

INTERESTING RAILROAD NEWS

PENSIONERS JOIN P.R.R. HONOR ROLL

Seven Middle Division Employees Reach Retirement Age; Known Here

Announcement is made at Altoona that seven veterans will retire on November 1. The list includes: Josef Heim, a laborer in the machine shop; Robert S. Heller, a tinsmith in the Juniata shops; William H. Houseman, a foreman in Juniata; Albert Leithner, a freight brakeman in the yard connected with the machine shop department; Joseph P. McFall, a carpenter; Samuel C. Aurandt, a blacksmith; and Theodore J. Hauk, a laborer. The last three are employed in the car shops. R. S. Heller is well known in Harrisburg. Mr. Heller has been in the service of the company continuously since June 1, 1867, although the time has been spent in different shops and he was for sixteen years on duty at Renovo, Pa. Mr. Heller was born at Hollidaysburg October 4, 1849, and entered the service June 1, 1867, as a maintenance of way worker on the Middle Division. He spent a year at this work and the following year entered the tinshop at Altoona, where he learned the trade.

In 1873 the Altoona man was transferred to Renovo, where he was on duty for sixteen years, with the exception of a few months spent in the Meadows shops, just outside of Jersey City, N. J. In 1888 he returned to Altoona.

Theodore Jacob Hauk will enter the Pennsylvania roll of honor at the close of work after reaching the age of three score and ten. Mr. Hauk will be 70 years of age on October 25. He will have rounded out twenty-eight consecutive years with the Pennsylvania.

Mr. Hauk was born in Franklin county, near Chambersburg, on October 25, 1849, and spent his early life on a farm. He was married on June 18, 1882, to Miss Emma J. McCure and moved to Waynesboro, where Mr. Hauk was employed in the shops. Later the family resided in Chambersburg. Mr. Hauk helping in the lime kiln.

He came to Altoona November 9, 1891, and seven days later entered the employ of the Pennsylvania, working in the blacksmith shops at Fourth street. He continued as a blacksmith for twenty-one years, until April 1, 1912, when he was assigned to the cabinet shop office. He was forced to change jobs due to ill health.

Important Meeting For Railroad Station Agents

The Order of Railroad Station Agents will hold a meeting in P. O. S. of A. hall, No. 45 South Duke street, Lancaster, Sunday, October 26, at 1:45 p. m.

It is important that all agents and their bonded assistants be present as the president, E. H. Morton, will be present and explain what is being done to secure adjustment of wages and working conditions for the classes represented. W. L. Heacock, grand secretary, will also be present.

ACCIDENT RECORDS SHOW DECREASE IN LINES EAST; FOUR PERFECT DIVISIONS

Accident records on the Pennsylvania showed a big decrease. There were no persons killed, and only seven injured. This was 50 per cent. better than on the same date one year ago.

On October 22 the lines east reported one killed and 16 injured. This was a decrease of 25 injured over the year previous. On the same date 15 divisions had clear records; said to date 19 divisions have clear records. There has been a decrease to date of 44 per cent. in the casualties. Of the 16 injured on October 22, seven were employees of the Eastern division.

On the Eastern division four divisions still hold clear records, Schuylkill, Juniata, Tyrone and Cresson. The reports for yesterday follow:

Eastern Division	
Divisions	1918 1919
K. I. K. I.	K. I. K. I.
Philadelphia	0 8 0 4
Middle	0 2 0 3
Juniata	0 0 0 0
Tyrone	0 0 0 0
Cresson	0 0 0 0
Altoona Shops	0 6 0 0
Total	0 16 0 7

CARELESSNESS

By C. H. Black
Assistant Foreman Boilershop, Harrisburg.

"How often might accidents to ourselves and fellow workers be prevented by exercising a little precaution—a little commonsense.

"Did you ever stop to consider that in the boilershop alone there are six unfortunates minus the sight of an eye. Think of what a similar loss would mean to you! Observe the sight of one of your eyes and move about and ascertain how very inconvenient it would be to be compelled to spend the remainder of your earthly existence in semi-visibility.

"The other day a boilermaker was chipping a groove in a steam cylinder when a chip flew off with sufficient force to shatter one of the lenses in the goggles he wore, which probably prevented the loss of sight of one eye. Think of the consequence had he failed to take the precaution to provide himself with the goggles protection.

