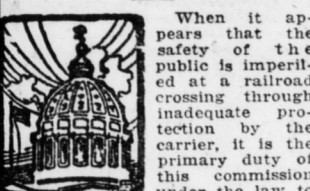


FEDERAL GRASP GIVEN A SLAP

Public Service Commission Announces How It Considers the Law on Subject



When it appears that the safety of the public is imperiled at a railroad crossing through inadequate protection by the carrier, it is the primary duty of this commission under the law to assume responsibility in the matter and take the necessary steps to safeguard life.

It is evidently not intended that this supervisory function of the commission should be superseded when the operation of railroads is placed under Federal control, otherwise all construction work at crossings would have been held to the supervision of Federal authority, which our records show is not the case," continues the decision.

"A number of applications have been led in this department in addition, extending reconstruction work by the United States Railroad Administration, or where joined in the petition or appeared as a protestant before this Commission in all matters of that kind as been duly recognized and given sanction by the Federal Government."

The Commission orders safety gates to be operated night and day and removal of a water plug by April 1, and that plans for elimination of the crossing be made by March 31, 1920.

The Commission held that the removal of the American and American Railway Express companies to accept money for a payroll from the Henderson Coal Co., on the day following receipt of it was not unreasonable. The Delaware Valley Railroad Company, a short railroad in the county, is ordered not to abandon its service without Commission approval.

All Get Credit.—Adjutant General Beary has issued a supplemental order in which he commends the work of the Swarthmore and Ambler units of the Reserve Militia in dealing in the influenza epidemic. Names of the men who took part are given as was done in cases of other units whose services are acknowledged in previous orders.

Big List.—The Public Service Commission today began an extended series of hearings, including the Philadelphia and Electric Co. rates, an executive session will be held tomorrow. On Wednesday hearings

will be held in Harrisburg, Philadelphia and Smethport.

District Boards.—State Draft headquarters has issued a call for all local boards to file reports showing aliens registered within their districts. The record of the district board No. 1, Middle district, Scranton, shows 43,319 claims and petitions passed upon, of which 19,178 were denied. The bulk of them were industrial. District board No. 2, Western district, Greensburg, passed upon 50,057 claims and petitions, of which 8,734 were denied. District board No. 2, Western district, Erie passed on 40,218 claims and petitions, 6,676 being denied.

Scott Refused.—Ex-Senator John R. K. Scott, of Philadelphia, has been named by the courts to referee the election of the Philadelphia Y. M. C. A., which seems to be a matter of legal controversy these days.

Firemen Get Started.—Delaware county firemen have joined in the fight against the new rates of the Springfield Consolidated Water Co., now in the courts after a Public Service decision.

"Skip-Stop" Hearing.—Philadelphia people seem to be getting ready for an interesting hearing Wednesday when the "skip-stop" complaint will be taken up.

Attended Dinner.—W. Harry Baker, secretary of the Senate, and other legislative officials returned yesterday from New York, where they attended the Pennsylvania Society dinner.

All Eastern Charters.—The first six charters signed by Governor Sprout were all for eastern concerns. All but one were for Philadelphia and vicinity.

Hershey Increase.—The Hershey Chocolate Company has filed notice at the Capitol of an increase of stock from \$1,000,000 to \$1,183,900. It took place recently.

Woodward a Grandfather.—James F. Woodward, Secretary of Internal Affairs-elect, received word that he had become a grandfather, a son having been born to his daughter, Mrs. Sloan.

Bryan Coming.—William Jennings Bryan and Ex-Governor Frank B. Willis, of Ohio, will visit the Hill to-morrow. They are to speak in Harrisburg in the evening.

Sprout's Great Speech.—Governor Sprout made one of the greatest speeches I ever heard and it struck the sentiment at the Pennsylvania Society dinner," said Lieutenant-Governor Edward E. Beidleman. The Governor spoke on federal tendencies in regard to state rights.

Hearing Off.—The Public Service Commission has issued this statement: "The Public Service Commission appointed a hearing on the proposed change by the Pennsylvania railroad and Philadelphia and Reading Railway Companies, acting under authority of the director general, in changing commutation tickets so that they are good only during the calendar month instead of for thirty days from date of purchase as ordered by the commission. Notice of the investigation and hearing by the commission was served upon the director general of railroads who, in a telegram received to-day, requested that the hearing be postponed, without date, pending the result of review of the question by the railroad administration, and advised that he had directed the railroads to defer for one month action in making proposed change effective. Hearing on the 29th has been postponed upon the director general's request."

