

Nine Pennsylvanians Killed By Panthers In 200 Years

Henry W. Shoemaker, President of the Pennsylvania Folklore Society, State Museum, Harrisburg, today said eight or nine persons are known to have been killed by panthers in Pennsylvania in a period of 200 years.

"The first victim recorded was a soldier of the Colonial Wars, Jacobus Marks, who saw a panther crossing his outpost near Fort Pitt, tracked it half a mile, but the panther circled, came up behind him and killed him," Shoemaker said. "The military board appointed to pass on his death, decided that his was a case of AWOL as his death occurred a mile off his post."

"Towards the close of the Revolution, Christopher Means, a soldier of Lingle Valley, on the borders of Mifflin and Centre Counties, returning to Fort Granville from leave, carrying a side of pork, heard footsteps behind him and realized he was being followed by some one or something. Held back by his heavy load, he could not travel fast, and in half a mile he saw his pursuer, a huge panther at his heels. He put down his pack to raise his gun and the panther sprang at the pack, so he concluded to move on and gain time while the brute consumed the pork. A mile farther on, a second panther sprang from a tree knocking him down, and he began a fierce fight with his attacker, finally stunning it with the butt of his rifle after it had repeatedly bitten the stock. He was frightfully bitten and clawed, and bled profusely. When he reached Fort Granville he collapsed from loss of blood, his wounds became infected, and in a short time he died.

"Instance number three: no name given, appears in 'Lives of Game Animals,' by Ernest Thompson Seton, New York, 1925, which contains a quotation from Volume 1 of Cuvier's Animal Kingdom. 'That this animal, our common panther does not always confine itself to sheep, dogs, hogs, etc., is well known, and has lately been proven, January 1830, by an unprovoked attack upon an unfortunate woman in Pennsylvania, for the ferocious brute seized her as she was passing along the road, and killed her in an instant.'

"Number four in Pennsylvania was Dr. Frederick Rheinwald in 1840, a physician of English Center, Lycoming County, who was killed by a panther which leaped on him from a tree.

"Number five occurred after the Pine Creek bridge to the Black Forest at Waterville, also in Lycoming County, was taken out by the flood of 1846. The trestle for the new bridge was extended as far as the water's edge, and out on this the panther wandered. Aged, part-blind and practically toothless, the animal was evidently crazed by hunger, when his scent detected little Annie Campbell, pulling a toy wagon, containing her dolly, on the grass below. Desperate, the monster leaped off the trestle and landed on the child. His stumps of teeth macerated her and his claws drew blood, but she died from shock, after dogs barking loudly, drew the family and neighbors to the spot. The panther was shot, and without his claws would have been largely harmless.

"The sixth victim, a miner, met his death on Pine Creek, at a point near the mouth of Cedar Run, in 1866.

"When he came to Pine Creek, running bank-full, he saw a panther walking along the opposite shore, evidently hungry, but the water was too high for the cat to catch fish. The miner not realizing that the big cat was a swimmer, ate a bite of supper, put his

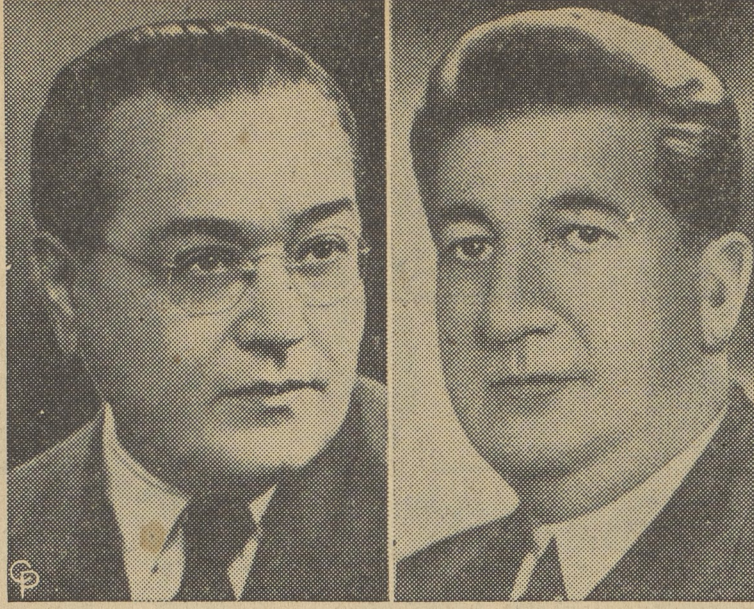
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PERON'S PRESIDENTIAL OPPONENTS