"A defective rivet in the joint of a firebox was removed and replaced with a patch-bolt. The hole was improperly tapped; the workmen probably thought that a good, stout rivet on each side of the patch-bolt would be sufficient and depended on the caulking of the patch-bolt to prevent it from leaking, and in that way cover up a job carelessly done.

"A broken stay-bolt was removed and replaced with what should have been a dependable one; the holes in the shoot were poorly tapped instead of having a good, sharp thread, and the job when finished was as defective as the broken bolt just removed.

"The operating rigging of an ash-tran was so carelessly repaired that

NEWS OF STEELTON

KING WISHED TO REMAIN LONGER

Expressed Regret That His Stay in Steelton Was So Short

Many persons of note have visited the local steel plant, but never before to-day has the plant been visited by a reigning king. The streets of the borough were but sparsely decorated, due to the fact that news of his visit to Steelton came at so late an hour. News of his coming was made public last evening. Scoutmasters immediately set to work, and by 3:30 this morning the four troops of Boy Scouts were lined up in front street at Swatara forming a guard of honor.

At exactly 10 o'clock the whistles of the plant gave notice of the royal party leaving Harrisburg. Ten minutes later the party came into sight. Plant officials had arranged that the party was to enter the plant yards in automobiles by the Swatara street entrance. This was to save the party a walk of a hundred feet over dirty ground. The officers in charge of the party, however, did not wish to follow the plan, and the automobiles were stopped in front street, necessitating the party to walk to the observation-car which had been prepared for the occasion. The king and his party in their trip through the plant.

The king was met by Assistant General Manager E. F. Entwistle, while H. B. Bent escorted the Prince. The reception committee included Walter Guyer, T. T. McEntee, C. P. Turner, E. P. Howell, J. C. Craig and J. H. MacDonald. Fully two thousand employees of the plant were gathered near the car as the party boarded the train. They broke out in long and loud cheers. When they had died down, someone called attention to the king's boy. The king was given willingly, while the "King's boy" grinned broadly.

The party were taken through the entire length of the plant, stopping occasionally to give them a better view of some department or to answer the questions asked by the King in reference to the processes.

The Prince expressed surprise at the short lengths of rails. When told that they were not considered short here, he remarked that in his country longer lengths were commonly used. He also seemed surprised at guard rails, which he said he never saw in his country. He was anxious to know "just how many guns did you make in this plant during the war?" Someone asked him.

Fear Imposters Are at Work in Borough

Yesterday two young men were soliciting funds for "Red Cross work among the orphans" and are said to have obtained a neat sum from the houses visited. The matter was reported to Red Cross headquarters, and the young men are now being sought. Red Cross officers were emphatic this morning in saying: "Please publish that no people are supposed to collect funds for any Red Cross work at this time. In a plain or non-skid, send \$2 deposit for each tire; \$1 on tubes; balance C. O. D. subject to examination, of 5 per cent. discount if full amount is sent with order."

Entertain at Cards in Honor of Mrs. Delamater

Mr. and Mrs. Charles A. Alden entertained last evening at five hundred in honor of Mrs. Delamater. Mrs. Delamater, mother of George R. Delamater of Steelton. The guests included: Mr. and Mrs. G. S. Vickery, Mr. and Mrs. Charles Yost, Mr. and Mrs. George Delamater, Mr. and Mrs. H. H. Schetron, Rev. and Mrs. William Charles Helman, Dr. William J. Middleton, Mrs. W. F. Darby, Mrs. Thomas, Mrs. Helen Mehler and Charles W. Alden.

To Hold Examination Here For Enhaut Postmastership

An examination under the United States civil service commission will be held at the local post office on November 22. The examinations will be held to fill a contemplated vacancy in the position of fourth-class postmaster at Enhaut. Applicants for the position must have reached their twenty-first birthday and must reside within the territory supplied by the Enhaut post office. Application blanks can be secured at the post office.

Charles W. Yost Takes Position in Ohio

Charles W. Yost, for many years a resident of Steelton, and president of the Board of Health, will leave next Wednesday for Ashtabula, Ohio. For some years he has been connected with the Steelton Store Company, as manager of the shoe department. He will take a similar position in Ohio with the Brownell Shoe Company.

Practice of Safety First

By A. D. Shoemaker
Boilermaker, Enola.