M'ADOO INSISTS NATION SHOULD CONTROL RAILS

Says Waterways of Country Cannot Be Developed With Competition Hindering

Santa Barbara, Cal., Jan. 27.—W. G. McAdoo, former Director General of Railroads and former Secretary of the Treasury, made public to-day a telegram in which he urged five-year Government control of the railroads as a necessity for the development of inland waterways and for the coordination of the railroads and waterways with the new American merchant marine. The telegram, addressed to Albert Krell, chairman of the Miami and Erie Improvement Committee of the Cincinnati Chamber of Commerce, said:

"It seems to me futile to expend great sums of money on the development of our inland waterways unless our Government adopts an intelligent policy about railroad control. The future of waterways development is absolutely dependent upon a Government control which will enforce the operation of the waterways and the railroads and a co-ordinated and articulated system which will give the people the benefits of an efficient combination of water and rail facilities. This cannot be accomplished under the present railroad law, which provides that the railroads cannot be controlled by the Government for a longer period than twenty-one months after the return of peace. Within a twenty-one-month period no substantial development of existing waterways can be made, nor can their operation in so brief a period afford any adequate test of their value."

"Upon the return of the railroads to private ownership, which must be made within a twenty-one-month period, as the present law provides, the outgrowth of competition of the railroads under private control will effectively destroy water transportation as heretofore and the people's investment in these facilities will continue to be of little, if any, value."

"I have urged the Congress to extend the period of Federal control of the railroads for five years, because that will give us time to develop

some of the most important existing water routes, co-ordinate them with the railroads and prove their worth as a part of a great American transportation system.

"I also feel that the Government should control the railroads and the inland waterways for a period of five years, so that they may in turn be co-ordinated with our Government merchant marine, which has been built at a cost of more than two billion dollars and which, under existing law, the Government controls for a five-year period.

"Unless we look at this great problem with vision and from the standpoint solely of the American people, instead of from the standpoint of the selfish interest of private railroad owners, private steamship owners, private shippers, private investors, or any other single class, we shall not measure up to our obligations to the American people nor realize the great opportunities and destiny that lie ahead of us."

Six-cent Fare Is Again Held Proper

The six-cent fare of the Lehigh Traction Company, operating in Hazleton and vicinity, against which complaints were filed with the Public Service Commission by Mine Workers' Unions at Lattimer Mine and West Hazleton, has been upheld by the Commission in an extensive opinion by Chairman W. D. B. Ainey. The report of the Commission does not take into consideration the stock of the company, amounting to \$1,000,000 upon which no dividends have ever been paid and does not include the bonded and other debt, aggregating \$700,000, for valuation purposes.

The report holds that the cost figure of the property is \$845,601.94, and that the cost of operating during 1918 was \$197,737.32, not including bond interest, which with an annual reserve of \$25,336.18 for depreciation to keep the property in good repair for public service, and a fair return of \$59,192.14 to the stockholders on the investment of \$845,601.94 establishes the amount the company should receive at \$282,864.64. The six cent fare brought in only \$282,358.50 in 1918 and the five cent fare considerably less.

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Harrisburg Academy

Many New Courses offered for the second semester at The Harrisburg Academy.

On February Third begins the second semester, at which time, owing to the large number of new pupils, entering in this date, new courses will be started as follows:

Chemistry
Elementary Science
Solid Geometry
Trigonometry
Advanced Algebra
United States History
Civil Government
Beginners Latin
Elementary French, etc.

The few remaining vacancies in the school are available to day pupils who make application on or before February Third. Call at The Academy Office or phone Bell, 1371 J.

ARTHUR E. BROWN,
Headmaster.

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Never mind how often you have tried and failed, you can stop burning, itching eczema quickly by applying a little zemo furnished by any druggist for 35c. Extra large bottle, \$1.00. Healing begins the moment zemo is applied. In a short time usually every trace of eczema, tetter, pimples, rash, blackheads and similar skin diseases will be removed. For clearing the skin and making it vigorously healthy, always use zemo, the penetrating, antiseptic liquid. It is not a greasy salve and it does not stain. When others fail it is the one dependable treatment for skin troubles of all kinds.

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\$275 Hudson Seal Capes. \$137.50	\$70.00 Lynx Muffs \$35.00
\$85 Hudson Seal Capes. . . \$42.50	\$69.50 Skunk Muffs \$34.75
\$75 Hudson Seal Capes. . . \$37.50	\$65.00 Nat. Lynx Muffs . . \$32.50
\$125 Red Fox Scarfs. \$62.50	\$55.00 Taupe Fox Muffs . . \$27.50
\$125 Black Wolf Scarfs. . . \$62.50	\$50.00 Taupe Fox Muffs . . \$25.00
\$120 Black Wolf Scarfs. . . \$60.00	\$40.00 Oppossum Muffs . . \$20.00
\$100 Skunk Scarfs. \$50.00	\$39.50 Mole Muffs \$19.75
\$75 Lynx Scarfs \$37.50	\$35.00 Nutria Muffs \$17.50
\$70 Kolinsky Scarfs \$35.00	\$35.00 Red Fox Muffs \$17.50
\$65 Lynx Scarfs \$32.50	\$35.00 Seal Muffs \$17.50
\$55 Seal Scarfs \$27.50	\$29.50 Mole Muffs \$14.75
\$55 Lynx Scarfs \$27.50	\$25.00 Taupe Wolf Scarfs . . \$12.50
\$55 Cross Fox Scarfs. \$27.50	\$25.00 Black Lynx Collar . . \$12.50
\$55 Wolf Scarfs. \$27.50	\$15.00 Seal Collar \$7.50