Dr. Ricardo Balbin Dr. Reynaldo Pastor

ALTHOUGH GIVEN SLIGHT CHANCE of winning in the Argentine elections, these candidates are, nevertheless, running against President Juan Peron. They are: Dr. Ricardo Balbin (left), Radical Party leader, and Dr. Reynaldo Pastor, Democratic Party standard bearer. (International)

Sweet Valley

Miss Bess Klinetob, Dallas 8-624

Mr. and Mrs. Carl Stainbrook attended the conclave of Knights of the Red Cross of Constantine at Sterling Hotel, spending the weekend there.

Mrs. Horace Eveland, Berwick, weekended with her nephew and family Mr. and Mrs. Russell Kitchen.

Rev. C. B. Klinetob, Afton, N. Y., and his son Hugh and family, with Mary Vinton, Moscow, spent Wednesday with Bess Klinetob.

Mrs. Sara Davies, Elmira, spent the weekend with Mr. and Mrs. James Hutchinson.

Mrs. Norman Pace, Carverton, weekended with Mrs. Stella Rousing.

Mrs. Robert Rhine and daughters Janice and Lynette, Allison Park, and Mrs. Richard Walter and son Ritchie, Bronx, N. Y. are spending

a three week vacation with their parents, Mr. and Mrs. Carl Stainbrook.

Billy Doberstein, Schenectady, N. Y. spent the weekend with his parents, Mr. and Mrs. Clarence Doberstein.

Rev. and Mrs. E. J. Waterstripe spent several days with their son Burnice and family, and their daughter, Mrs. Janet Sprague, in Pulaski, N. Y.

Mr. and Mrs. Albert Hontz and son Ronald, Mooretown, and Sam Lewis, South America, called in Mr. and Mrs. Cletus Holcomb, Sr.

Mr. and Mrs. Alva Case and Violet Grey, called on Miss Pauline Davis who has recently had her appendix removed at the Nesbitt Hospital.

Mr. and Mrs. Leonard Dembrocki, Nanticoke, spent Sunday evening with Mr. and Mrs. Glenn Morris.

Mrs. Florence Shaw is a patient at General Hospital, Wilkes-Barre. Mr. and Mrs. John Lukavitch

Idetown

By Miss Bess Cook

Phone H. L. 3187

Mr. and Mrs. George Casterline are spending this week with relatives and friends in Washington, D. C.

Henry Goodman returned to his home on Saturday after being a patient at the Nesbitt Hospital.

There will be a Luzerne Co. Y. C. T. Meeting on Monday night, November 5 at the home of Lorraine Keller.

Mrs. John Miller of Wilkes-Barre, Mrs. J. Gordon Hadsel of Dallas spent several days with Mrs. E. R. Parrish.

Mrs. Walter Smith and daughter, Kathryn, spent the weekend with Mr. and Mrs. George Smith of Wilkes-Barre.

Mrs. Boyd Meade and children Jean and Marvin of East Dallas spent Friday with Mrs. Ernest Fritz.

Mr. and Mrs. Alen Keil who has been residing at Ilion, New York, moved to Chicago on Friday where he is employed by the Remington Rand Inc.

Mr. and Mrs. Thomas Kreidler Jr. of Wilkes-Barre, Mr. and Mrs. Robert Kreidler of Mehoopany, Joanne Patton of Noxen spent Sunday with Mr. and Mrs. Thomas Kreidler Sr.

The quiet day of prayer will be held in the church on Friday, November 2 from 10:00 A. M. to 3:00 P. M., Mrs. Thomas Stacey leader.

Upped To Corporal

Walter E. Crispell, stationed at Perrin Field, Texas, has been promoted from Pfc. to Corporal.

have received word of birth of a grandchild at Leighton Hospital last Friday. The proud parents are Mr. and Mrs. Clifford Stroud, Jr.

Mrs. Loren Cragle and Joan were dinner guests of Mr. and Mrs. George Bronson Tuesday night.

Michael Adams was a Sunday evening guest at the home of Mr. and Mrs. Sheldon Randall. He says he will come again if pressed, for the coffee and pie and ice-cream were the best he ever tasted.

