



Every year more than 5000 American boys, girls and grown folks who take such risks as these throw their lives away

Don't YOU Be One of Them

1916	NOVEMBER	1916
SUN.	MON.	TUE. WED. THU. FRI. SAT.
		1 2 3 4
5	6 7 8 9 10 11	
12 13 14 15 16 17 18		
19 20 21 22 23 24 25		
26 27 28 29 30		Don't be afraid to be careful.

TO TEACH CHILDREN SAFETY

As part of a campaign to impress children with the dangers of taking "short cuts" over railroads, playing on the tracks or using railroad rights of way, bridges and trestles as highways, the Pennsylvania Railroad System has issued an illustrated calendar which is being distributed to schools on the lines East and West of Pittsburgh. Explaining the purpose in issuing the calendar, the Company says:

"The Pennsylvania Railroad System is doing all in its power to reduce the loss of life which results from trespassing on railroad tracks; yet on its lines, alone, there is a man, woman or child killed, while trespassing, for nearly every day of the year.

"On the railroads of the United States, as a whole, an average of fifteen people are killed each day while walking on the tracks, where they have no right to walk. This has been called the most needless waste of life in America. About an equal number of people are maimed daily from the same cause, many of them permanently.

"A large proportion of the killed and injured are children. The country cannot afford a loss of this sort."

The calendar begins with November, to cover the closing weeks of the present year, and is complete for 1917.

NEW POLICY NEEDED IN GOVERNMENT RAILROAD CONTROL.

Increase of Transportation Facilities Necessary to Secure Relief From High Cost of Living May Thus Be Provided For by the Railroads.

Washington, Nov. 28.—A new policy of government railroad regulation, based on constructive principles of helpfulness and encouragement instead of upon principles of repression and punishment, was urged by Alfred P. Thom, counsel for the Railway Executives' Advisory Committee, the first witness on behalf of the railroads before the Newlands Joint Committee on Interstate Commerce, which has instituted a general inquiry into the problems of railroad regulation.

"It is proposed by the joint resolution of Congress," said Mr. Thom, "to go into a comprehensive study of the whole subject of transportation, to make a new assessment, after 29 years of experiment, of its history, its present conditions and its future needs. The railroads accept the view that regulation is a permanent and enduring part of government in America and that the first duty of the carriers is to the public. That duty is to afford reasonable facilities on reasonable terms and at reasonable rates, and this must be done before any private interests can be considered."

Certainty, Safety and Sufficiency. Mr. Thom contended that the real interest of the public is in being assured of certainty, safety and sufficiency of transportation facilities, rather than in rates. The first consideration of the public is to obtain transportation facilities. What the cost is, is in reality a second consideration, he said.

Mr. Thom proposed an increase of transportation facilities as a method of securing relief from the high cost of living. "There have been less than 1,000 miles of new railroad constructed in the United States during the past year," he said, "less than in any year since 1848, except the period of the Civil War, and yet the cost of living is daily advancing owing to a shortage of supplies which might be remedied by securing access to new areas of production.

Credit Must Be Improved. "This leads to the consideration as to whether railroad credit is as good as the public interest requires. It is impossible for railroads to earn enough to supply the necessary new facilities from current revenue. They must be provided from credit. Investors cannot be coerced, but must be attracted."

Among the conditions affecting railroad credit which deter investors he mentioned the following:

"First, Railroad revenues are not

controlled by investors, but are fixed and limited by governmental authority and not by one but by several governmental authorities, which do not recognize responsibility for assured results to investors and are uncoordinated.

"Second, Railroads cannot control and the government cannot and does not limit the expense account.

"Third, The present system of regulation is based on a policy of regulation and correction and not on a policy of helpfulness and encouragement.

"Fourth, The outstanding obligations of the railroads have already exceeded the financial rule of safety and involve a disproportionate amount of obligations bearing fixed charges.

"Fifth, The investor must accept a subordinate obligation or security with no assurance of a surplus of earnings to support it.

"Sixth, Other competitive lines of investment present superior attractions.

"Seventh, The railroad business is largely controlled by political instead of business considerations.

Look Forward, Not Back.

