

Turn of Fortune.

(By Augustus Goodrich Sherwin.)

"Fifty against the dog!" shouted Matteo the Marksman.

"Taken," in a mere careless drawl came the reply from Arvidi, the gamester.

It was a typical Mexican scene—the interior of the chief gambling den at Truro and a critical stage of the game in progress.

Marvin Howe happened to be present amid that swartthy crew—a floating quantity in the general situation involving warfare, anxious to get North and out of it and the opportunity offered just that day with a decidedly favorable change in fortune if he carried out secret instructions given to him.

The position was this: The commandant of the sectional insurgents wished to send a particular message to a co-patriot one hundred miles away. It involved a junction of the two forces. The intermediate forty leagues of territory, however, were occupied by a dangerous enemy. The chief at Truro was surrounded by enemies and spies. He had hired Howe to do some translation and reposed confidence in him.

Howe engaged to cross the danger line and deliver his message. Both knew that while as an American citizen Howe might get through to Texas, he would be challenged, suspected, searched on the way.

So a singular maneuver was decided upon. Within the private room of the chief earlier that evening, his secretary had imprinted across Howe's broad shoulders the message he wished conveyed to his fraternal auxiliary. Those Mexicans were adepts in using an indelible stain that would wear and remain clear, at least for a period.

Howe was to try to find some free lance who would accompany him and bring back a reply, while he, well re-



Arose Unsteadily From the Table.

warded, returned to home, friends and fiancée—to Nellie Duryea, the only Nellie in the world to him beyond the unsettled border line.

Howe had thought of Matteo and that was why he was now an inmate of the noisy gambling den. He was a free rover, neutral, popular with both sides of the insurrectionist party, he knew the country like a book and Howe fancied felt friendly towards him.

Howe had found him at the card table pitting his money recklessly against the most daring gambler in Truro. It was a strain on his patience to see him immersed in the cards. He was in funds at the start and then Howe saw his last dollar go. A handsome ring was staked, then his watch and now his most faithful friend and companion, the dog.

Everybody who knew Matteo knew also his dog. The animal was tiny, but fearless and very intelligent. He was the constant companion of his master, who had taught him all kinds of cute tricks. With his unerring marksmanship, the man who could clip a silver coin at fifty paces, combining his show dog, could gather a crowd at any time on the public plaza and could have a royal salary in a vaudeville sketch.

The cards went the rounds again. Matteo lost. Howe saw a strangely desperate glint in his eye as he arose unsteadily from the table. He turned slightly pale. Then he shrugged his shoulders and walked over and kissed the little dog asleep on a pile of newspapers. Straight as a soldier then, he walked from the room.

"It will break his heart to lose his friend," Howe told Arvidi quickly. "May I redeem him?" and he proffered fifty dollars in paper money.

"All right," nodded the gambler and then Howe snatched up the dog and rushed after his master. Howe overtook him at the street door.

"Yours," he said, placing the little pet in his arms. Matteo stared at Howe in a dazed uncertain way. Then his fingers gently caressed the dog. His voice broke as he comprehended what Howe had done.

"Amigo," he said, folding his hand in a fervent grasp, "when my fortune turns I shall know how to repay you." "I can help it turn just now," remarked Howe significantly. Howe knew he was a man to be trusted. He told him that he was authorized to pay royally for his guidance and direction. "I can pilot you safely," he said—"I am your man."

It was a devious route, that by which Matteo led Howe from Truro. His sole object seemed to be to evade a collision with marauding parties and he succeeded famously in this. The third day out of Truro, however, an incident occurred that confirmed a suspicion Howe had entertained ever since starting on his present mission.

The morning they left Truro Howe had noticed a man he had seen hanging around the chief's quarters dogging his footsteps. He had called the attention of Matteo to this, who had carelessly asserted that if he was one of the numerous spies in action they "would soon lose him."

However, twice in two days after they had started on the trail they caught sight of a distant figure reminding of the man they had observed at Truro.

It was early in the morning that Matteo suggested a plunge into a near creek before they lit a little fire and cooked their frugal breakfast. They had disrobed and were disporting themselves in the cool sparkling stream when an ominous sound echoed out—

Click! Then to the consternation of Howe, turning he saw a man, the man who had shadowed him in the city just rushing away with a camera.

