

To Provide for the Utmost Safety of Patrons and Property is the First Duty of Every Well-Managed Railroad

The railroads of Pennsylvania and New Jersey fully realize the importance of properly manned trains. Were the claims of those who arbitrarily forced the railroads, under the Full Crew Laws, to employ men for whom no jobs exist just and warrantable, the railroads themselves would be the first to recognize those claims.

Full Crew Laws Costly

Interstate Commerce Commission statistics conclusively prove that Full Crew Laws work three grave hardships—i. e.:

- 1—They increase the number of casualties.
- 2—They cost the railroads and thousands of men and women who, directly, or indirectly, as depositors in banks, trust companies, and savings funds are investors in railroad bonds and stocks, approximately \$2,000,000 a year in wages for unnecessary labor.
- 3—They deprive the people of a vast amount of improvements.

No Trains Undermanned

The railroads contend that their trains never could be undermanned for the following good business reasons:

First—A freight train of one locomotive at \$25,000, and 75 cars at \$1000 each, would represent \$100,000 in rolling stock. Is it reasonable to assume that a railroad would jeopardize the safety of that great capital investment to save \$2.75, the wage of an extra brakeman? Would it risk the loss of \$100,000 worth of property to save \$2.75?

Second—The railroads know that, to reach full earning capacity and to get from their equipment and roadway greatest possible service, all trains must be manned with enough men to enable them to do their work and make their trips in the least possible time.

Public Inconvenienced

Suppose, for example, the Lackawanna Limited left New York for Buffalo with four cars. Suppose it arrived at Stroudsburg and there it became necessary to put on a fifth car to accommodate unexpected traffic. Under the Full Crew Laws this could be done only after an extra brakeman had been brought from a division point, or the Stroudsburg passengers would have to stand in crowded cars until the train reached Scranton. Should the public be so inconvenienced?

Why Laws Should Be Repealed

The railroads now—as always—intend to man every freight and passenger train to the full requirements of safety and operating efficiency. They intend to do all within their power to expedite traffic and promote public convenience. They desire to give that absolute safety, efficiency and service to which the people are entitled.

There is no purpose to lay off men whose services are necessary to adequately man trains; the object is merely to eliminate men for whom there is no real necessity and for whom jobs exist only by edict of law.

Legislation that hampers railroad service, safety and efficiency by expending money which should be used to increase the safety, the welfare and the convenience of the public is unfair to the people.

SAMUEL REA,
President, Pennsylvania Railroad.

DANIEL WILLARD,
President, Baltimore and Ohio Railroad.

THEODORE VOORHEES,
President, Philadelphia and Reading Railway.

R. L. O'DONNELL, Chairman,
Executive Committee, Associated Railroads of Pennsylvania and New Jersey,
721 Commercial Trust Building, Philadelphia.

SMART PRACTICAL FASHIONS

Mourning Modes Ribbons, Pockets, Veils and Fixings.

The wearing of mourning is no longer considered obligatory as a mark of respect for the dead, or protection for the living. Many families taboo such sable attire and even those who wear it endeavor to get away from the terribly funereal styles formerly worn. One seldom sees a veil of heavy crepe or anything in the way of crepe trimmings outside a few folds on hats or gowns. Any dull black fabric is suitable for mourning wear. Serge, Gabardine, broadcloth, faille silk, and satins with lustrous surfaces and a small simple outfit is both in better taste and more practical, than a variety of frocks that must either be discarded or made over at the end of the six months or a year when the dress is lightened. For indoor wear many women use all white, which is also mourning, and is not depressing and more sanitary than the black.

A Practical Suit.

A suit suitable for present wear under a fur wrap, and that could be used throughout the rest of the year, except in midsummer, is of black silk poplin, combined with black moire velours. The skirt has a deep flaring flounce of the moire, and the short Eton coat as a wide cape collar and cuffs of the moire.



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McCall Designs

lar and cuffs of the moire.

Last year's "slouch" is hopelessly out—a cause for thankfulness to most well-bred people. Whatever the garment worn this spring, be it high waisted dancing frock, flaring skirted suit, sporty outdoor rig or dainty "bridge" dress, the lines of the figure beneath, must be trim and neat and well defined if a stylish appearance is desired.

Pockets.

