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FAIR AND JUST
An Eight-Hour Work Day for Railroad Train Service Men Will Make Better Citizens.

A statement has been frequently made by the railroads that the present demands of the railway train service employes are not really for an eight-hour day, but are intended to secure increased wages.

This is not true, as the employes composing the four brotherhoods want shorter hours. They want their working day to be as near eight hours as it can be made.

To any reasonable person it will be apparent that it will be useless to secure an eight-hour day unless there is some penalty attached for overtime. In all the trades where the eight-hour day obtains, there is an extra charge for overtime; otherwise, there would be no eight-hour day; the work would go on at the same rate per hour just as long as the employe cared to work the men.

It has been amply demonstrated that eight hours' hard work is enough for any man and any hours he works more than eight, simply draw on his reserve energy and vitality, shortening his life and his available working years. It has also been proven that a man working eight hours is more efficient, does better work, and is in every way a better citizen than a man working longer hours.

The railroad train service employes, in asking the railroad companies for an eight-hour day, also ask for time-and-one-half for overtime, but this extra rate is merely a "penalty" upon the railroads and is considered an effective method for preventing overtime. "Overtime" is commonly called "blood money," and saps the very life out of the employe. We trust that the public will consider the fact that it is the overtime and exposure that is wearing out the employes and prompts many employes to set their employes' age limit 21 to 35 years. In other vocations a man can work at least 30 years—note the difference in railway work. Considered in this way the railway employes could, in exact justice, ask for twice their present rate of pay, but the employes are not seeking the "enormous increase," but desire better living conditions.

The physical and mental strain on train service employes, compelled to work long hours, is beyond comprehension by average minds. Virtually all the accident and old-line insurance companies classify railroading as extra hazardous, many of them refusing to insure railway employes on account of the great risk of loss, and where these employes are injured, there is a definite limit set on the amount of the risk, and an extra charge is made to the insured.

In reality, the railway employe receives a less hourly compensation than almost any other trade. A hod-carrier receives \$4.50 for eight hours or about 56 cents an hour. The highest paid train conductor receives 55 cents an hour. If this hod-carrier worked as many hours as the railroad conductor he would draw a larger salary and could then be named by the railroads as the "aristocrat of the labor world."

If the railroads complain that "time and a-half" means in some instances an increase, let them avoid the increase by avoiding the overtime, for that is the desire and purpose of the employes.

The railroads claim there was an increase in wages to the men of between 30 and 42 per cent from 1903 to 1914. This is partly true, but the price of living and the additional work required of the employes has more than offset it. Also the said wage increase came mostly to the

employes having regular assignments and established hours for service, but the very great majority of employes who work in the irregular freight service and are allowed to work the day if sufficient freight shipments come to hand, but who lose the day's work if the business does not come—these "irregular freight service" employes gained almost nothing, but were crowded back to an hourly compensation, instead of mileage basis, by excessively long trains; or, in other words, the railroads, to cover the 1903 to 1914 wage increase, gave each of their irregular freight crews two trains to handle instead of one, and this not only required other crews of a train and their day's work, but kept the "double train" dragging along the railway until it has, in many places, become the practice of the railroads to work the employe the 16 hours and merely allow them the eight hours' rest, anywhere, and then continue on with this "freight drag" as it is called by both officials and employes.

So the net result of this is really a decrease in the earnings of the great majority of employes, since they are forced from fast miles at so much per mile, to slow, long hours at the same rate per hour and handle two, and often three, trains where before they handled one, and many others duties added.

There are some railroads that require the full 16 hours' work, at all times, from their employes, and it seems that the only reasonable and humane solution for this practice must be the present movement. The railroads declare that the employes are demanding a \$100,000,000 increase, but admit that upon many lines and in many places there will be but little change. There may be some inconsiderable increase, but nothing like what the officials claim and in the light of past experience the employes easily can predict from what source the railroads will quickly recoup themselves; additional duties for employes is always a fertile field for retrenchment. But if the employes win what they ask for the public will find them an improved class of workers and citizens, and in connection with this the public will also secure an improved railway service and prompt freight movement.

The railroads are circulating printed statements showing names of train service employes who are being paid large wages and they are doing this to lead the public to believe that, because a few men are earning large salaries, it is an example of what the average train service man is getting. Invariably the men whose names appear upon the lists as examples of large salaries belong to railway train employes are men engaged in fast passenger runs and are exceptional cases. They should not be used as examples of what the average train service employe gets, because in the present demand for an eight-hour day the PASSENGER SERVICE IS NOT INCLUDED.

The public which does not always understand railway conditions and railway workers, hear only the railway side of the story. In the railway talk of moving terminals there is but little to heed. The railroads can expedite their freight service and continue with their present terminals if they really wish to do so. In some few cases there may be a couple of hours overtime.