"Matteo!" shouted Howe quickly—"the spy. He has photographed the message on my back!"

"So?" observed Matteo, speedily springing ashore. "Ah! He had that purpose in following us, eh? Then he shall not get away so easily."

Matteo had run to where his clothes lay. It was to seize his revolver, with which he was a crack shot, from its holster.

Howe, transfixed, watched the man with the camera running down the river shore. The fugitive had a fair lead. Matteo aimed.

Crack!—followed a sure steady aim. Howe saw the runner waver and change the camera to his other hand, evidently hit.

Crack!—a second sharp explosion followed. Howe saw the camera shoot out pieces of glass and wood where the bullet had pierced it. Dropping the wrecked camera and holding his wounded hand, the spy disappeared.

"The message is written partly in cipher," explained Howe, "but that man might have been able to make it out after close study."

"He is doubtless one of the unscrupulous crowd infesting the province, ready to blackmail, sell secrets or betray his best friend," acceded Matteo. "Well, he has failed in his mission and we will scarcely go in bathing again."

They reached the end of their journey in safety and the secret message was transcribed.

Matteo returned to Truro with a rich reward awaiting him. Marvin Howe crossed the border, bound for home and his waiting fiancée, pretty Nellie Duryea.

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TEN HOURS' SLEEP NEEDED

Neurasthenia and Its Resultant Evil Would Then Disappear, Says Prof. Carl Schleich.

Sleep—that is what gunmen, pickpockets, divorcees, speeders, tango maniacs and many others need, if Prof. Carl Ludwig Schleich has the right idea.

"Civilized man or woman of today"—the professor is speaking—"must learn to sleep at least ten hours of the 24 if he or she expects to check the increased wear and irritability of his or her modern neurasthenic life and temperament. Sunset and sunrise are nature's time for sleeping and awakening. Sleep quietly one-half your life away. You will have twice as much out of the other half. Sleep is the preserver of the spiral electricity of the blood vessels—it is the key that winds up the timepiece of life."

Rather neat, what? The trouble with our criminals is neurasthenia—expressed in a confusion between their possessions and other people's. Our society women have neurasthenia—expressed in the feverish tango, bridge parties, and shopping orgies. Then there are our business men, whose neurasthenia is expressed in a foolish fancy that dollars plus dollars equals happiness. The American family's neurasthenia has produced a divorce record that is not pretty to look at.

When men or women are hungry they do desperate deeds. When they are hysterical from lack of sleep they are fit for treason, stratagems and spoils. Many are so sleepy that they can not sleep.

Going to bed at sunset and getting up at sunrise is a particularly rational policy in summer. Neurasthenic city people, without taking the professor's extravagant dose of ten hours of sleep out of every 24, could do a great deal worse than go to bed early in the summer and then get up in time to gather, for their health's sake and for the peace of their souls, a glorious bouquet of sunrises.

In the Suburbs. "How do you know your neighbor's wife has a temper like an angel's?" "Because he smokes whenever he likes in the parlor, and they have had the same cook six months."

SUFFRAGE BILL BEFORE SENATE.

Favorable Action is Expected Soon, Despite the Lobbying of Unfriendly "Interests."

Harrisburg, Pa., Feb. 17.—Despite the determined opposition of "interests" that are afraid to give women the ballot, the equal suffrage bill has been approved by the lower House and is now in the Senate. It is still being fought there by the same lobbyists that tried to block it in the House, but a favorable vote is expected upon it before the end of the month, as the ruling spirits in the Senate are in favor of letting the suffrage question be decided by the people at the polls this year.

The fight in the House against the measure was interesting. Until the night before the vote was taken, it was generally believed that the majority for the suffrage resolution would be overwhelming. This belief was based upon the fact that both the Republican and Democratic parties had included suffrage planks in their platforms and urged the referendum of the question to the voters. Additional strength was given to the theory that at least the Republicans would vote for it by the fact that Governor Brumbaugh had urged the adoption of the suffrage resolution in his inaugural address.

