

OPERATORS ARE AGAINST SYSTEM OF CHECK-OFF

Committee Will Call Upon Garfield to Protest Scale; Miners Stay Out

Philadelphia, Dec. 3.—A committee of Central Pennsylvania field operators to call upon Fuel Administrator Garfield to-day and discuss the reservations defined Sunday in their telegram to the fuel administrator. It is also stated that the operators will object to the mine wage check-off under the Garfield scale. District President John Brophy, of the United Mine Workers, said the executive board had met yesterday but discussed only routine business. There was virtually no return of union miners to work.

The supply of coal for industrial

IF YOUR EARS RING WITH HEAD NOISES

If you have roaring, buzzing, noises in your ears, are getting hard of hearing and fear Catarrh, deafness, go to your druggist and get 1 ounce of Earmint (double strength), and add to it 1 pint of hot water and a little granulated sugar. Take 1 tablespoonful four times a day.

NOTICE

The "S. & T." Public Stenography Estab. We're at your service All classes of Dictation and Typewriting. Lowest rates in city. Our work is second to none. Address 1-7745 care Telegraph

and domestic purposes in the Pittsburgh district is steadily decreasing, and unless there is an end to the strike of union miners very soon it will be necessary for some mills to close.

Supplies Decrease Rapidly

This statement is made by officials connected with the Federal fuel administration. "Along the lines of the Pennsylvania lines west of Pittsburgh there is very little, if any, production of coal," said an official. "There is a stored supply of about thirty days at the present rate of consumption, but if the government enforces priority orders which will result in the closing of nonessential industries that supply will be stretched out several weeks. We will gain through the shutting off of freight trains required to move the product of such industries, as well as through the accumulation of coal they would use if in operation."

Sharon Mill Has No Coal

To the present not an industry has been shut down in Pittsburgh for lack of coal, but from points nearby come reports of fuel shortage. One big mill at Sharon, Pa., was said to be without coal. Plants of the United States Steel Corporation, however, were reported as being able to operate for weeks to come.

The first attempt to evade the Federal restrictions was discovered when workmen at the Conway yards of the Pittsburgh, Fort Wayne and Chicago Railroad, near here, discovered a car of coal covered with about one foot of coke, bound for the west. The shipper explained a "mistake had been made," and no further action was taken.

"Laxative Bromo Quinine Tablets" E. W. Shrew

INTERESTING RAILROAD NEWS

P. R. R. VETERAN SHOWS RECORD

Loses Very Little Time During Half Century in Service of Company

Altoona, Pa., Dec. 3.—S. J. Miller, of this place, became a veteran employee and a pensioner of the Pennsylvania Railroad Company yesterday after over half a century of service. He was born in Bratton township, Mifflin county, on November 12, 1849. He entered the service July 1, 1867 helping masons build the station at McVeytown. In January he went to work on the track under William S. Bratton between McVeytown and Ryde and on March 1 worked in a floating gang. In the fall of 1868 he worked at Huntingdon on the tracks. Sometime in the spring of 1870 he was employed on the track between Thompsonstown and Pottersburg and later the gang was sent to Lewistown where it finished the laying of track on the Sunbury and Lewistown division.

Gets Division Job

This work was completed in the summer of 1871 and he continued working on the division until February 1873 when he became a brakeman on the Middle division. He left the service in November, 1873. He re-entered the service on May 6, 1875, as a trackman at Longfellow and worked until October 18, 1882, when he was transferred to the position of brakeman, became a fireman on November 23, 1882, and on November 13, 1883 was transferred to roundhouse No. 1 as a turntable man. He was made an engine preparator on October 18, 1886 at No. 1 roundhouse where he was stationed until it was abandoned November 21, 1904. He was then transferred to No. 2 enginehouse where he filled the position of engine preparator until retired. From June, 1875, until his retirement he never missed a payday that he didn't have some pay coming.

FAMILY DIES IN FIRE

Pittsburgh, Dec. 3.—Six persons, including a mother and her four children, were burned to death and two firemen were injured last night in a fire which destroyed a building at Natrona, near here. Mrs. Frank S. Witala, her four children and Joseph Basanick, another occupant of the building, were the victims.

Keystone Lodge Members Hold Semimonthly Session; Plan a Big Entertainment

At a meeting last night of Keystone Lodge, No. 1079, International Association of Machinists, the polls were open for the election of officers. The result of the election will be announced at the next meeting. Following the voting a large class of new members were initiated and the meeting was turned over to the committee on entertainment.