When an engineer has drawn a check for \$247 for a month's work, the railway may call attention to this, but neglect to say that these men worked 15 hours and 36 minutes every day in the month and secured most of their sleep in a box car "cab-

oose" out along the line. Later, when these men lay off to recuperate, their big check must, of course, dwindle, and soon these men are broken down and are dumped on the "scrap heap" with the other old machinery, and may be taken in by some kindly relative or perhaps find room in some distant "home" maintained by the employes' organizations. Thus they conclude their days—these soldiers of the great transported countless numbers of passengers and endless trains of freight. Though the engines and cars become larger and yet larger, and though the trains become even longer, and though the hours of service become more intensely fierce, the railway employe still measures up to his work.

In the great railway yards the switchmen whose tired feet strike the engine "footboard" or the cinders all day, or night, or the man in the "cab" who pulls and throws the levers back and forth all day or night, working among countless and conflicting signals and endless danger and in every condition of weather—these are the true soldiers of industry. These men should not need to ask for better conditions. Better conditions should have been given them years ago. Twelve hours, or more, is their present day or night, when eight hours should be their limit.

The fostering by some railroads of various unfair conditions, and their usual opposition to all suggestions towards improvement and their complaint about unfair regulations has provoked a reproof from one of the most conservative of our public men. In a speech before the New York Traffic Club on February 21, ex-President Taft reproved the railroads for their misdeeds and their opposition to the laws of the land and to reform. He accused them of corrupting councils and legislatures and defying the interstate commerce commission and being generally unreasonable, and then warned them of a possible government ownership. The general public will give this conservative speaker serious consideration. The employes may well feel they have able counsel upon their side.

President Wilson has said that the workers have a right to say under what conditions they will work. The railway employes merely ask that the public approve their effort for a reasonable condition.

ROCKWOOD
Mr. and Mrs. J. M. Miller of Buffalo Mills, are here for a few days visiting with friends and relatives.

John R. Lochrie has returned home from Pittsburgh, where he spent several days transacting business.

Miss Bessie Bittner of Meyersdale, is the guest of her brother-in-law and sister, Mr. and Mrs. P. P. Hauger of Rockwood.

Averring that appendicitis was brought on by carrying a typewriter, W. M. G. Day, an employe of the Rockwood Electric Company, has applied for compensation under the Workmen's Compensation act.

The Rockwood Playgrounds Association was formed recently by the election of the following named officers: President, H. W. Musser; Secretary, Dr. C. J. Hemminger. A committee was appointed to secure a lease on a suitable lot for a period of five years. As soon as the lot is leased a good equipment will be erected.

The baseball game that was scheduled to be played between the Rockwood Baltimore & Ohio team and the Conneville Yards team, was postponed on account of rain.

A surprise party given in honor of Mr. and Mrs. W. R. Scott at their home on Market street last Wednesday evening was one of the most enjoyable affairs held in Rockwood for some time. A very interesting pro-

gram was carried out and a delicious luncheon was served. Those present were: Mr. and Mrs. N. F. Meyers, Dr. and Mrs. C. T. Saylor, Mr. and Mrs. J. O. Wolfersberger, Mrs. E. Sullivan, Mrs. C. E. Swanson and daughter Margaret, Mr. and Mrs. J. R. Shanks, Miss Nelda Shanks, Mrs. A. W. Miller, Mrs. W. J. Gardner, Mrs. Margaret Gardner, Mrs. C. F. DeHaven, Dr. John Erier, Miss Margaret Gardner, Mrs. F. A. Walters, Mrs. George Ernest and son Earle, Mrs. John Erier, Mrs. C. B. Lane, Mr. and Mrs. W. M. Day and son Von.

Mrs. Fannie Moon has returned to her home in Confluence, after spending several weeks as the guest of her son Irvin Wolf of Main street.

John Ayers, a patient in the Mercy Hospital, Pittsburg, is reported to be rapidly improving and will be brought home this week.

The Milford township schools will hold a picnic on Saturday, June 10, at the Walker school. There will be a baseball game and other amusements. Addresses will be made by Supervising Principal J. L. Moore and County Superintendent D. W. Siebert.

Rev. I. J. Duke has returned home from Clearfield county, after spending several days there with relatives.

Mrs. R. G. Benford and two children of Jerome, spent the past several days here with relatives.

Mr. and Mrs. Harry Weaver of Cumberland, Md., are the guests of the latter's parents, Mr. and Mrs. John Stacer.

Mrs. Ellen Snyder has returned home from Mechanicsburg, where she attended the graduating exercises of Irving College, her daughter Julia being a member of the graduating class.

CONFLUENCE
Mrs. C. W. Hall entertained the I. O. L. Class on Thursday evening.

Mrs. William Kurtz of Cumberland, Md., has returned home, after visiting relatives here for several days.

John Reed was recently in Pittsburg on business.

Mr. and Mrs. J. T. Davis of Ursina, were calling on friends in town Friday.

Julia Liston was here Friday on her way from Braddock to her home at Geice, Md.

The funeral of the late Mrs. Mary Watson took place Sunday afternoon at 1 P. M.