When the vote was taken, however, fifty Republicans bolted their platform, ignored the solemn recommendation of the governor who was elected on their ticket, and cast their ballots against the resolution. Twenty-one Democrats followed suit with the result that the final vote on the measure was 130 ayes and 71 noes. (In the preceding session of the legislature when the suffrage question was first brought up, the vote was 130 to 70.)

The vote this year, by party classification, was as follows:

Table with columns: Republicans for Suffrage, Democrats for Suffrage, Republicans Against Suffrage, Democrats Against Suffrage. Lists names of legislators and their party affiliations.

An Open, Square, Aboveboard, Direct Appeal to the Intelligence and Judgment of the People

The railroads of Pennsylvania and New Jersey believe that the public should be fully advised concerning the Full Crew laws in these states. Costly experience has demonstrated that these laws have worked to the detriment of public interest and that their repeal would redound greatly to the advantage of the people.

Not a Fight On Trainmen

The railroad companies making this announcement wish the public to clearly understand that this appeal is in no way to be construed as being aimed at the trainmen in their employ, nor is it an effort to curtail operating expenses at the cost of public safety or service.

The companies point to the fact, with justifiable pride, that whenever public safety and convenience demanded an increased number of employes the necessary men were put on trains. Behind this statement is a record of advancements and improvement achievements which is a most vital factor of calm and dispassionate consideration of the laws in question.

But when arbitrary laws are passed which compel these railroad companies to burden their payrolls with some \$2,000,000 annually for wasted, unwarranted extra labor, and which actually means a decrease, rather than an increase, in operating efficiency, together with heavier casualty lists, it is undeniable that the public should be put in full touch with existing conditions that the people may judge wisely for themselves should an effort be made to impugn the sincere motives which prompt this educational campaign.

How Full Crew Law Works

A twenty-nine-car freight train can be operated with five men. Add a car and an extra man must go on. The law requires no larger crew on a hundred-car train.

A four-car passenger train can run with five men. On a five-car or longer train there must be an extra man. Even if all the cars are Pullmans, with porters and a Pullman conductor, a six-man railroad crew is required.

A milk or express train of twenty or more cars, running through, sealed, and virtually without stops, must carry a crew of six. The only place four of them would ride would be in the end car.

When the Full Crew law became effective in Pennsylvania, the Pennsylvania Railroad Lines East of Pittsburgh and Erie were operating in Pennsylvania 2,971 weekday trains. Of these, 1,198 passenger and 1,061 freight trains were manned up to or beyond the law's requirements.

The 1,198 passenger trains which were provided with crews equal to or in excess of the law's requirements consisted principally of local or semi-local trains, making frequent stops and handling a large number of passengers. The second brakeman was employed to expedite the departure of trains from stations and to assist conductors in collecting tickets.

The 1,061 freight trains on which the law required no additional men consisted of local freight trains carrying package freight, on which brakemen were required to load and unload cars; road shifters, doing a large amount of work, necessitating the throwing of switches and much hand braking on cars; mine trains, placing empty cars and picking up loaded cars, and through slow freight trains of heavy tonnage on the Philadelphia and Middle Divisions on which the brakemen riding on the front part of the trains were required to assist the firemen.

Official Casualty Statistics

The effect of the Full Crew laws in forcing extra men into already adequate train crews, thus dividing responsibility, has been to increase the hazard of operation. This fact is conclusively proved by the official figures of the Interstate Commerce Commission. The great number of persons killed who were neither employes nor passengers have not been included, for it is obvious that extra men on trains are powerless to prevent such casualties.

The Pennsylvania Full Crew law took effect on July 19, 1911. The Commission's figures show that for the three-year period preceding this date 10,186 employes and passengers were killed. Since the law became operative, the total number killed shows an increase, or 10,372 persons.

The casualty list of the Pennsylvania Railroad for the six months preceding the enactment and the first six months of 1914, when the law was in full force and effect, discloses the following startling comparison:

Table comparing casualties before and under the law. Columns: Before Law, First half 1911; Under Law, First half 1914. Rows: Trainmen, Passengers. Sub-rows: Killed, Injured.

