

HUSBAND RESCUED DESPAIRING WIFE

After Four Years of Discouraging Conditions, Mrs. Bullock Gave Up Despair. Husband Came to Rescue.

Catron, Ky.—In an interesting letter from this place, Mrs. Bettie Bullock writes as follows: "I suffered for four years, with womanly troubles, and during this time, I could only sit up for a little while, and could no walk anywhere at all. At times, I would have severe pains in my left side. The doctor was called in, and his treatment relieved me to a while, but I was soon confined to my bed again. After that, nothing seemed to do me any good.

I had gotten so weak I could not stand, and I gave up in despair. At last, my husband got me a bottle of Cardui, the woman's tonic, and I commenced taking it. From the very first dose, I could tell it was helping me. I can now walk two miles without its tiring me, and am doing all my work." If you are all run down from womanly troubles, don't give up in despair. Try Cardui, the woman's tonic. It has helped more than a million women, in its 50 years of continuous success, and should surely help you, too. Your druggist has sold Cardui for years. He knows what it will do. Ask him. He will recommend it. Begin taking Cardui today.

Write for Chattanooga Medicine Co., Ladies' Advisory Dept., Chattanooga, Tenn., for special instructions on your case and 64-page book, "Home Treatment for Women," sent in plain wrapper. 3c.

GENERAL FOCH

French Commander, Leader of Big Offensive.



GERMANS RETAKE TRENCHES

Get Foothold in Positions Lost to British—French Gain.

Attacking British positions near Poitiers, on the Somme front, the Germans gained a foothold temporarily in a portion of the trenches taken from them.

The war office statement says: "West of Poitiers, the enemy gained a temporary footing in a portion of the trenches captured by us. Otherwise there were no developments on the British front between the Somme and the Ancre."

"South of the Ypres salient we carried out a successful raid without incurring any losses ourselves. There has been further mining activity. We forced an entry into a German gallery at the blue end of the Papeete trench, and after exploration, blew in a considerable length. We captured some of the enemy's mining stores. We also successfully exploded a mine near Courdunerie."

The French troops captured some trenches on the left of the Papeete trench, in the Somme sector, says the Paris war office announcement. There was brisk cannonading in the region of Maurepas. German attacks in the vicinity of Hill 804 and at Fleury (in the Verdun sector) were repulsed.

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25 KILLED WHEN TROLLEYS CRASH

Runaway Telescopes Other Car at Foot of Hill.

63 OTHERS WERE INJURED

Whole Families of Doubly Celebrating Groups Dead and Maimed—Motor Man Dies in Terror.

On their way to two great family reunions twenty-five persons were killed and sixty-three others injured in a head-on collision of trolley cars on the Southern Cambria Traction line, at a point between Echo and Brookdale, near Johnstown, Pa. It was a disaster unique in some respects. The motorman of the second or runaway car that caused the collision, being unable to control his trolley on the steep hill, seems to have fallen or rolled dead at his post after waving his arms and wildly yelling. His car, running at least forty miles an hour, crashed into and telescoped the other, coming toward him as fifteen miles an hour around a curve at the foot of the hill, and what was left alive of the human freight was crushed into compact masses at the ends of the cars opposite to the impact.

The cars in the collision were the one southbound from Eberburg, and another from Johnstown, carrying excursionists to the reunion of the Ribbitt and Conner families at Woodland Park, and the majority of the injured are members of those families.

Running past the Southern Cambria car barns at forty miles an hour and passing with undiminished speed, the southbound car brought about the collision. The exact circumstances leading up to the wreck will probably never be known, but it is quite certain that Motorman Angus Parner lost control of his car, or he fainted or was stricken dead at his post.

In the flight of the runaway the conductor on the rear end attempted to bring the car to a standstill by pulling the trolley pole from the wire, but the speed was too great. The runaway dashed around a curve a short distance from Echo, and it was there that the collision occurred. The force of the impact was terrible, and both cars were badly telescoped and the crash was heard more than a half-mile away, residents of the neighborhood say. A portion of the roof of the Johnstown car was hurled seventy-five feet, and the steel and wood were crushed as though they were paper.

