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SATURDAY EVENING, DEC. 26

THE COST OF PRIMARIES

PENNSYLVANIA'S next General Assembly ought to give serious consideration to the suggestion of one of the new senators that the primary law should be so amended that it will not only make voting easier, but that the cost of the primary elections should be taken from the shoulders of Father Penn. In spite of the fact that the present methods in making nominations were hailed a few years ago as the very finest safeguards that could be thrown about the ballot in the Keystone State, candidors feel the admission that after a fair trial some of the procedure is more or less of a nuisance. The votes at primaries have not only dwindled in many districts, due to restrictions and annoying regulations, but have become mightily expensive propositions to candidates and the men who stand back of party organizations with contributions.

On top of all this there is the very apparent fact that the State Treasury has been forced to disburse millions of dollars for primaries in the last six years and there does not seem to be any way to escape this annual burden except by a law placing the costs on the party organizations, which means the candidates and the party contributors, who are directly interested, if one chooses to put it that way. The way things are going, Pennsylvania is facing primary bills of three-quarters of a million dollars per annum. The settlement of the primary bills by the Auditor General has been delayed. Time has been taken up by an effort to arrive at a system of charges and this has led to threats of suits, to hickering at both ends of the line, to vexatious delays and to a generally unpleasant situation, particularly in regard to Philadelphia. Every year this annual pulling and hauling takes place and the State officials become extremely unpopular at some county seats, while bills go unpaid and the time for a new primary rolls around with expense of another unsettled.

It is an absurd condition that should be ended.

NOW LET IT LAST

Now let it last throughout the year—that Christmas spirit! If Christmas was worth while to you, you spent the day with feelings of good will toward your fellows. And now that the day is over and you swing back into the atmosphere of the work-a-day world, why not determine to keep those feelings of kindness in your heart throughout the coming year? After all, isn't it just about as easy to be good-natured, forgiving, of the faults of others, cheerful, and loving as to be grouchy, carping, gloomy and unkind of the needs of your neighbors? After all, isn't it sweeter and better to be filled with the Yuletide spirit than to go round with a sour outlook on things in general? Of course it is!

ANOTHER STEP FORWARD

ESTABLISHMENT of the State reformatory for women, an institution along the lines of the Huntingdon reformatory for boys, and for which many men and women have been working in Pennsylvania for years, has been brought still closer by the approval of a site near Muncy by the State Board of Public Charities. The legislation for the preliminary steps for this institution was passed during the last session of the General Assembly and was one of the group of bills which Governor Tener said gave him great satisfaction to sign. In the list were the bills forming commissions to take charge of the creation of State institutions for feeble-minded women, for the correction of young female criminals, for the betterment of the penal laws and for the treatment of inebriates and victims of drugs and last, but not least, for a general study of the condition of the dependents in the State. They formed a group of bills separate and apart from the Industrial Accidents, Building Code and other commissions charged with framing statutes of vital importance to the welfare of everyone, but it is doubtful if in the history of the State so many charitable products of admitted value were ever inaugurated at one time. The need for just such an institution was made plain by the Governor and those who co-operated with him at the last session of the Legislature and the quarter million dollars allowed

enables the commission to go right ahead with its preliminary work. The plans are made and the site is approved. Contracts for the start of the building program can now be let.

A REQUEST FROM TENNESSEE

THAT Tennessee man who asked Governor Tener yesterday in talking about the big Yuletide feast ornament, "It's odd the way customs change. I recall when I was a boy in Ireland we always had a big goose for Christmas Day and there was as much rivalry about the size of the goose as there is about a turkey now. We did not have the generous giving of gifts that we have nowadays, either. We kept the present giving until New Year's Day and New Year's Day was the big day. Everyone wanted to start the new year right and to give remembrances. On Christmas Day we had the Christmas box. That was generally an ornamental box containing some remembrance or some candy or something like that, nothing elaborate. I guess there are a good many parts of the country where Christmas observance has changed immensely in the last few years and it is getting to be more and more to be the great festival."

Quite a few veterans of the Civil War in this city were talking yesterday of where they were thirty years ago. It happens that there are a number of Harrisburg men who were with Sherman when he reached the coast and who aided in making possible his Christmas present of Savannah.