*Fell from train.

What the Extra Man Costs

Twenty Railroads in Pennsylvania and New Jersey last year paid in employment of superfluous brakemen \$2,000,000. That would have bought 200 steel coaches. It would have bought 80 locomotives. It would have paid for 67,000 tons of rails. It would have returned 5% on \$40,000,000. It would have block signaled 800 miles of track. It would have eliminated 65 grade crossings.

Rejected by Other States

A Full Crew law was enacted in Missouri and signed by the Governor in April, 1913. In November, 1914, it was submitted to a referendum vote. The people repudiated the law by a vote of 324,085 against 159,593.

A proposed Full Crew law for Texas failed to pass owing to the popular protest against it, led by the farmers.

In 1907, Governor Charles E. Hughes, of New York, vetoed an attempt to enact a Full Crew law in that state.

In 1912, Governor John A. Dix, of New York, also vetoed a Full Crew measure. Governor Foss, of Massachusetts, vetoed a Full Crew bill passed by the legislature. In 1913 the State Assembly wisely referred a Full Crew law to the Railroad Commission of Connecticut, who promptly condemned it.

Governor Cruce, of Oklahoma, vetoed a Full Crew bill in 1913.

Attempts to enact Full Crew laws in Colorado, Delaware, Virginia, and Ohio were defeated.

In Pennsylvania, New Jersey, New York, and Maryland such laws are in force. In the interest of the public, the railroads, and the great body of railroad employes, these burdensome laws should be repealed. In Pennsylvania, approximately 65,000 men are employed in train service. Only 2,500 of these are extra brakemen.

Will Wage a Just Fight

Railroads operating in Pennsylvania and New Jersey are determined to place their case squarely and fairly before the people of those states. They are firmly convinced that the people—all of whom, without exception, are affected more or less directly by the imposition of this annual \$2,000,000 burden, and thousands of whom are direct sufferers—will, knowing what a continuation of these harmful laws means to them, voice their wishes in no uncertain way to their elected representatives at Harrisburg and Trenton.

This campaign of public enlightenment will be waged by the railroads in a manner that cannot possibly be legitimately assailed. There will be no lobbying, no star chamber conferences, or private deals to influence public opinion or legislative action. The campaign will be fought in the open, purely on its merits.

Railroad Pledge to Trainmen and Public

Definitely and finally to give public notice that the railroads ask only a square deal all around in this matter, the presidents of the Pennsylvania Railroad Company, Philadelphia & Reading Railway Company and Baltimore & Ohio Railroad Company, in announcing on February 9 that the railroads intended to work for repeal of the Full Crew laws, pledged themselves as follows:

"Let us add that if there shall be evidence that without such laws the railroads would underman trains, to the hardship of employes or the detriment of or danger to the public, that, assuming the present Public Service acts do not give to the commissions ample powers to determine what crews are necessary on different trains and to compel the railroads to man trains as ordered, we will openly support such amendments to the present acts as may be necessary to give such assurance."

The railroads now appeal directly to the people, who demand the greatest safety at all times and who realize that a policy of wise economy, and not one of wasted revenue, will enable the railroads to adequately fulfill their obligations and meet those demands as they should be met.

R. L. O'DONNELL,

Chairman, Executive Committee, Associated Railroads of Pennsylvania and New Jersey.

Hood's Sarsaparilla.

Banish Scrofula

HOOD'S SARSAPARILLA CLEANSSES THE BLOOD, SKIN TROUBLES VANISH.

Scrofula eruptions on the face and body are both annoying and disfiguring. Many a complexion would be perfect if they were not present! This disease shows itself in other ways, as blemishes on the neck, inflamed eyelids, sore ears, wasting of the muscles, a form of dyspepsia, and general debility. Ask your druggist for Hood's Sarsaparilla. This great medicine completely eradicates scrofula. It purifies and enriches the blood, removes humors, and builds up the whole system. It has stood the test of forty years, and has received thousands of testimonials of the entire satisfaction it has given. Scrofula is either inherited or acquired. Better be sure you are quite free from it. Get Hood's Sarsaparilla and begin taking it today.