It was a round-table session. W. A. Shipp was made master of ceremonies. Cigars were passed and then came a discussion of various topics, including "Working Conditions," "Union-Made Goods," and the "Plumb Plan." Short addresses were made by M. A. Callen, W. B. McNair and Arthur Nevans touching on topics of the present time.

The entertainment committee announced that the next dance would be held Monday evening, December 8, at the Armory, Second and Foster streets. Music will be furnished by the Sourbeer-Myers orchestra, and the dance program will include twenty numbers. This and other dances will be for railroad employees and union men. Nominal prices will be charged.

Penny Employees Shoot Deer on First Day Out

Altoona, Pa., Dec. 3.—That employees of the Pennsylvania railroad are "no slouches" when it comes to using the trusty rifle against the shy and swiftly moving antlered animals of the local forests, is shown by the reports brought in yesterday, the first day of the present deer season. I. C. Brubaker, stationmaster in this city, was successful yesterday in bringing down a three-pronged buck before the noon hour. Together with William Dysart, assistant stationmaster in this city, Mr. Brubaker composed one of a party of eleven the other nine being from Harrisburg, who hunted in Huntingdon county. Mr. Brubaker is probably the first Altoonian to get a deer this season.

Another successful Penny man in the matter of bagging a deer was Charles Harbaugh, one of the Penny police officers stationed at Newport, who shot a 150-pound buck in the wilds of Perry county yesterday morning. Patrolman Harbaugh states that all members of the Penny police department will get a slice of venison, or until the supply runs out.

DR. J. H. KREIDER Dr. J. H. Kreider, 1419 Perry street, has resumed practice, having returned from service in the United States Army.—Adv.

Railroads Plan to Burn Oil on Locomotives

If the strike of the coal miners should be sufficiently protracted to reduce seriously the available supply of fuel, a large number of locomotives could be converted to burn oil instead of coal on fairly short notice, according to information gathered by the mechanical department of the railroad administration. Without expecting that such a contingency should arise, an investigation has been made of the possibilities, which shows that a locomotive could be converted to an oil burner in about ten days in any of the principal shops of the railroads of the economic companies, and that about 250 could be converted per week. It would also be possible to obtain the use of about 1,200 tank cars which were used by the ordinance department of the army, of 7,000 gallons capacity, which could readily be converted for use in transporting an oil supply.

Cars Coming With Speed; Only Few Still in Shops

Only 168 freight cars ordered by the railroad administration and already built remain to be let and numbered and placed in service, a bulletin by the director general shows. During the week ended November 1, 1919, the cars already built and in storage were lettered and numbered and placed in service at the rate of 62 a day, and new cars were constructed and placed in service at the rate of 187 a day. Of the original order of 100,000 freight cars there remain to be built 17,881.

