

NEW MEMBERS OF OLD LAW FIRM



W. Sunday

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CLARENCE B. MILLER



JOHN T. OLMSTED

Considerable favorable comment on the addition to the personnel of the law firm of Olmsted & Stamm was made to-day. The new members are receiving hearty congratulations from their friends. William S. Snyder, the eldest member of the present firm was born at Millersville, Perry county. After graduating in the high school of his native town he was graduated from Millersville State Normal School and Dickinson College. For four years he was principal of the Duncannon schools. Later he studied law in the office of James A. Stranahan and was admitted to the bar in 1902. Shortly after his admission to the Dauphin county bar he associated himself with the firm of Olmsted & Stamm and has been with that firm for more than eleven years. John T. Olmsted is a native of Potter county. After completing his academic education at the Williamsport Dickinson Seminary he taught in the Coudersport high school for five years. He graduated from Dickinson school of law in 1909 and shortly afterward entered the office of Olmsted & Stamm, with which he has ever since been associated.



WILLIAM S. SNYDER



JAMES W. MILHOUSE

Mr. Olmsted was admitted to the bar in September, 1909. For the last year and a half he has served as referee in bankruptcy for the counties of Dauphin and Perry. Clarence B. Miller was born at Tunkhannock and educated at Mansfield Soldiers' Orphan School and Mansfield State Normal School. Afterward he was superintendent of schools of Nanticoke borough for fifteen years. Then he studied law with John A. Stitzer and Henry Harding, of Tunkhannock, and was admitted to the bar in 1899. Mr. Miller served as a member of the House of Representatives in the State Legislature of Pennsylvania, session of 1897 having been elected from the Third legislative district of Luzerne county. He was appointed assistant corporation clerk in the office of the Secretary of the Commonwealth in 1899 and occupied this position until February 1, 1914. James W. Milhouse was born in Harrisburg, where he attended the public schools. He entered the law office of the late M. E. Olmsted in 1897 and has continued with the firm of Olmsted & Stamm since that time without interruption. He was admitted to the Dauphin county bar in 1912.

LETTERS TO THE EDITOR

THE FULL CREW LAW

To the Editor of the Telegraph: At the several railway and ferry stations of Philadelphia and Camden, my attention has been invited to a notice or appeal, printed in bold type, and posted by the controlling railway company, to the voters for the repeal of a law, entitled the Extra Crew Law. It is presumed that references in fact is made to the Full Crew Law enacted several years ago. The notice posted by the Pennsylvania Railroad in its appeal, is in fact, a baggagemaster's appeal, in which the interest of the public, whose chief concern is good service and safety—that the Extra Crew Law now on the statute books be repealed. At the present time there is no law on the statute books of Pennsylvania or New Jersey entitled, or dealing with, an Extra Crew Law, or one that might be literally interpreted as such. Apparently the title, Extra Crew Law, as used by the Pennsylvania Railroad in its appeal, has been used for the purpose of confounding the public into believing something which does not exist. Referring, however, to the Full Crew Law at present on the statute books, and which it is believed is the law referred to by the Pennsylvania Railroad in its appeal to the voters, the following is the feature in the law prepared by the company: "When a passenger train consists of five or more passenger coaches, it is required that the crew shall consist of a conductor, one brakeman, one flagman, one engineer and one fireman, and if baggage car is attached, a baggagemaster shall occupy the same. Regardless as to whether the train shall have ten or fifteen passenger coaches the crew must have the above as its complement, insofar as the law applies." Claims of the Pennsylvania Railroad Recently the Pennsylvania Railroad

issued a statement to the effect that, by reason of this law, the railroad is caused a waste of \$1,100,000 annually in the employment of unnecessary men on the Pennsylvania system alone. The company's truthfulness is certainly to be doubted in its statement of additional cost. First of all, the Full Crew Law requires one additional member in the train crew, a flagman or brakeman. The daily pay of such a man is \$2.60 for all local runs and \$3.10 per mile for the run from Philadelphia to New York, etc. On that basis it would appear as if the Pennsylvania Railroad employs about 600 additional hands on its passenger trains. In view of the fact that there is not 500 full crews on the Pennsylvania system, East of Pittsburgh and Erie, the statement can very reasonably be doubted. The Pennsylvania Railroad appeal states, further, "Every train on this railroad has a full crew, and this extra expenditure adds nothing to safety or public convenience." Thanks for the Full Crew Law the trains have now a full crew. Prior to the enactment of this law, when a train was made up of engine, baggage car, and, say, ten passenger coaches, each coach seating eighty-four persons, making a possible total of 840 passengers, the conductor, brakeman, and the many possible causes of delay, such as broken air hose, wheel flange, engine disarrangement or brake down, was to seek the nearest telephone station in order to report the delay. Frequently this necessitated his abandoning the train for a period of half an hour or more, and also possibly being half mile or more from the scene. Passengers Unprotected The brakeman in the meanwhile is required to go back a safe distance, of about a third of a mile, in order to protect the rear of his own train and to bring any that may be following. If a baggage car is attached and a baggagemaster in charge, it must not be left alone under any condition, the rules of the company requiring the baggagemaster to remain in his car at all times. Consequently the passengers on the train (possibly 840 souls) are left unprotected and have no one to warn or bar their way from the train, or to see that the train does not endanger their persons to injury or death from the many dangers surrounding them under such conditions. The Full Crew Law in a large measure reduces this liability of injury or death to passengers, inasmuch as the additional brakeman is left in charge of the passenger coaches, warning the passengers of possible dangers in trespassing along the railroad, and, also to supply information to those desiring same. The additional member of the crew is, therefore, performing a double service, first in warning passengers from possible dangers, etc., and, secondly, in safeguarding the company's interests from possible lawsuit due to carelessness on the part of an unthinking passenger.

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