"We may debate about what has caused the present conditions," said Mr. Thom, "but we cannot debate about what the people need. The President has taken the view that we must look forward in this matter and 'make a fresh assessment of circumstances' in order to deal helpfully and intelligently with the problem. Abuses are no more prevalent in the railroad business today than in any other business humanly conducted. The great question now is whether the existing system of regulation gives the public reliable assurance of sufficient present and future railroad facilities.

"Those who oppose any change must make their appeal on the ground that the present systems assure the public of the continued adequacy of transportation facilities. If they do not, no argument based on the desirability of the present dual system of regulation will be accepted by public judgment. The question of 'states' rights' is not involved. If the regulation of transportation facilities privately owned should fall government ownership must follow, and then all power of the states over the railroads would disappear.

"Let us debate this question, then, not upon any mere theory or jealousy as to the distribution of governmental power, but upon the large issue of what the public interest requires in respect of the assurance of adequate transportation service."

A Washington View.

From the Washington Herald. Until the Sixty-fifth Congress convenes in December, 1917, it is doubtful if the Democrats will concede the speakership to the Republicans. Which means more delayed congratulations.

Chihuahua in Villa's Hands.

United States Officials Receive Positive Information of the Evacuation of Big Mexican City.

Positive information was received by United States government officials at El Paso, that Chihuahua City has been evacuated by General Trevino, the Carranza commander, because of a shortage of ammunition.

The information was said to have been conveyed by courier from Tlalcala, south of Chihuahua City, to Terres and thence by telegraph to Juarez.

Villa, the same report said, was in possession of the city and the Carranza forces had been forced to abandon the artillery. Many of Trevino's infantry forces have gone over to Villa, according to report.

Friends of the Americans and other foreigners who remained in Chihuahua City, are worried over the safety of these foreigners as Villa was reported to have declared he would kill all foreigners when he captured Chihuahua City. There are believed to be six Americans in the city.

They started to come to the border on the last train, it is said, but were advised to remain by friends, who feared the bandits would stop the train, and execute them.

Information regarding the evacuation of Chihuahua City was obtained through Lauro Corillo, brother of Mrs. Jacinto B. Trevino, high government official said. Corillo, it was stated, had received word to inform Mrs. Trevino her husband was safe. Mrs. Trevino denied she or her brother had received any word from General Trevino since Saturday.

Carranza Consul Bravo and Inspector of Carranza Consulates Andres Garcia, denied any such message had been received.

The information about the fate of the city is borne out by the admission of a Carranza official in Juarez who admitted the possibility that General Trevino had been forced to evacuate Chihuahua City because of a shortage of ammunition.

Reinforcements for General Trevino are being assembled in Sauz station, thirty-two miles north of Chihuahua City, and will be led toward the city by General Francisco Gonzales, commander of the Juarez brigade, which left Juarez with a train loaded with men and munitions, it was officially announced at military headquarters in that city.

According to the officers in charge of Carranza headquarters in Juarez General Francisco Gonzales will have 2500 men when the garrison troops in northwestern Chihuahua, which have been ordered to move immediately, assemble at Sauz. General Gonzales was expected to arrive at Sauz at noon and to lead the movement to Chihuahua City at once. He was at Laguna station, twenty-nine miles north of Sauz according to a message received over the federal line, which is in operation to Sauz.

CLERK STOLE \$125,000

Invested in Cigar Stands in Saloons and Lived in Luxury.

With the proceeds of peculations amounting to \$125,000 Adolph J. Loeffler, a twenty-five dollar a week grocery clerk in New York organized a chain of cigar stores in saloons and on the earnings of these lived in a fine apartment, owned an automobile and employed a chauffeur according to his confession after his arrest on a charge of forgery.

Loeffler, thirty years old and married, is accused of falsely raising the amount of a bill of lading in connection with large grocery exports being made to belligerent nations by the wholesale firm which employed him. His thefts were in small amounts covering two years.

Later the man amplified his confession before the district attorney

and volunteered to surrender furniture in his apartment, which he said was worth \$35,000, a life insurance policy for \$15,000 and two automobiles.

TRAIN KILLS FIVE

Locomotive Plows into 400 Employees of Foundry Company.

Five men from Passaic, N. J. were killed and at least seven others injured when a passenger train on the Lackawanna railroad plowed through a crowd of four hundred employees of the Canadian Car and Foundry company, who were walking along the tracks to a special train which was to take them from the plant at Kingsland to their homes in Passaic, Hoken, Jersey City and Newark.

