RAILROADS

Centrad pennsylvania pews BOY ACCIDENTALLY SHOT

Recent Deaths in Central Pennsylvania

Christiana.—Mrs. Martha A. Cooper, 81 years old, daughter of the late Eli-jah Lewis, who was noted in anti-slavery times, and was one of the three men arrested and tried for treason in connection with the Chris-tiana riot of war times, died from in-firmities oi age ,yesterday. One son survives.

Clarence Fahnestock Probably Fatally Wounded at Marysville Wounded at Marysville Marysville, Pa., Feb. 16.—Clarence Fahnestock, 4-year-old son of Charles Fahnestock, of South Main street, was seriously wounded yesterday morning while playing with a 32-caliber revol-ver. Clarence and his brothers were playing with the weapon in a front room, while their parents were at-tending to household duties in the kitchen, when they heard the report. The bullet passed through the left lung and the pericardium, lodging between shoulderblade and the spinal cord. The boy is not expected to live.

firmities of age ,yesterday. One son survives. Ephrata, —Myer D. Hoover, 76 years fion, died Sunday. A son and daugh-ter residing in Philadelphia, and two brothers and two sisters in Lancaster Dillsburg.—John Raymond Martin, 7 years old, son of Mr. and Mrs. John Martin, of Monaghan township, died on Saturday after a short illness. His ters survive. Waynesboro.—Mrs. Naomi Klinefel-ter, died at the home of her parents weight of the source of th

Quality of CoalHarrisburg evidence is now com-
plete.You must burn it, and after it's
in the cellar it's annoying to dis-
cover that it doesn't burn satisf
factorily.Harrisburg testimony is confirmed:
Reports of early relief substantiated.
Merit doubly proved by test of time.
Let a Harrisburg citizen speak.
Merit doubly proved by test of time.
Let a Harrisburg says: "I can't speak
to plan's Kidney Pills and
I cheerfully confirm every word I said
in my former statement. Doan's Kidney Pills and
i cheerfully confirm every word I said
in my former statement. Doan's Kidney Pills and
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in my former statement. Doan's Kidney Pills and
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in my former statement. Doan's Kidney Pills and
i cheerfully confirm every word I said
in my former statement. Doan's Kidney Pills
mer statemer I have suffered from
my kidneys. I know that they are a
erelable remedy for kidney disorders."
Price 50c, at all dealers. Don't sim-
ply ask for a kidney Pills—the same that
Mrs. Ellicker had. Foster-Milburn Co.
Proos, Buffalo, N. Y.—Advertisement.

ON ALL VEHICLES FIRST ENGINE TEST Mr. Swan, of Allegheny, Would Make Roads Safe at Night and **During Fogs**

TO REQUIRE LIGHTS

Automobiles and all other vehicles are required to display lights at night or when there is a heavy fog and persons in charge of herds of cattle moved

at night must display lighted lanterns under the terms of a proposed traffic

ON MIDDLE DIVISION New Freight Locomotive Hauls **Record Train From Altoona in Fifteen Hours**

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the firemen.

closes the following startling comparison:

Passengers

*Fell from train.

it, led by the farmers.

Full Crew law in that state.

Mr. Architer and the company has a right of way.
Mr. Stein. Allegheny — Regulating appointment of deputy sheriffs in Allegheny county; providing that when a property is taken by forcelosure of the property the holder shall not be property the bolder shall not be property the holder shall not be property the bolder shall not be property the statement the shall be the original debt.
Mr. Graham, Philadelphia, providing that s judge re-elected to the property for the shall retain rank as to printy of commission which he held at the time of election.
Mr. Graham, Philadelphia, providiting that shall be shall be the property the bolder shall not be printipe shall be bold of the relegraph at the time of election.
Mr. Graham, Philadelphia, providiting the special to the relegraph at the time of election.
Mr. Graham, Philadelphia and Read, ther

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 exist-ing 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.

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 witches and much hand braking on cars: mine trains, placing empty cars and picking up

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

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 pas-sengers were killed. Since the law became operative, the total number killed shows an increase, or 10,372 persons.

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16

What the Extra Man Costs Twenty Railroads in Pennsylvania and New Jersey last year paid

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.

Before Law, First half 1911 Killed Injured Passengers

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, dis-

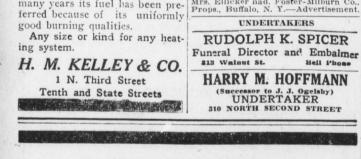
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1145

Under Law, First half 1914 Killed Injured 16 1699 *2 141

1840

18



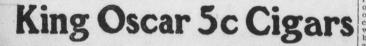
Many Men

Buy Nationally Advertised Goods.

Hats, suspenders, razors, shoes, clothing, knives, collars, shirts and what not!

Why? Because the superior quality, style or service of the goods backs up the advertising.

If you wear or use standard goods, why not be consistent and smoke a standard nickel brand-



Regularly Good for 23 Years

Not nationally advertised, but known and smoked by many men who live outside the State.



Its War Time Aspect

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Engineers up: Saltsman, Kuhn, Sny-der, Pelton, Shaver, Landis, Hoyler, Beck, Harter, Elever, Blosser, Brenne-man, Thomas, Rudy, Houser, Meals, Stahl, Swab, Crist. Firmer, Rauth, Weigle, Lackey, Cook-orloy, Maeyer, Sholter, Bartolot, Getty, Snell, Sheets, Eyde, Ney, Myers, Boyle, Shipley.

Engineers for 1869, 213, 2260, 14, 1820. Firemen for 2260, 14, 1820, 1363.

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.

A proposed Full Crew law for Texas failed to pass owing to the popular protest against

In 1907, Governor Charles E. Hughes, of New York, vetoed an attempt to enact a

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 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 imposi-tion 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'DONNEL,

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