

No More Vacations For Penna. Railroad Clerks

Notice has been served on Pennsylvania Railroad clerks at Altoona that until further notice all vacations will be cut out and they must work full time on holidays. Last Friday was the first time in many years clerks at Altoona did not observe Washington's Birthday. The Altoona Tribune says: "From one to three girls are performing the duties formerly accomplished by one man, and the shortage of help is becoming greater each month. The Penna. has been practically forced to increase its working time in the offices and to ignore holidays and Saturday afternoons this month. "Eliminating vacations will not only minimize the number of passes issued, but will simultaneously keep employees more regularly employed, save in cases of illness, and during the present crisis when time means not only money but efficiency, the absence of vacationing will help greatly. The clerk or stenographer going without a vacation this summer will be doing his bit in that way."

Flagman Trout Improves After Long in Hospital

W. L. Trout, 4144 North Third street, flagman on the Philadelphia division of the Pennsylvania Railroad, injured some time ago, is able to be about. For a long time his condition was considered serious.

While working in the Marysville yards he had his spine and hip fractured and has been in the Harrisburg Hospital for several months.

Railroad Notes

The monthly meeting of the Friendship and Co-operative Club will be held Thursday night at Eagles hall, Sixth and Cumberland streets. Prominent speakers have been secured.

Trains on the Penna were closer to schedule to-day than they have been since winter opened.

William Schell, clerk at the Bureau of Information, Pennsylvania Railroad station, who has been on the sick list, will resume his duties this week.

Two switching engines for the Reading, Nos. 1457 and 1458, have been completed at the company's shops in Reading.

Nelson H. Anthony, employed in the baggage department at the Pennsylvania Railroad station, who has been suffering with a severe cold, has recovered.

At the weekly conference between departments heads of the Philadelphia division, held in this city to-day, plans for furthering the government were discussed. No official announcement has been received in Harrisburg regarding the removal of several fast trains on the main line of the Penna. It is probable that three days may be set aside on which the entire passenger service will be cut except trains needed to carry mail, and for the accommodation of emergency travel.

RAILROAD RUMBLES

THRIFT STAMPS FOR P. R. R. MEN

Souvenirs For Members of Agents' Club at Annual Meeting



J. H. NIXON Elected President of the P. R. R. Agents' Club.

At the annual meeting of the Pennsylvania Railroad Agents' Club, held Saturday at the Mechanics Lancers, J. H. Nixon, freight agent for the Penna in this city, was elected president. It was the eleventh session of this organization and was attended by 150 agents of the Philadelphia Division, including F. W. Smith, Jr., the new superintendent, who was given a warm welcome.

The occasion was featured with patriotic introductions. One of the souvenirs was a Thrift Stamp card, each card containing one stamp, and inscribed "All this cord and help win the war."

Business sessions featured the afternoon session. Many matters affecting the welfare of the members were discussed and the general conduct of railroads at times found expression.

Elect New President Frank B. Burroughs, formerly of Lancaster, but now freight agent at West Philadelphia, presided. He was succeeded in the presidency of the club by J. H. Nixon of Harrisburg. M. A. Desmond, of Parkersburg, was elected secretary, and E. J. Russell, of Downingtown, treasurer. The members of the executive committee are: F. W. Smith, Jr., W. W. Williamson, J. A. Oehme, J. R. Armstrong, W. S. Musser, C. J. McLaughlin and Frank Coe.

Baldwin's Annual Report Shows Increase in Sales

Philadelphia, Feb. 25.—Record figures in all departments were established by the Baldwin Locomotive Works last year, according to the annual report, issued last night. Gross sales were \$98,262,565, compared with \$59,219,057 in 1916, an increase of sixty-six per cent. Last year's sales came \$62,455,570 from construction of 2,748 new locomotives, \$15,825,707 from other regular work and \$20,972,558 from shells and other special work. From last year's business the company earned a manufacturing profit of \$11,775,919, against \$6,351,719 the previous year, and after payment of fixed charges and preferred dividends and deduction of \$1,750,000 for federal taxes, it was able to show a surplus of \$6,995,722, against \$1,219,465 the preceding twelve months. Such surplus income last year was equal to nearly \$25 a share on \$20,000,000 common stock, compared with a little more than \$6 a share the previous year. Very large earnings had been forecast but what will surprise the stockholders is the announcement that \$15,800,000 has been charged off from accumulated surplus for extinguishment of patents and good-will, bringing the final surplus at the end of the year down to only \$55,346.