Miss Helen Bowlin who has been ill for several months with rheumatism is improving slowly.

H. R. Watson of East Pittsburg visited his family here a few days recently.

Harry Planigan of Planigan Station was in town on Saturday transacting business and greeting friends.

Lucile Burnworth is improving slowly from her long siege of illness.

Miss Josephine McKee, a student at Peabody Institute Baltimore, is spending her vacation with her parents here.

Mr. and Mrs. J. H. Weaver, well-known residents of Confluence, celebrated the fiftieth anniversary of their marriage recently surrounded by relatives and friends. An excellent dinner was served at noon, and a reception was held in the afternoon. Mr. and Mrs. Weaver are the parents of six children, and death has not visited the family for thirty-five years. The children are Mrs. Edwin S. Marsh of Conneville, Mrs. L. L. Nale of Huntingdon, Miss Nettie Weaver, Mrs. B. F. Tressler, Mrs. H. C. Dean, and J. H. Weaver, all of Confluence. Mr. Weaver is seventy years old, and his wife is aged sixty-seven. They have lived at Confluence for twenty-three years.

Dr. and Mrs. H. P. Meyers and son, Paul, attended the funeral of a relative in Markleysburg yesterday.

Mr. and Mrs. Silas Hileman and Jerry Augustine have returned from a visit with friends in Braddock.

Mrs. Cal Coughenour, formerly of this place but now of McKeesport, has returned home after a visit with friends here.

Jonas McClintock of Broad Ford is spending his vacation at his home near here.

Mr. and Mrs. J. Kelso and two children have returned to their home in Ligonier after visiting Mrs. Kelso's parents, Mr. and Mrs. Franz Deal at Addison.

M. B. Mitchell has returned to his work in Republic after visiting his family here several days.

Nineteen of the 67 guarantors of the Chautauqua which will be held here August 18 to 22 inclusive, met in the Odd Fellows' Hall recently and effected an organization.

TO PREACH SERMON TO THE ODD FELLOWS
The local Lodge of Odd Fellows will attend preaching services in the Brethren church on Sunday evening 7:30 o'clock, when the pastor of that church, Rev. H. L. Goughnour, will preach the annual Memorial sermon to the order. Everybody is cordially invited to be present.

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show that the blood is impoverished and that the stomach is not properly assimilating its food. In fact a woman's physical condition always shows in her face. Paleness, blotches, pimples, sallowness or dull eyes all **Tell the Need Of** Beecham's Pills. Women who are subject to these conditions should not fail to avail themselves of their prompt and beneficial effect. Beecham's Pills are prepared to furnish the necessary relief. They clear the system of impurities, gently stimulate the liver, regulate the bowels and tone the system. Their mild and thorough action quickly rid the skin of blemishes, improve the circulation and help the digestion. Every woman should know the comfort, and experience the help of **Beecham's Pills**
Sold by druggists throughout the world. In boxes, 10c, 25c. Directions of Special Value to Women with Every Box.

CHANCE FOR FORESTERS
Examinations for entrance of the State Forest Academy at Mont Alto will be held in Harrisburg Monday and Tuesday, June 19th and 20th. All applicants will submit to a physical examination at the office of the Department of Forestry on the 19th. The examinations in scholarship will be held in the High School building on the 20th, and only those applicants will be admitted who have already passed the physical examinations. All applicants must be citizens of Pennsylvania, not over 26 years of age, and not under 19. The examinations in scholarship will include the ordinary high school branches, algebra, plane and solid geometry, arithmetic, English grammar and composition, physical and commercial geography, civil government, physiology, history, reading, writing and spelling. An average grade of 75 per cent must be attained to pass. No specimen examination papers will be supplied. Of those who pass the examinations, the 15 with the highest standing will be assigned to foresters on State Forests for two months of practical work in the woods. At the end of this period an additional test will be given. The ten men passing the test most satisfactorily will be admitted to the Forest Academy on September first.

MEYERSDALE AND VICINITY
The local Sunday School Convention held by the Amish church was well attended last Thursday. Mrs. Menno Miller left for Michigan one day last week.

Mr. and Mrs. Jacob Yoder who spent the past winter and Spring in Pennsylvania visiting returned to their home in Bayport, Michigan, last Thursday.

Mr. and Mrs. Yost Summy and children visited Menno Yoder's on Ascension Day.

Irwin Miller is home from College. The Orphan's Home in Elk Lick has an enrollment of some twenty orphans.

A SURE THING.
Silas—Hiram says he really expects ter git elected ter de office of constable this time, fer sure.

Joshua—He does? Why, what's his politics? He hain't fer expansion ner free silver.

Silas—Oh! they say he's got a scheme ter make the foreigner pay all the internal revenue tax. He sprung it down ter the store the over evenin' an' it took like hot cakes.

OF COURSE NOT.
"To vote for your bill," said the Congressman, "I would have to stuff myself."

"Just so," said the lobbyist, blandly. "And, of course, we don't expect a man to stuff himself for nothing."

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