COLONEL ROOSEVELT'S PLAN

COLONEL ROOSEVELT, in the current issue of 'Everybody's Magazine' has a distinctly constructive article on the subject of national defenses. He calls the attention of the country to the system of protection against invasion whereby Switzerland at small cost to the nation is able to swing into the field in a few days' time a quarter million of men trained in military service, and suggests its adoption here, with modifications. It is the earnest view of the problem now confronting us that has yet been expressed, and it comes from a man of military as well as civic attainments, who has a broad knowledge of conditions both at home and abroad.

As the Louisville Courier-Journal well puts it, it is matter of regret that so many Americans should take for granted that all persons who are insisting on this country strengthening its army to the extent which the Secretary of War and the military heads deem absolutely necessary and on properly equipping our navy with men, guns and ammunition are bent on a career of conquest or of bullying of other nations. The extreme pacifists who are loudest in their denunciation of patriotic citizens who insist that the country should take all necessary precautions for self-defense are forgetful of their past assurances. Those who favor wiping out the army entirely, doing away with the navy and removing all coast defenses are so few as to be negligible. Practically all admit we must have some army and some navy. The question, then, is how much? There is little fear of an invasion of the United States among sensible men. But our difficulties in the past have not arisen from invasion of our soil. We cannot always determine the issues ourselves. If a hostile power should seize even Cuba, which is merely under our protection, no influence on earth could keep the people of the United States quiescent. Porto Rico, Hawaii and the Philippines are possessions which we would defend with equal promptness. We have \$400,000,000 invested in the Panama Canal, of whose neutralization we are the sole guarantor. Within the last few days we have seen what a serious obligation we voluntarily assumed in the Hay-Pauncefote treaty. It is our bounden duty to compel all nations to observe the rules of neutralization in the canal. It would be supreme folly for this country not to be prepared to fulfill its duty under the treaty.

LIFE RATHER THAN RATES

SO much has been said and written about the rate adjustment function of the Pennsylvania Public Service Commission in the last month or so that the statements of John P. Dohoney, the investigator of accidents of the commission, in his annual report, strike with timely interest just now.

"It is more important to safeguard the lives of people than it is to determine whether a passenger is overcharged or whether a shipper is unjustly assessed for the transportation of his goods," remarks the investigator in presenting a voluminous report on casualties on transportation lines in Pennsylvania. This reference to the safety work of the commission, however, only calls attention to some startling things. While the rest of us have been fussing about the cost of a railroad ticket or the rate on a ton of coal, something like 10,100 persons were hurt on the steam railroads of the State, no less than 228 railroad men were killed in discharge of their duties, over 3,100 persons were hurt on street railways, railroad men were hurt by being struck by obstructions along the track, people were hit at improperly guarded grade crossings, and other accidents were occurring. And it might be remarked in passing, although it is scarcely relevant in discussion of such a serious topic as casualties, that a good many people's clothing suffered in connection with car steps.

The commission has a definite function to perform in securing protective measures, not only red lights at crossings, but to work to reduce the appalling list of casualties on the railroads and neither it nor the public should lose sight of it for an instant in the squabbles over a commutation ticket from Germantown or Fox Chase to Broad street station.

AN EVENING THOUGHT. The only competition worthy a wise man is with himself.—Mrs. Jameson.

EVENING CHAT

"In my young days it used to be the Christmas goose, we never thought of turkey for Christmas dinner," remarked Governor Tener yesterday in talking about the big Yuletide feast ornament. "It's odd the way customs change. I recall when I was a boy in Ireland we always had a big goose for Christmas Day and there was as much rivalry about the size of the goose as there is about a turkey now. We did not have the generous giving of gifts that we have nowadays, either. We kept the present giving until New Year's Day and New Year's Day was the big day. Everyone wanted to start the new year right and to give remembrances. On Christmas Day we had the Christmas box. That was generally an ornamental box containing some remembrance or some candy or something like that, nothing elaborate. I guess there are a good many parts of the country where Christmas observance has changed immensely in the last few years and it is getting to be more and more to be the great festival."

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Harrisburg had a really and truly Christmas tree, a fine one, on Thursday and there were some strange doings about the city on the part of those who had neglected to shop early when it came to buying the decorations. About Wednesday night the city seemed to wake up to the fact that it was short on Christmas trees, although the mountains near Harrisburg are filled with specimens admirably adapted to Yuletide. Stores were telephoned to for reservations, but there were very few trees in the city not damaged by the wind, and men and women began to get busy on Thursday morning. Delegations went to Market Square, Berkebe street, Thirtieth and Market, and other neighborhoods where the Christmas tree vendors generally hold forth and whenever a wagon appeared its driver was literally mobbed. There were gray-hair men, there were lads, young men with shawls pinned over their heads and in fur coats, children with garters tied in their handkerchiefs and messengers, in short, everyone who could be imagined as wanting a tree and then some. One man who had a moderate load of trees on his wagon, after he had been roughly mobbed, said that he had known things were as short-on trees he would have brought along two wagons. In Market Square people waited for hours to get change to buy trees and impromptu the policemen and catchers for tips were to get them. There was regular bidding for trees at times and one man made money by refusing to sell until he was surrounded him and then literally auctioning his wares.