90% For! 10% Against

Railroad workers are represented by 23 standard unions. By mutual agreement, 20 of these unions—comprising about 1,200,000 men, or more than 90%—are working under wages and rules agreed to by them and the railroads. But leaders of three unions—with only about 130,000 men, or less than 10%—still refuse, after more than a year of negotiations, to accept similar wage and rules agreements. These are even more favorable than the terms recommended by the Emergency Board appointed by the President.

Yes, it certainly seems to be finally about time that the leaders of the three unions stop their delaying tactics—their quibbling. But the leaders of the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, and the Order of Railway Conductors continue to refuse. They continue a course of dillying and dallying. It is definitely time to

END THIS QUIBBLING!

On June 15, 1950, an Emergency Board appointed by the President under the terms of the Railway Labor Act—an Act largely fathered by the unions themselves—made its recommendations on certain wage and working conditions ("rules" in railroad language) which had been in dispute between employes and the railroads.

More Than 90% of Employes Accept Since then, terms equal to or better than the Board recommendations have been accepted by about 1,200,000 railroad employes—more than 90% of the total of all workers. They are represented by 20 of the 23 standard railroad unions.

Less Than 10% Refuse But three unions—with about 130,000 men, or less than 10% of the total—have refused to accept, even after months of negotiations. These three unions are the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, and the Order of Railway Conductors. These are three of the so-called "operating" unions. Already the highest paid men in the industry, their leaders demand still further advantages over other workers.

In all, there are about 270,000 operating employes. But not all of them, by any means, are represented by BLE, BLF&E, or ORC. As a matter of fact, less than half—132,000 to be exact—are in these three unions. More than half—about 140,000—are in other unions, principally the Brotherhood of Railroad Trainmen. What makes the whole situation so hard to understand is that these 140,000 operating employes are working under wages and rules which the leaders of the other 130,000 say they cannot agree to.

What Do the Railroads Offer?

They offer these three unions the same settlement which was contained in a Memorandum of Agreement signed at the White House on December 21, 1950, by four brotherhoods and the railroads. Later these brotherhoods sought to repudiate this agreement. But on May 25, 1951, the Brotherhood of Railroad Trainmen signed a complete agreement carrying out the

principles of the Memorandum Agreement of December 21. They have been working under this agreement since May 25.

What About Wages?

Under the terms of the agreement, yard engineers, firemen and conductors would now be receiving a wage increase of \$.34 an hour (\$2.72 a day) and road engineers, firemen and conductors would now be receiving an increase of 19½ cents an hour (\$1.56 per day). Large sums of retroactive pay have already accrued and if the agreement is carried out, will be paid promptly.

What About "Cost of Living" Increases?

The White House Agreement includes an "escalator" clause under which wages will be geared to changes in the Government's cost-of-living index. Two such increases—April and July, 1951—have already been paid to the 90% of railroad employes covered by signed agreements.

What About the 40-Hour Week?

The White House Agreement calls for the establishment of the 40-hour week in principle, for employes in yard service. The employes can have it any time after January 1, 1952, provided the manpower situation is such that the railroads can get enough men to perform the work with reasonable regularity at straight time rates. If the parties do not agree on the question of availability of manpower, the White House Agreement provides arbitration by a referee appointed by the President.

What Else Do the Union Leaders Demand?

The continued quibbling of the leaders of the three unions has to do principally with

rules changes, which have already been agreed to by the Brotherhood of Railroad Trainmen. Of these, the principal one seems to be that having to do with so-called "interdivisional service"—runs which take in two or more seniority districts.

The union leaders would bar progress and efficiency in the industry, and better service to the public, by maintaining a situation where they can arbitrarily stop a railroad from establishing such interdivisional runs. The carriers propose that if a railroad wishes to set up an interdivisional run, the railroad and the unions should try to agree on such run and the conditions which should surround its establishment, and if the railroad and the unions can't agree, the matter will be submitted to arbitration.

But the three union leaders still refuse.

Rules Can Be Arbitrated

The railroads have not only offered these three unions the same rules agreed to by the BRT and covered by the White House Agreement, but have even agreed to submit such rules to arbitration.

The Industry Pattern Is Fixed

With the pattern so firmly established in the railroad industry, it seems fair to suggest that the leaders of BLE, BLF&E, and ORC stop their quibbling and take action to make the railroad labor picture 100% complete. Certainly today's economic and international situation calls for a united front. And certainly no good reason has been advanced why these three unions should be preferred over all other railroad employes.

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