"One cannot give too much thought to the practice of Safety First, either for himself or his fellowmen. Make yourself responsible for his safety and by so doing you will also benefit by it. When you see a fellow employ working without goggles on work they should be used, call his attention to the importance of longer lengths nor the possibility of passing the remainder of his days in sightlessness. If he won't thank you for the warning, his family may, and you have discharged a moral duty.

"The Pennsylvania Railroad appropriates large sums of money annually for the advancement of Safety First with the result that fewer avoidable accidents happen than in the past when less attention was given this subject. It is incumbent upon every employ to safeguard the welfare of his fellow workman, his family and himself.

"Consider yourself a 'committee of one' and report through the proper channels any unsafe practices or conditions that may come to your notice. The company for whom you are working does not desire you to take chances nor incur risks; your services are considered essential to have you occupying space in a hospital. So use the goggles when required; they are in the tool room. Ask your foreman for a pair, he has plenty of them, and always be fair to yourself and to your employer—take no chances and incur no unnecessary risks."

Troop 1, Boy Scouts, to Meet Harrisburg Troop

Troop 1, Boy Scouts of Steelton, will play football to-morrow afternoon with Troop 6, of Harrisburg. The game will be played at 2 o'clock on the Cottage Hill field. Troop 1 players are asked to appear for practice at 2 o'clock.

ELECT OFFICERS FOR YEAR

At a recent meeting of the members of the Enhaut Independent Baseball team the following officers were elected for the coming year:

Edward Batels, who played with the Enhaut ex-High, the Y. M. C. A. and the Salem A. C. baseball teams was elected captain. J. Zech was made treasurer and Walter F. Miller, who has played on the Harrisburg Academy and Findlay College Varsity teams, was elected as manager. The other members of the team are P. Bartels, Albright and M. Miller.

18,000 Miles Tire Service

This is what you get when buying four DURABLE DOUBLE FABRIC TIRES at the price of one ordinary tire. DURABLE TIRES are rebuilt doubly strong and serviceable by the use of twice the ordinary amount of fabric used in their construction. This makes them practically puncture proof and the reason our customers get from them 4,000 to 10,000 miles of service. They are—

GUARANTEED 4,500 MILES		
Size	Tires	Value
20x3	4	\$2.00
20x3 1/2	4	2.10
22x4	4	2.45
22x4 1/2 s. s. only	4	2.50
32x4	4	2.60
34x4	4	2.60
34x4 1/2	4	2.80
35x4 1/2	4	2.90
36x4 1/2	4	3.00
37x4	4	3.20
37x5	4	3.35

Rebiler Free With Every Tire. State where you want straight side or clincher, plain or non-skid, send \$2 deposit for each tire; \$1 on tubes; balance C. O. D. subject to examination, of 5 per cent. discount if full amount is sent with order.

Durable Tire & Rubber Co.
Dept. 158 2400 W. Chicago Ave. Chicago, Ill.

United States Grain Corporation Will Sell Flour to Wholesalers and Jobbers

The United States Grain Corporation is prepared to divert from its flour purchases, and to sell and deliver to wholesalers and jobbers straight (either soft or hard) wheat flour, clean and well milled, packed in 140-pound jute sacks, (gross weight) basis of \$10.25 per barrel, delivered in carload lots on tracks in territory east of the Illinois and Indiana line, and east of the Mississippi River, from Cairo to the Gulf.

Wholesalers and jobbers in purchasing flour from the United States Grain Corporation must guarantee not to sell at more than seventy-five cents per barrel additional, and the wholesalers and jobber in turn must require a guarantee that the retailer will not sell at more than \$1.25 per barrel over the wholesaler's prices, in original packages, and at a price not higher than seven cents a pound for broken packages of any size.

All applications originating in New Jersey, Pennsylvania, Ohio, Indiana and the Lower Peninsula of Michigan must be sent to the undersigned.

UNITED STATES GRAIN CORPORATION
H. D. IRWIN, Second Vice President
272 Bourse, Philadelphia, Pa.

National Legislation of the Meat Packing Industry

1. Will not increase the amount of meat you can buy for a dollar.
2. Will not raise more animals.
3. Will not produce more meat.
4. Will not stop fluctuations in live-stock receipts or prices.
5. Will not increase the output of the packing houses.
6. Will not prevent strikes.
7. Will not reduce transportation charges.
8. Will not reduce the retailer's cost of doing business.
9. Will not increase the demand for the cheaper cuts of meat.
10. Will not lessen the consumers' demand for expensive delivery and credit service.
11. Can not at the same time raise prices paid farmers for live stock, and lower prices paid by consumers for meat.

