (stew). In some part of that trench sector would be a crude table and on the table the chow cans would be deposited. The section sergeant would then proceed to dish out breakfast and as the men's messkits were filled, each man would find a seat on the firing step as close to the source of supply as possible and hastily consume his breakfast in the hope of getting 'seconds,' if he hurried enough. And what a difference in spirits a little food made. Perhaps you have noticed no mention of a morning wash and there had purposely been no mention of such a thing because there is no water up front for washing. To clean the messkit everyone saves perhaps a tablespoon full of coffee which when poured into the messkit and stirred around vigorously with a muddy finger, loosens up the grease enough so that the messkit can be cleaned passably with a piece of paper. Then everyone sets to cleaning up rifles, bayonets, pistols, automatic rifles, and the rifle grenadiers clean the rifle grenades so as to insure a clear flight of the grenades if they are fired. After the first few days in the trenches the men are only too anxious to keep their weapons clean and so would you be if your very life depended on the proper functioning of your rifle. Dinner is served at 4 in the afternoon and soon after, as it gets dark, 'stand to' again takes place and lasts until complete darkness has set in. It seems a strange thing that for two hours of each twenty-four hours only a few sentries are on duty. The reason is that if a big general attack is made it always takes place at dawn so that the attacking troops are through the worst of their trouble before it is daylight. A local attack is usually made at dusk and then the cover of darkness is used in digging new trenches, stringing wire and consolidating the captured position before daylight comes to disclose the work that is going on. And since you never know—even in the most quiet sectors—when an attack is coming every man must be at his post every day during those two periods of greatest danger."

Aboriginal Shoes

[From Louisville Courier-Journal.]

"They say every Indian tribe had its own pattern for moccasins."

"Yes, I've heard of the Last of the Mohicans."

Evening Chat

A story that it going around in railroad circles concerning William Elmer, superintendent of the Philadelphia Division of the Pennsylvania Railroad is too good to keep.

Mr. Elmer is a mechanical engineer, the first of that branch of the service to become division superintendent here. Ordinarily superintendents have been civil engineers, usually starting in that branch and consquently unfamiliar with the operation of locomotives.

Not long since he, the train dispatcher and the master mechanic of the Philadelphia Division were in his special car doing inspection work at Philadelphia. Coming west the party had dinner on the car. Finishing their repast Mr. Elmer suddenly remembered the engineer and fireman. "Say, men, "he said, "do you realize the engine crew must be hungry and have nothing to eat?"

One man suggested that a plate of sandwiches be sent to them. Not so the superintendent.

Looking over at the master mechanic he said: "If I run the engine from here to Harrisburg, will you fire it?"

Of course the master mechanic said he would.

And then to the train dispatcher: "And will you pilot us at points of the road with which I am not familiar?"

Another ready assent.

Then a signal was given to stop and the engineer and fireman got the surprise of their lives when the three officials crawled up into the cab and invited them back to dinner in the superintendent's car while the trio took over the engine. Those back in the special thought, of course, that Mr. Elmer would take the train up the road by easy stages until the crew had finished eating, but in a few minutes the speedometer in the car registered 20 miles an hour, then 30, then 40, then 50 and finally settled down, steady as a clock about 60 and stayed there except on curves, and when the superintendent got down out of the cab the train was in the union station shed.

* * *

Of course the tale spread that a "real" superintendent was on the job and it was mooted about that he was "some engineer." One old locomotive driver is reported to have remarked that running a special was one thing and running a fast train on schedule quite another and he was ready to bet a lead nickel that the superintendent would meet up with some difficult job if he tackled one of the regular fliers.

It is also rumored that this story got back to the superintendent's office in the depot, but whether it did or not a few days thereafter, Mr. Elmer suddenly got up from his desk, put on an old pair of gloves and a greasy cap and announced that he was off for Philadelphia, casually remarking that he thought he would run the flyer down that day.

And he did. Of course all persons interested — and there were quite a few of them—watched the operator's reports of the progress of the train that day and it is recorded that it passed every tower on the dot of the schedule.

* * *

"Salvage" is a word dear to the hearts of many supply officers and non-coms, and a number of amusing stories have come out of the recent war concerning salvage of one sort and another.

One battery of field artillery came out of an attack with six more horses than it had gone in with; two more fourgons and an extra rolling kitchen; two brand new caissons and half the boots in the German army. Another outfit emerged from battle clothed with victory and a goodly portion of big boche overcoats, to say nothing of the usual assortment of revolvers, trench knives, belts, etc. And there was scarcely a veteran infantry outfit in the A. E. F. that did not have practically every man supplied with a Colt automatic, which is not an issue weapon to the infantry private; where they got them no one knows, but the mysterious word salvage tells everything.

Here in the States supply officers had the same problem. In mounted outfits always after an influx of horses and mules, the first night at the corral would see a dozen or so of lurking figures, and when the sun rose the next day and the supply officer inspected his stock he would usually curse loudly and go hunting among the units for his best animals. The same thing happened on the march; if any buck came along the road and saw a good horse tethered to a fence, he merely slipped a knife through the rein and someone was out a horse. Salvage covered a multitude of sins!

* * *

The automobilists of Camp Hill have turned their machines over to the Chautauqua committee for advertising purposes and each one of them bears a big sign across the rear—"Camp Hill Chautauqua," with the dates and other particulars. This is the work of Robert Cahill, who has undertaken with his fellow committeemen to put Camp Hill on the map with the most successful Chautauqua ever held in Cumberland county. "Give us sunshine and we will crowd the big tent every day," said he to-day. "The whole West Shore is back of the project and we cannot fail."

* * *

The West Shore Lodge of Masons, of Camp Hill, a very progressive body, has leased the Holler building, a large structure on the main street of the town, centrally located and commodious, and will establish headquarters therein, with dining hall, kitchen and all that go to make up a modern meeting place. The lease was completed this week and in a short time the Masons will refurnish and redecorate the place, making it one of the finest of its kind in Central Pennsylvania.

LABOR NOTES

A 44-hour week and a substantial increase in wages has been granted to electrical workers at Yakima, Wash.

Nearly one hundred and fifty meat shops in Seattle, Wash., are now paying journeymen meat cutters $40 a week.

Trade union action has made it possible for iron molders and jewelry workers in Cincinnati to secure the eight-hour day and increased wages.

Although the domestic servants' 10-hour act was passed by the last California Legislature, Governor Stephens has permitted it to die without action on his part.

Notwithstanding the fact that he is now a millionaire, E. L. Perkins, of Eastland, Texas, will remain in the United States naval services as a stoker until his enlistment runs out.