Pockets have come increasingly to the fore and are an important feature of new get-ups.

They are of all sizes and shapes, patch pockets leading, and furnish such an effective trimming note to coats and skirts that the wonder is that they have been out for so long.

Before a great while if this development continues the fashionable woman will have to institute some sort of a stowing system in order to know to which pocket she must go for her various belongings. Then she must remember to transfer her appurtenances every time she changes her dress or else have a lot of duplicate fixings. It looks like trouble ahead rather than convenience but no doubt some satisfactory solution will be found.

Military Styles.

Military motifs appear in nearly every new model shown for the coming seasons, and these new styles demand a carefully fitted well poised figure, straight and trim.

Extra Skirts.

Corduroy in any of the fashionable tones, white, putty, gray, coral or verdure green, make very smart extra skirts cut to flare at the sides, and having a hemmed overlap front and back, the front ornamented with self-covered buttons. Very wide girles similarly buttoned go with this model.

Veils and Fixings.

Loose hung veils, their edges bound with satin or velvet, or with borders of narrow ribbons or designs wrought in the mesh, are worn in an infinite variety of styles. White veils are more apt to have black bindings than those that match. White bindings on black or brown nets are smartly endorsed, and worn by the girlish contingent that a short time back tabooed veils as too maternally for their use. Whatever the style of the veil affected, it must hang loose and full and reach anywhere from the line of the collar to the shoulder or lower. Any thing trig or tight in the adjustment of the veil is hopelessly out just now though a few stylish women cling to the accustomed neat arrangement.

Verona Clarke.

BERLIN.

Messrs. William Long and Jno. Long left on Monday for Seattle, Wash., being called there by the death of their sister's husband, Frank Yeager. Simon Hochstetler, of Meyersdale, lineman for the Economy Telephone Company, has been in Berlin for a few days.

Mr. and Mrs. Landis are Somerset visitors for a few days.

Rev. D. S. Stephan, pastor of the Trinity Reformed Church, was called to Westminster, Md. by the death of his mother who resides at that place.

Mrs. Belle Walker, of Johnstown, is visiting at the Samuel Buckman home.

Mr. and Mrs. Ed. B. Walker and Mr. and Mrs. T. Norman Johnson entertained at a "500" party at their home, Wes Main Street, Wednesday evening. A very nice luncheon was served by Mrs. Walker and Mrs. Johnson. Those present were: Mr. and Mrs. Winfield Fogle, Mr. and Mrs. Harry Menges, Mr. and Mrs. George Johnson, Mr. and Mrs. Lloyd Henderson, Mrs. Harry Donner, Mrs. Ed. Weimer, Margaret Eskin, Florence Walker, Anabelle McQuade, William Gardill, Dr. C. C. Calmiz, Henry Wilkow, Bert Walker, George Lane, Mr. and Mrs. Ed. Walker, and Mr. and Mrs. T. Norman Johnson.

Mrs. S. B. Philson, of Meyersdale, is visiting for a week at the home of her mother, Mrs. Hannah Gardill.

Mrs. Samuel Buckman, a member of the Lutheran choir, entertained the choir and a number of friends at a taffy pull at her home on Wednesday evening. A good time was had by all and very nice lunch was served by Mrs. Buckman. Those making up the party were—Mr. and Mrs. Allen Miller, Mr. and Mrs. Roy Miller, Mr. and Mrs. Ira Nicholson, Mr. and Mrs. Jno. Johnson, Mr. and Mrs. Wm. Menges, Rev. and Mrs. H. B. Burkholder, Mrs. Belle Walker, Ethel Buckman, Tillie Engle, Ismae Landis, Thos. Philson, and George Engle.

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DR. MCKINLEY TELLS OF LA. LAND BEING RECLAIMED

New Orleans, La., Feb. 19, 1915
Editor of the Commercial:—

Since I last wrote you, I have been to Kennar about 12 miles north but I got there on a day that business was dull. Six years ago the reclaimed land here was under 12 or 15 inches of water; on the day I was there at about one o'clock there were about eighty wagons unloading vegetables to be shipped in several hundreds of barrels, there being nine express cars on the tracks waiting to be loaded.

Two days in the week there are three times as many loaded; thirty thousand dollars per month is the value of the truck raised there, where six years ago, crawfish, our common crab, and turtles were the product.