OFFICIAL TELLS OF HARD WINTER

Penns Hard Hit When Mercury Drops Below Zero

The story of what is called the worst winter in the history of American railroading, the first winter the government ever ran the railroads, how snowdrifts 15 feet deep covered tracks, below zero temperature, blizzards and blinding gales which at onetime stopped movements altogether, is told in a report by Elisha Lee, acting vice-president of the Pennsylvania railroad in charge of operation. The story covers a period of seven weeks from the middle of December to the first week in February and records the handicaps confronting the national railroad administration at the beginning of its regime.

The weather in the period covered by the report was not only a record-breaking cold, but the heavy snowfalls and high winds and the unprecedented length of the frigid spells gave no time to recover and prepare for the next emergency.

Extends Southward As far south as Cape Charles, Va., where ordinarily little trouble is experienced from snow or cold, there were fifteen days in which it was impossible to operate car floats across the mouth of the Chesapeake Bay to Norfolk on account of the ice barriers, and the passenger, mail and express service was suspended on three different occasions.

At Cresson, on top of the Allegheny Mountains, where a large portion of the freight for the eastern terminals must pass, temperatures of 18 degrees below zero were recorded, with high gales and forty inches of snow. From December 20 to January 28, the thermometer never registered higher than three degrees above freezing and that only for an hour or so on four different days. For eight days the thermometer continuously registered zero or below, and this was followed by a ten-day stretch on eight of which the thermometer stayed below zero.

On Renovo Division of the Pennsylvania the thermometer was below zero on fourteen days, the coldest weather in forty-five years. On the Pittsburgh division of the Pennsylvania there was a snowfall of 21.2 inches in the month of January, as compared with 9.1-2 inches in 1917. The Williamsport division spent five and a half times as much money in removing snow in January as in the same month a year ago.

Latest Storm Reports made by the Eastern railroads to A. H. Smith, regional director, showed that the snowstorm of Friday and cold weather had had some effect on operations, although nothing like as serious as the storms of January. The loss from Friday's storm was reported yesterday at about 200 cars. Reports of cars above normal on the eastern lines were as follows:

Eastbound loads, 43,970; increase, 2,254; eastbound empties, 4,115; decrease, 890; westbound loads, 31,913; decrease, 897; westbound empties, 17,716; decrease, 147.

Standing of the Crews

HARRISBURG SIDE Philadelphia Division—The 151 crew first to go after 4 o'clock: 121, 108, 122. Flagmen for 108, 122. Brakemen for 124, 108, 122. Engineers up: M. May, Easton, Black, Gaekler, Grace, Stauffer, Lambert, Martin. Fireman up: Beufline. Brakemen up: Buford, Kugel. Middle Division—The 15 crew first to go after 1 o'clock: 226, 244, 32, 20, 235, 24, 33, 37, 248, 305. Engineer for 12. Fireman for 37. Conductors for 32, 24, 33. Brakemen for 15, 33. Engineers up: Cope, Leib, Nissley, Fink, Tiller. Firemen up: Atkins, Boyer, Gross, Slattery, Bickert. Conductors up: Leonard, Hoffnagle, Rhine. Brakemen up: Kirkpatrick. Yard Board—Engineer for 32C. Firemen for 4-7C, 5-7C, 2-14C, 2-15C. Engineers up: Snell, H. R. Myers, Lewis, Boudler, Sherman. Firemen up: Stuart, Troup, Chorpennig, Sauerwine, Sherman. ENOLA SIDE Philadelphia Division—The 226 crew first to go after 3:45 o'clock: 201, 215, 223, 249, 218. Conductors for 215, 219. Brakemen for 226, 201. Firemen up: Geltz, Shearer, Brown. Middle Division—The 107 crew first to go after 2:30 o'clock: 216, 108, 3rd 129, 2nd 104. Firemen for 2nd 126, 3rd 126, 140, 1st 102, 109. Engineers up: Sheaffer, Bair, Bruaw, Hanlon, Zelders, McNally, Potter, Portenbaugh, Barnhart, Kapp, Feas, Gingrich. Firemen up: Snyder, White, Thompson, Morris, Whitehill, Rider, Haubaker, Miller, Holmes, Waltz, Meck, Rodgers, Deitrick, Boyer, Metz, Crain, Shuey. PASSENGER DEPARTMENT Middle Division—Engineers up: J. W. Smith, F. F. Schreck, Sam. Donnelly, James Keane, J. A. Spotts, D. G. Riley, J. Crimmel, A. A. Delozier, E. M. Crane, G. G. Keiser, O. L. Miller. Firemen up: G. B. Huss, R. E. Look, E. M. Cramer, H. Naylor, Roy Herr, P. E. Gross, J. N. Ramsey, E. E. Ross, S. H. Zelders. Engineers for 45, 19, 601. Firemen for 25, 655, 19, 11. Philadelphia Division—Engineers up: A. A. Kennedy, W. S. Lindley, J. G. Bless, C. R. Osmond, B. F. Lippi, A. Hall, V. C. Gibbons, H. W. Gilliums. Firemen up: R. K. Strickler, C. C. Collier, W. M. Welch, J. Cover, L. E. Everhart, F. H. Cook, W. E. Sees. Fireman for 578. No Philadelphia crews here.