People who were down town in the shopping district on Christmas Eve say that maybe it was the weather or maybe it was the fear of crowds, but in any event there was a marked evidence that the spirit of the day was spread. There were thousands of people in the streets, but the crowds in the stores were not that frightful jam-tired by people trying to catch up. Most of the people in the stores were strolling about looking things over and apparently congratulating themselves that they had done their shopping and did not need to worry.

One line of business must have been very good in the shopping season, according to reports, has been observing things and that was the assortment. There was a bric-a-brac store for sleds of all sizes and descriptions and the reason attributed by the people who shop in them was the snowy weather. This made coasting popular a month before the usual time and the result was that there was asking for sleds in immediate use for sledging. The weather, which was cold for sledging, but it's never too cold to try out a Christmas sled.

Telegraph linemen who have been sleeping with both ears wide open the last month or so because of the storms and the manner in which every wire being strung in the city has been broken do not protest when they are called on any holiday storms such as occurred in the last half dozen years. Three or four years ago the snowstorms tied up things on the Pennsylvania railroad east of here and many people were guests who did not expect to ever be in Harrisburg on the great holiday.

One of the most interesting things about the markets held in the city today was the fact that there was a good attendance of farmers. Considering the weather in the proximity of Christmas, the number of people with articles to sell was astonishing. But the answer was outside. Most of the farmers came in automobiles.

WELL KNOWN PEOPLE

—Jack Pechin, noted fox hunter, has been appointed mercantile appraiser of Chester county.

—Frank B. McClain, who played Santa at Lantana, has done that stunt for several years.

—Judge S. L. Mestrezat, of the Supreme Court, went to Waynesburg to meet the members of his family connection at a Christmas dinner yesterday.

—Thomas Lynch, head of the Frick coke interests, who is seriously ill, suffers a relapse yesterday.

—Julius Beck, noted Philadelphia buyer, says the war will last longer than expected.

—Carpenterman Casey has decided not to ask the Wyoming mill company at present, but to wait until Uncle Sam's purse is a little fatter.

DO YOU KNOW

That many Harrisburg railroadmen had to work yesterday to keep the yards open for traffic, the movement of freight having been speeded up?

'Twas the Night Before Christmas

No matter how early and how carefully we dress our Christmas shopping the "day before" is sure to bring to mind things forgotten.

THINGS GOING FOR LEGISLATURE

Hotel Reservations Have Been Made For Many Men Prominent in State's Affairs

INAUGURAL PLANS MOVE TO INVESTIGATE TUNNELS

Many Clubs Will Be Represented in the Procession in Honor of the Big Event

Hotel reservations for the first half of the week of January 3 indicate that there will be almost as many people in Harrisburg for the start of the legislative session as for the inaugural ceremonies a fortnight later. Every one of the larger hotels has a big list of reservations commencing with New Year's Day and extending until the day following the organization of the Legislature. The names on the lists are not only of members of the General Assembly, but of men prominent in politics all over Pennsylvania. Republicans, Democrats and Bull Moosemen. Representatives of the Woman Suffrage Association, State Federation of Labor and Railroad Brotherhood organizations have also reserved quarters.

Headquarters will be opened on Saturday preceding the gathering. Richard J. Baldwin has taken rooms in the Commonwealth Hotel, which have been used for headquarters for many contests, and Charles A. Ambler will have quarters in the same place. Rooms have been reserved by several of the other aspirants, including Henry I. Wilson, of Jefferson; R. F. Hasbrouck, of York; G. W. Williams, of Tioga, although they do not call them headquarters.

It is the belief that the Legislature will be in session only one day in the first week and that it will adjourn until January 17, after organizing, receiving the farewell message of the Governor, listening to reports of various commissions and providing for the inauguration by naming a committee of which Edward E. Biddleman, of this city, will be the chairman. The caucus meetings will be held on the evening of Monday, January 3, at the Capitol.