Last Saturday was "Hero" day here;

on that day an immense pumping plant was started about five miles south of the City. A man by the name of Hero installed the plant. Free transportation was given to all who wished to visit the plant. Ordinary river boats cannot pass through the Harvey canal and so boats of a smaller size had to be used, the largest carrying about 250 persons; seventeen boats were required to convey the crowd. This plant is to drain more than 38,000 acres. I availed myself of the opportunity and went to see the opening. Three pumps are already installed and two others will soon be placed in action there, with a capacity of 2,000,000 gallons per minute. At this rate the raging Flaugherty at high tide would not more than fill these various discharge pipes.

Well, after this came Mardi Gras and it is said that never was there such a crowd here on a like occasion; this is accounted for on the ground that it is more pleasant in New Orleans just at this time than it is in Paris, Vienna, Petrograd, Berlin etc. The Mardi Gras festival must be seen in order to be appreciated; I have no way of describing the apparent pleasure of all who participate, and it seems that great and small, high and low, black and white enjoy it. The exquisite costumes and the grandeur of the floats in the different parades are far beyond my power to describe.

Admiral Dewey's Flag Ship at the battle of Manila, The Olympia, arrived the day before the great pageant and now lies in the harbor and may be visited daily for a few days yet; thousands of people are embracing the opportunity to get on this historic ship and your humble servant is one of the number. The weather has been cool for the past few days but not cold.

H. C. MCKINLEY.

DYING JAP SAVES TRAIN.

Shot by Mexicans, Loyal Section Foreman's Last Thought is Duty.

Mortally wounded by a pistol shot, Kihara, a Japanese section foreman, used the last of his strength to set a torpedo on the tracks of the Salt Lake route near Milford, Utah, to save the eastbound Pacific limited train from possible wreck.

Kihara was shot in the abdomen by Mexicans, who composed his force. They fled, leaving the handcar on the rails. The wounded man tried in vain to remove the car, then dragged himself down the track with a torpedo. The train stopped in response to the signal and carried Kihara to Milford, where he died.

Economical.
It is told of an Aberdeen miser that he eats his meals in front of a mirror because it doubles the dishes.

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Fixing a faucet or remodeling a bathroom receives our prompt and careful attention. However, we suggest that—

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Baer & Co.

What She Wanted.

"I want to stop my baby's cough," said a young mother on Tuesday, "but I won't give him any harmful drugs." She bought Foley's Honey and Tar Compound. It loosens the cough quickly stimulates the mucus membrane and helps to throw off the choking secretion, eases pain and gives the child normal rest.

For baby's croup, Willie's daily cuts and bruises, mamma's sore throat, grandma's lameness—Dr. Thomas' Electric Oil—the household remedy. 25c and 50c

Somerset county dairymen to the number of 25 met in the court house of Somerset one evening recently to take steps looking toward the filing of a protest with the Johnstown City Council against the enforcement of the ordinance relative to the inspection of all herds from which milk supplied to Johnstown dealers is obtained.

SLEEP WAS NOT FOR HER

Little One Got What Consolation She Could Out of Foregoing Promised Reward.

The parentally imposed afternoon nap has long been childhood's bane. Harry S. Smith, secretary of the park board was telling the other day of difficulties of afternoon napping experienced by his offspring.

A youthful daughter is especially given to insomnia at the time in the afternoon when it is insisted that she shall nap. It is no fault of hers. She strives strenuously to woo Morpheus, but to no avail. The sleep god is coquettish and he comes only when he can steal upon his victims.

The other afternoon the tot was doing her best to sleep. Dutifully she closed her eyes, breathed rhythmically and counted sheep jumping over the fence, as instructed. Sleep would not come. But it would never do to disappoint a parent. So when the question came, "Are you sleeping, daughter?" she murmured sleepily, "Uh-huh."

But her message was not convincing. So she was offered a dime as a reward for sleeping. Time and again she made the effort, but always it was fruitless. Then she began to squirm. Finally she sat up in her bed. Her manner was eloquent of conviction of the futility of further effort, after resignation of claim upon the reward.

"Oh, I don't care! I don't want the dime," she said. "My bank is a penny bank, anyhow."—Louisville Times.

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