THE READING

The 52 crew first to go after 12:15 o'clock: 8, 53, 73, 16, 12, 18, 2, 71, 66, 87, 64, 4. Engineer for 2. Firemen for 52, 57, 66, 71, 2, 4, 8, 12, 16, 18, 21. Flagman for 4. Brakemen for 52, 53, 57, 73, 4, 8, 21. Engineers up: Plet, Seifert, Felix, Minnich, Monroe, Barnhart. Firemen up: Hoffman, Hurley, Heagy, Shiner, Chrismser, Kochenour, Coble, Strominger, Shover, Speck. Conductors up: Hall, Keifer. Firemen up: Trone, Keim, Shultz. Brakemen up: Breckenridge, Cassel, Smith, Berger, Treas, Brubaker, Kroach, S. McKeever, Stahl.

WM. STROUSE THE MAN'S STORE OF HARRISBURG

The Big "Push" The Last Forward Drive In Our Final Reduction Sale Ends This Week



THAT'S MADE. And the prices that are put on these SUITS AND OVERCOATS to clear the stocks because we don't carry over any goods from one season to the next, are so far below what you'll pay next winter that to try and frame words to put it "strong" is a task in itself. VICE we have given EVERY DAY IN THE WEEK. OUR FINAL REDUCTION SALE ENDS THIS WEEK. What are you going to do about it? There is ONLY ONE THING TO DO—if you have not already done so—BUY YOUR NEXT WINTER'S SUIT AND OVERCOAT NOW. And buy not only because the prices are extremely low—BUT BECAUSE IT WILL BE THE MOST PROFITABLE INVESTMENT YOU CAN MAKE. We are giving you the opportunity. YOU should take full advantage of it. MAKE IT STRONG —that's what the boys of Wm. Strouse's Store said to the advertising man before he sat down to write this final announcement of the MOST IMPORTANT CLOTHING SALE IN HARRISBURG. Well, to tell the truth, it can't be made any stronger. The clothing that the men of this section of the state have been buying in this sale is the BEST THAT COMES TO THE TOWN — BECAUSE IT'S THE BEST

Table with 2 columns: Original Price and Reduced Price. Items include Suits and Overcoats. Examples: Were \$15.00 -> \$11.75, Were \$22.00 -> \$17.75, Were \$18.00 -> \$13.75, Were \$25.00 -> \$19.75, Were \$20.00 -> \$15.75, Were \$30.00 -> \$23.75, Were \$35.00 -> \$27.75.

Where Adler-Rochester Clothes Reign Supreme Monito Hose--Made in Harrisburg Mallory Hats Emery Shirts Vassar and Duofold Underwear Boys' Suits, Overcoats and Mackinaws Reduced

Your Money Cheerfully Refunded OUR POLICY: DO IT BETTER THE NEW STORE OF WM. STROUSE—EVER NEW—310 MARKET ST Built On Bigger Values

Big Demand For Used Cars

A larger number of people are going to buy cars in 1918 than ever before. Some are going to buy new cars and sell their "used" cars and others who do not care to put too much money into a car will buy one that has been used. "Use" doesn't hurt a car mechanically, in fact some of them are much better for the use. The only thing "use" hurts in a car is the price. Depreciation in value, from a commercial standpoint, is as certain as day and night. If you are in the market for a car, read of the numerous bargains offered in the "AUTOMOBILE" columns of the TELEGRAPH. If you want to SELL your car advertise it in The "AUTOMOBILE" columns of the Telegraph. Reliable dealers and private owners use this means of telling you what they have to offer. Many a quick sale and many a bargain is picked up in this way. Use the telephone to send your ad to the Telegraph.

Advertisement for HARRISBURG LIGHT & POWER CO. featuring a SPECIAL SALE of Electrical Household Appliances. Includes a list of items like General Electric Irons, Toasters, Baking Ovens, Milk Warmers, Toaster Stoves, Waffle Irons, Percolators, Auto Heaters, and Utility Holders. All articles on sale will be sold with usual guarantee.