About the Capitol it is gossip that earlier than expected to adjourn, earlier than Apr. 15 for adjournment.

In addition to the big Philadelphia clubs and the Harrisburg clubs which will participate in the inauguration parade, there will be large delegations of marchers from Fayette, Montgomery, Chester and Lehigh in the procession. Steps are also being taken to have Huntington and Blair counties represented. The Fayette organizations will come with Senator W. E. Crow, the State chairman. It is also possible that a Elzinga club may attend.

Gossip in Philadelphia is that Secretary of State William Jennings Bryan is getting ready to retire.

The fight on the Pennsylvania postmaster's appointments worked out by the Palmer machine will be resumed at Washington next week.

W. G. O'Malley, late candidate for Mayor of Scotland, will be named as county tax collector of Lackawanna.

James H. Maurer, head of the State Federation of Labor, announces that he has several amendments to the city's classic city law ready to press. One will simplify the referendum.

A Washington dispatch says: "The next fight of national interest before Congress will be the vote on the woman suffrage amendment on January 10. This resolution, it is believed, will be defeated in the House by a vote about the same as that which was cast on the prohibition resolution. The resolution will not receive a majority of the vote cast, according to Mrs. Arthur Shreve, Palmer, House, secretary of the National Association Opposed to Woman Suffrage, who has had three men at work for several days taking a poll of the entire membership of the House, in order to determine accurately the attitude of each one of the lawmakers on this question.

According to the poll, the Pennsylvania delegation stands as follows: For—Vare, Edmonds, Donohoe, Logue, Butler, Diefenderfer, Grist, Parr, Ames, Kiess, Kreider, Bailey, Brodbeck, Patton, Keiser, Carr, Feltner, Shreve, Palmer, Hunsig, Porter, Kelly, Ruple, Walters, Lewis.

Against—Graham, Casey, Rothermel, Leshner, Langham, Burke, Barchfeld, Morin.

Noncommittal—Lee, Dershem.

Fewer experienced lawmakers will sit in the next State House of Representatives than at any session in the last quarter of a century, according to ex-Representative George W. Allen, of Allegheny county, who brings out in an analysis worked up through personal correspondence with every member of the House, that only 66 of these served one of the 267 members-elect. In his data, made public to-day, he shows that only 78 of the 267 members of the next House served in previous sessions and that only 66 of these served through the session of 1913. There will be 129 members without previous legislative experience, or 60 per cent. of the entire membership, and there will be 141 members, or 70 per cent. of the whole, who were not members of the session of two years ago.

SAFETY FIRST IS COMMISSION'S AIM

Notable Report on What Has Been Done to Bring About Protective Measures by State

Lower Car Steps Among the Things For Which Body Is Working—Big Accident Roll

Safety suggestions from the closer supervision of tunnels, better protection of grade crossings, removal of obstructions along tracks and equipment of trolley cars with power brakes to improve in car heating and regulation of the height of trolley car steps are among the report made to the Public Service Commissioners by John P. Dohoney, investigator of accidents, for the period between July 28, 1913, and June 30, 1914. The report covers operations of a bureau which goes into the cause of every accident on a public service property in the State and has been giving special attention to railroad casualties. One of the interesting things is that 575 trespassers were cut out of 1,161 persons who perished on the steam or electric railroads of Pennsylvania. Thirty-one of this number are known to have been intoxicated, twenty-four of them being run down while on railroad tracks.

The report gives the following information in detail: Ten thousand, one hundred persons injured on the railroads. Of this number 991 were killed. The latter embraced 328 employees; 15 passengers; 555 trespassers and 93 others. Thirty thousand, one hundred and sixty-one persons injured on the street railroads. Of this number 170 were killed, the fatalities including 15 employees; 19 passengers; 20 trespassers and 116 others.

Seventy-nine persons killed and 222 injured at grade crossings of railroads and 2 killed and seventy injured at grade crossings of street railroads. Fifty-three trespassers struck by cars were under the influence of intoxicating liquor, and of this number 24 were killed. The street railway companies reported 9 intoxicated persons were killed and that 89 were injured.

It is more important to safeguard the lives of people than it is to determine whether a passenger is overcharged or whether a shipper is unjustly assessed for the transportation of his goods," says Mr. Dohoney. "There are approximately 10,000 public crossings of steam railroads at grade in this State and it is gratifying to know that the commission has begun the work tending to their elimination. Watchmen, gates and bells do not constitute absolutely reliable protection. Our reports show that during the period embracing January first and June 20 of this year 44 accidents occurred at protected crossings, which 15 people were killed and 34 were injured. During the same period 17 were killed and 58 injured at unprotected crossings.