Splits Conscience in Two.

Not knowing whether to let his "conscience balm" to his treasury at Washington or to the port of New York, where he evaded customs duties, an unknown Boston contributor cut \$500 in bills in half, sending one-half to each place. The treasury will receive the duplicate halves. They are redeemable.

New Advertisements.

WEDDING—100 Engraved Announcements, \$5.50. Invitations, \$6.75. 2 envelopes for each. Each additional 25. 55c Post paid. 100 Engraved Calling Cards, \$1. Write for samples and correct forms. H. DUNCAN, 5415 Webster St., Philadelphia, Pa. 61-32-14*



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Courtesy Counts!

Telephone courtesy means more than mere politeness. It means consideration for the feelings and convenience of others.

This is just as important in business as in social intercourse. In a telephone conversation the party to whom you are talking forms his judgment of you entirely by what you say and how you say it.

Good manners and amiability never fail to make a favorable impression and greatly facilitate good telephone service.

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BELLEFONTE, PA.

With the Churches of the County.

Notes of Interest to Church People of all Denominations in all Parts of the County.

CHRISTIAN SCIENCE SOCIETY.

Service Sunday 11:00 a. m. Wednesday 8 p. m., 9 1/2 E. High street.

St. John's church (Episcopal). Schedule of services for the week beginning Dec. 3: First Sunday in Advent, Holy Communion, 8 a. m. Morning Prayer (plain), 8:45. Church school, 10. Litany, Holy Communion, and sermon, "The Night Far Spent", 11 a. m. Bible class for men, 4:30 p. m. Evensong and sermon, "The Holy Catholic Church", 7:30. Friday, Holy Communion, 7:30 a. m. Litany, and instruction, "The Bread of Heaven", 7 p. m.

Presbyterian church—Rev. W. K. McKinney, Ph. D., minister. Morning service 10:45. Subject of Sermon, "Love for an Unseen Christ." Anthem, "O Lord I Will Praise Thee."—Danks. Evening service 8:30 Subject of sermon, "The One Desire of David." Solo, "Somewhere Beyond the Blue;" by Mr. Blair. Anthem, "O Saviour of the World."—Goss.

Great American Traveler.

First Centipede—"Why don't you go home?"
Second Centipede—"By the time I get my feet wiped off it is time to start out again."—New York Sun.

New Advertisements.

Laundry Work made easy

For 25c will send postpaid two preparations, one for stiffing collars, cuffs, etc., and one for putting on gloss. Fred K. Taylor, Box 464, Elmira, N. Y.

New Advertisements

ORPHANS' COURT SALE—By virtue of an order issued out of the Orphans' Court of Centre County Penna., on the 23rd day of August, 1916, for the payment of debts, the undersigned Executor of Catherine Kearney, late of Bellefonte Borough, Centre County, Penna., deceased, will sell the following described real estate on the premises in Bellefonte Borough on

SATURDAY, DECEMBER 9th, 1916,

at 1 o'clock p. m. All that certain message, tenement and lot of ground situate in the Borough of Bellefonte, County of Centre and State of Pennsylvania, bounded and described as follows, to wit: Beginning at a post, corner of old Cemetery Lot, thence along Logan Street South 7 1/2 degrees West 42 feet to corner of lot of Edward Fahney, thence along said Edward Fahney lot South 12 1/2 degrees East 200 feet to lands of McAfferty and McDermot, thence by same North 1 7/8 degrees East 58 feet to post; thence by lot of James Quinn North 12 1/2 degrees West 112 feet to a post; thence by old Cemetery Lot South 7 1/2 degrees West 16 feet to a post; thence by same lot North 12 1/2 degrees West 88 feet to the place of beginning.

Thereon erected a two-story Frame Dwelling House and all other necessary out-buildings. This is a very desirable property.

TERMS OF SALE—10 per cent. of bid on day of sale; 40 per cent. of bid on confirmation of sale and the balance in one year to be secured by bond and mortgage with six per cent. interest, from confirmation of sale.

W. G. RUNKLE,
Executor of Catherine Kearney, deceased.
Bellefonte, Penna. 61-45-4t

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