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HARRISBURG SIDE Philadelphia Division.—The 133 crew to go first after 1:45 o'clock: 129, 108, 128, 116, 103, 127, 102, 111, 120, 104. Engineers for 128, 103, 127, 102, 111, 120, 104. Conductors for 129, 108, 128, 116, 103, 127, 102, 111, 120, 104. Brakemen for 102, 103, 108, 126, 122, 124. Engineers up: Ream, Bickel, Ryan, Conley, Mohr, Bar, Gut, Snyder, Hadden, Klineyoung, Lambert, Hall, Rhoades, Brown, Smith, Hogenotzer, Noyes, Routhy, Condon, Lowery, Geiger, Jones. Firemen up: Resaler, Stouffer, Moyer, Pollock, Large, Sheets, Lenard, Rickett, Karp, Stelz, Myers, Moffitt, Gingham, Shiskoff, Falk, McCune, Lower, Straub, Stahl, Knockley, Fryberger. Conductors up: Metzler. Brakemen up: Mac, Zellers, Kline, Peter, Cramer, Courtney, Shive, Hadden, Yohe, Leightner, Zimmerman, Kinard, Boughter, Killian, Schreffler, Horn. Middle Division.—The 237 crew to go first after 2:45 o'clock: 229, 226, 31, 33, 25, 17, 22, 20, 27, 31, 36, 32, 24, 15. Three Altoona crews to come in. Engineers wanted for 29, 34, 15. Firemen wanted for 32, 27, 36. Conductors wanted for 34. Brakemen for 31(2), 25, 27(2), 36. Engineers up: Dunkle, Fisher, O. W. Snyder, Gray, Corbin, Krepps, Metz, Rathbone, Leib, Richards, Letter, Earley, Shelley, Tittler, Hawk, McAlister, McMurtree. Firemen up: Kint, Stover, Stenler, Kaufman, Rumberger, Anderson, Gilbert, Gruff, Arnold, G. M. Bowser, Reeser, Fortenbaugh, Pannekoek, W. Wright, Orlish, Humphreys, Barton, Strayer, Burkheimer, Naylor, Buss. Conductors up: Wagner, Ross, Hoffnagle, Cimmann. Brakemen up: McNaught, C. M. Hawk, Bupp, Alter, Kurtz, Strelcy, C. B. Hawk, Reinecker, Leonard, Menden, Cassatt, Dennis, Lauer, Baker, Lars, Gittner, Ylgest, Hoover, Lake, Lenn, Gross, Wilson, Clouser, Zimmernan, Dissinger, Clouser, Roushe, Rumberger, Lentz, Mathias, Hoffman, Buffington. Yard Board.—Engineers wanted for 110, 370. Firemen wanted for 10, 10, 1, 150, 2, 100. Engineers up: Morrison, Monroe, Beatty, Feass, Kautz, Wagner, Shade, McCord, Singer, P. A. Myers, Heffleman, Burdick, Auman, Miller, Biever, Essig, Key. Firemen up: Wirt, Klineyoung, J. E. Lauer, Mountz, Bartless, Shaver, Sloop, Swab, Hoover, Holtzman, Rice, Rolner, Burns, Houdesnel, Gardner, Ruple. ENOLA SIDE Philadelphia Division.—The 250 crew to go first after 1:45 o'clock: 207, 217, 212, 206, 205, 231, 216, 238, 249, 214, 233, 226, 238, 213, 228, 211. Engineers for 214, 233, 245, 251. Firemen for 214, 221, 249, 251. Conductors for 218, 251, 219, 217. Brakemen for 232, 217, 204. Conductors up: Bankes, Eisenberger, Matchett, Harrison. Brakemen up: Flowers, Dellinger, Lee, McCann, Bell, George, J. H. Smith, Grow, Vatull, Wilson. Middle Division.—The 237 crew to go first after 12:20 o'clock: 223, 235, 228, 106, 104, 117, 111, 112, 105, 122, 128, 116, 126. Engineers for 117. Firemen for 106, 104, 122. Conductors for 126. Firemen for 111, 109, 122. Brakemen for 122. Yard Board.—Engineers for 135, 108. Firemen for 137, 178. Engineers up: Hinkle, Sheaffer, Capp, Fortenbaugh, McNally, Feas, Firemen up: Conley, Baker, Hall, Bish, Meck, Walters, Campbell, Steffee. PASSENGER SERVICE Middle Division.—Hollenbaugh, H. B. Fleck, J. H. Dittner, L. H. Riedorf, F. F. Schreck, A. J. Wagner, H. E. Cook, J. Crimmel, H. M. Kuhn, W. G. Jamison, H. F. Groninger, J. W. Burd, H. F. Stuart. Engineers wanted for 667, 47, 11. Firemen up: H. F. Gien, B. F. Gunderman, J. A. Kelly, S. P. Stauffer, H. W. Snyder, R. I. Heiser, J. M. Stephens, F. M. Forsythe, A. H. Kuntz, A. L. Reeder, R. D. Porter, W. E. Hoffner, C. L. Sheats, H. C. Bender, H. Karstetter. Firemen wanted for 667, 31, 23. Philadelphia Division.—Engineers up: E. C. Snow, C. H. Seitz. Engineers wanted for none. Firemen up: J. M. Platt, W. F. Kearney, F. L. Floyd. Firemen wanted for extra.

Standing of the Crews

HARRISBURG SIDE Philadelphia Division.—The 133 crew to go first after 1:45 o'clock: 129, 108, 128, 116, 103, 127, 102, 111, 120, 104. Engineers for 128, 103, 127, 102, 111, 120, 104. Conductors for 129, 108, 128, 116, 103, 127, 102, 111, 120, 104. Brakemen for 102, 103, 108, 126, 122, 124. Engineers up: Ream, Bickel, Ryan, Conley, Mohr, Bar, Gut, Snyder, Hadden,