Requirements that the cars of street passenger railway companies be equipped with jacks; that conductors precede the cars over the tracks of steam railroads and that passengers be not allowed on the rear platform of street cars are being observed.

Complaints have been received that the steps and running boards of the cars of some of the lines are too high and are not on the cause of accidents, but the a source of inconvenience. Investigation shows that these grievances are well founded. I have, in consequence, held conferences with representatives of the Pennsylvania Street Railways Association with a view to the adoption by the commission of such regulations as will remove this objection and will make further provision for the enclosing of the front platform of cars so that the employes may have that measure of protection to which they are entitled.

The equipment of all cars with power brakes on both ends and the installation of automatic couplers; a safe and proper method of heating cars and the elimination of lights at highway crossings and at points on the line of the railway—such as the approaches to sharp curves, bridges, steep grades, etc., in country districts, and a reasonable control of the height of headlights of cars on public highways, will all contribute to the elimination of elements that figure in accidents of various kinds.

The accident which recently occurred in the Phoenixville Tunnel on the line of the Philadelphia and Reading Railway emphasizes the necessity of giving the matter of tunnels our prompt and serious consideration. Investigations show that during the period embracing January first and June 30, 1914, seven people were killed and 105 injured by overhead or side obstructions on the line of steam roads. Co-operation of people interested in safety first work is invited to the end that all dangerous conditions may be inspected; and more essential that obstructions be removed before an accident occurs than it is to investigate after the injury has been done.

Complaints have been received as to the height of tenders on shifting engines. It is the practice of some roads to attach a large tender to an engine of this kind and it is impossible for the engineer to obtain a view of the track without leaning out of the cab to an extent that endangers his own life and lives of others.

OUR DAILY LAUGH

I TRIMMED IT. By Wing Dingler. Just as I said all dads would do On Christmas eve, I worked At trimming up the Christmas tree, While all around me lured A jinx that followed me downstairs, Then up again and stuck Around me, bringing unto me All kinds of rotten luck.

The first thing that befell me was When I brought up the tree I struck the chandelier and knocked Down glass shades one, two, three, And ornaments, the nicest ones. Well, truth, almost a score Were broken into many bits When they dropped to the floor.

And when at last the job was done, Twixt two o'clock and three, I crawled into my bed and hoped In slumber soon to be, But just then both the kids woke up And wouldn't go to sleep; They just kept up a chatter till, O'er the hills, the dawn did creep.

NEWS DISPATCHES OF THE CIVIL WAR

From the Telegraph of Dec. 26, 1864. Capture Schooners. Washington, Dec. 25. — U. S. S.

DAUPHIN DEPOSIT TRUST COMPANY. DO YOUR PART. If you would be a success in life you must contribute your share of effort and hard work. Most prosperous people owe their success to habits of thrift—to a system of saving that meant many sacrifices.

Chocho, in charge of Captain Meade, captured two three-masted schooners and the British steamer "Lot Harley." Salutes, in honor of Sherman's victory, were fired in many cities over the thousand bales of cotton, and an enormous supply of rebel arms, were taken from this city and shipped North.

MOJO CIGARS. If your taste demands all Havana quality smoke. Moja 10c Cigars. There are 50 years of "know how" back of this brand, and they are the richest, most fragrant and satisfying cigars a dime can buy. Made by John C. Herman & Co.

CITIZEN'S BANK THIRTEENTH and DERRY STREETS. OPEN EVERY SATURDAY EVENING. Will Open a Christmas Savings Club. Club Year Reckoned From, and Regular Payments Begin MONDAY, DECEMBER 28, 1914, AT 9 A. M. Open An Account Paying Each Week 25c 50c \$1.00

BRICK THAT'S EVERLASTING. Red Shale Building—Paving—Side Walks—Rough Texture—Good Seconds for Factories—Barn Floors and Farm Buildings. MILTON BRICK COMPANY. Milton, Northumberland Co., Pa.

For 1915 King Oscar Quality. If the cigars you have been smoking make you feel like "cutting it out"—blame yourself and make friends with King Oscar 5c Cigars. They'll satisfy you and make you feel prosperous. You'll find you don't have to make any New Year's resolutions as long as you stick to this quality smoke. Regularly good for 23 years.