But the slowing up of efficiency due to cumbersome governmental routine will have the effect of increasing the manufacturing charges between the cost of live stock and the cost of meats, thus forcing lower live-stock prices or higher meat prices.

The packing industry as now conducted, is characterized by keen competition, highest efficiency, and unusually low profits.

Let us send you a Swift "Dollar." It will interest you.
Address Swift & Company, Union Stock Yards, Chicago, Ill.

Swift & Company, U. S. A.

Harrisburg Local Branch, Seventh & North Streets
F. W. Covert, Manager

THIS SHOWS WHAT BECOMES OF THE AVERAGE DOLLAR RECEIVED BY SWIFT & COMPANY FROM THE SALE OF MEAT AND BY-PRODUCTS. 65 CENTS IS PAID FOR THE LIVE ANIMAL. 12.96 CENTS FOR LABOR EXPENSES AND FREIGHT. 2.04 CENTS REMAINS WITH SWIFT & COMPANY AS PROFIT.



"The proof of the pudding is in the eating" —

You judge foods by taste. Apply this same test to "PURITY" Margarine. Try it! Spread it on bread. Use it in cooking and baking. Learn to know its superior quality and flavor through personal experience. Judge its economy by comparison with what you have been in the habit of paying. Your dealer has "PURITY" or will get it for you.

THE CAPITAL CITY PRODUCTS CO., BRANCH
40 S. Delaware Ave., Philadelphia, Pa.
KEYSTONE—Main 2888 BELL PHONE—Lombard 1473

The Pure Spread for daily Bread



Accidents This Year

On the Eastern lines, Pennsylvania Railroad, for the first eight months of 1919, there were 699 accidents—caused by negligence of employes. They cost the Pennsylvania Railroad \$31,356.66. During the same time 584 accidents caused by defective equipment and defective roadway, which cost \$101,267, so you see our negligence cost nearly as much as 22, seven were employees of the Eastern division. Let all be careful.—Safety News Extra.

when a high rate of speed was attained by the engine the rigging became disconnected and was distributed in all directions. Think of the awful disaster this bit of carelessness might have caused, probably a score of lives lost due to the (criminal) carelessness of one man. "Workers who are careless in lifting things will also be careless in larger ones. Therefore, let us school ourselves to exercise care in all the work we do, always endeavor to excel, and feel that a piece of work carefully done is a job well done.

"One of the requisites of 'Safety First' is carefulness. We should, therefore, have carefulness imprinted indelibly in our mind so that we may be careful. Careful! Careful!

Ready For Examinations For Two Scholarships

Officials of the Pennsylvania Railroad Company have again called attention to the trust fund known as the Frank Thompson scholarships, established by the children of the late Frank Thompson, a prominent citizen of Steelton, who is used to give the sons of living and deceased employes of the company opportunity to secure a technical education.

Eight scholarships are maintained and two of them will be awarded for the four-year term beginning in 1920. Information regarding the college entrance examinations can be obtained from the examining board at 42 West 117th street, New York city.

Standing of the Crews HARRISBURG SIDE

Philadelphia Division. — The 115 crew to go first after 1:20 o'clock: 120, 127, 130, 103, 112, 102, 109. Firemen for 127. Conductors for 102, 109. Brakemen for 102, 103, 127. Engineers up: Tholan, Small, Anderson, Gantz, Ryan, Gunderman, McCord, Curdy, Codren, Blankenhorn, Renard, Houseal.

Firemen up: Ressler, McKonley, Kase, Malone, Plank, Bordner, Thomas, Voegeleson, Hoch, Chorpensing, Straub, Kintz, Famous, Knopke, Abel Kirchoff, Ulrich, Kuntz, Smith, Remond, Dayton, Harnish.

Conductors up: Rife. Brakemen up: Mace, Wauters, Fritsch, Boughter, Straub, A. H. Zel, Singleton, Walker, McElwee, Kline, Cross, Courtenay, Chorpensing, Mick, Garlin, Gibney, Clauser, Funk, Silks, Elcheiberger, Ambrose, Kuhl, Books, Alberts, Lutz, Cooper, Lark, Kassemer, McNaughton.

Middle Division. — The 115 crew to go first after 2 o'clock: 252, 34, 216, and 258. Engineers for 34. Conductors for 34. Flagmen for 258. Engineers up: Fisher, Kistler, Loper, Duis, Sweger, Kreps, Chorpensing. Firemen up: Holsinger, Clouser, Hess, Switzer, Primm, Delancey, Kauffman, W. B. Bowers, Wright, Turnach, Burkhardt, H. C. Myers.

Conductors up: Brien. Brakemen up: Cassatt, Roush, Linn, Leonard, Leithouser, Zimmerman, Shive.

Yard Board. — Engineers wanted for 100, 180, 250. Firemen wanted for 60, 110, 120. Engineers up: Myers, Boyle, Shipley, Crow, Stutzner, Morrison. Firemen up: Lauver, Bartles, Shaver, Shopp, Swab, Hoover, Holtzman, Rice, Roberts, Burus, Houdeahel, Gardner.

ENOLA SIDE

Philadelphia Division. — The 208 crew to go first after 1 o'clock: 220, 214, 239, 234, 227, 201, 205, 203, 205, 248 and 226. Engineers for 208, 214, 227. Firemen for 208, 214, 227. Conductors for 214, 227. Brakemen for 208, 223, 214, 239, 205, 248, 226. Brakemen up: Dellinger, Hainca, Vanderling.

Middle Division. — The 116 crew to go first after 3:15 o'clock: 103, 105, 104, 216, 215, 248. Engineers for 103. Firemen for 103. Jr.lemen for 116, 104, 124.

Yard Board. — Firemen wanted for 20, 120. Engineers up: Herron, Bruaw, Ewing, Lutz, R. H. Fortmbrun, Quigley, Hinkle, Shea, Kapp, G. L. Fortmbrun.

Firemen up: Handlos, Elcheiberger, Metz, Boyer, Garlin, Blah, Capp, Meck, Steffee, Morris, Rider, Snyder, Nolte, Kipp, Balmridge.

PASSENGER SERVICE

Middle Division. — Engineers up: J. H. Dittmer, W. C. Blasi, F. F. Schreck, L. H. Rice, J. C. Chinnel, J. W. Burd, C. D. Hollenbaugh, H. E. Groninger, S. H. Alexander, A. J. Wagner. Engineer wanted for 2nd 25, 465, and 33. Firemen up: S. P. Stauffer, A. L. Reder, H. W. Fletcher, W. E. Heffner, H. F. Green, A. H. Kuntz. Firemen wanted for 2nd 25, 23, 21, 27, 15. Philadelphia Division. — Engineers up: B. E. Smith, H. Smeltzer, J. C. Davis, E. C. Snow, C. E. Albright, H. B. Welch, C. H. Seltz, C. B. First, W. O. Buck. Engineers wanted for none. Firemen up: J. M. White, B. W. Johnson, W. T. Grace, M. G. Shaffner, J. M. Platt, A. L. Floyd, J. S. Lewis, W. E. Aulthouse, F. L. Floyd. Firemen wanted for none.

THE READING

The 61 crew first to go after 12:15 o'clock: 61. The 106 helper crew to go first after 12:15 o'clock: 107, 102. Engineers up: Schubauer, Bordner, Bricker, Neldinger, Morrison, Dittow, Ruth, Barnhart, Walton, Wyrse. Firemen up: Gates, Sipe, Orndorff, Shomper, Heisey, Royston, Saul, Fitzgeraid, Egan, Fackler, Grundon, Snyder. Conductors up: Keifer. Flagmen up: Rhinehart, Spangier, Snader, Hill, Donmoyer, Meissner, Arthur, Bruaw, Waugh, Peter, Nickle, Millar, Martin, Sourbeer, Morrow, Tyler.

The Highest Class Talking Machine in the World.
THE INSTRUMENT OF QUALITY
Sonora
CLEAR AS A BELL

With melting alto, or martial, brisk, or grave. Some chord in union with what we hear. Its touch is within us, and the heart replies.
—COWPER

In every model the value of the Sonora is in the perfection of tone production. In no instance has undue emphasis been placed on ornate exterior decoration. The beautiful Sonora is primarily an instrument for you to hear.

Highest score for tone quality at the Panama Pacific Exposition.

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Across From Dives, Pomeroy & Stewart