The dead are: Taylor Thomas, motorman; Mrs. John Lewis, Jamison; Mrs. John Letz, Jamison; Mrs. Frank Ribbitt, fifteen, Pole Hollow; Benjamin F. Ribbitt, Cooperdale; Mrs. B. F. Ribbitt, sixty, Cooperdale; Joseph Ribbitt, Cooperdale; Mary Catherine Ribbitt, West Taylor, died at hospital; Mrs. Darrell Dishong, Tanneryville; George East, sixty-four, West Taylor; Mrs. George East, sixty-five, West Taylor; George Good, Johnstown; Mrs. George Good, Johnstown; Antonio Comangelo, St. Michael; David Dishong, sixty-nine, Tanneryville; Darrell Dishong, Tanneryville, died at hospital; Ella Dishong, died at Mercy Hospital; Chester Dishong, died at Mercy Hospital; James Anderson, Swissvale; George Bools, Hagerstown, Md.; Stephen Kuch, Johnstown; J. Reuss, Johnstown; Mrs. Robert McLaughlin, Johnstown.

The efforts of residents of the neighborhood to extend aid to the unfortunate bordered on the heroic, and were most effective. All the dead and injured had been taken from the wreck and brought to the hospital, from Cone maugh or Johnstown.

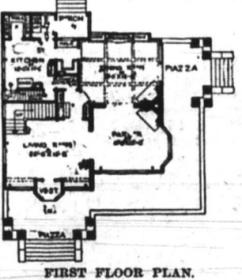
The injured and dead alike were placed on the slopes beside the tracks, side by side, one of the maimed rests.

A LARGE COLONIAL RESIDENCE.

Design 976, by Glenn L. Saxton, Architect, Minneapolis, Minn.



PERSPECTIVE VIEW—FROM A PHOTOGRAPH.



This plan has the colonial exterior and interior arrangement. It was designed for a corner lot, with entrances to the dining room and also living room at the front. The living room connects with the library, which can be used as a music room or a drawing room. One front chamber has dressing room, with toilet and lavatory. Size, 38 feet wide by 32 feet deep over main part. Full basement. Cost to build, exclusive of heating and plumbing, \$8,500.

Upon receipt of \$1 the publisher of this paper will furnish a copy of Saxton's book of plans, "American Dwellings," which contains over 800 designs costing from \$1,000 to \$40,000; also a book of interiors, \$1 per copy.

ing his head for a time on the lifeless form of another.

Spanked Bride; Arrested. For spanking his wife to keep her at home instead of going away evening to Central Park, Earl Bustace, of Rittersville, near Bethlehem, Pa., has been committed to jail.

A little more than a month ago Bustace married a pretty eighteen-year-old girl of Emaus. They went to live at Rittersville, near Central Park. Every night the young bride went to the park, and when Bustace complained to his wife's father, the latter advised that she be spanked. She was, and Bustace's arrest followed.

At the hearing the girl's mother advised her to return to her husband, but she refused. Broken-hearted, the husband refused to obtain bail and decided to go to jail.

Explosion Kills Six Miners. Six men were killed and three badly burned in an explosion of gas at the Woodward colliery of the Delaware, Lackawanna and Western Coal Company, at Edwardsville, near Wilkes-Barre, Pa.

Two of the bodies brought to the surface are so badly burned that identification has not yet been made. The explosion occurred in the Red Ash vein, where about 200 men are employed. It was more than two hours before the rushing party of company physicians could reach the scene of the disaster. The three injured men lay for that time where they fell.

LONG HOURS A RARITY. Only One in Five Years Does Average Trainman Exceed Legal Limit.

That long hours in train service have been reduced to a minimum is shown by a report issued by the Interstate Commerce Commission. Only one employe in five on the average last year was compelled to remain on duty more than sixteen hours during any one day in the whole year. Stated in another way, the chance of an employe or trainman remaining on duty beyond this limit was reduced to once in five years.

The total number of cases of excess service from all causes reported to the commission was only 61,247 during the year ending June 30, 1915, as compared with 137,439 in 1914 and 270,527 in 1913, and with rare exceptions these represented cases recognized as due to unavoidable causes.

Statistics on this subject are collected by the Interstate Commerce Commission under the national hours-of-service law. Every time a train is delayed by a blizzard, without or other cause, that any part of the train crew is on duty longer than sixteen hours the railroad company must report the occurrence to the commission, giving the names of the individual employes concerned and a full statement of the cause for the excess service.

For several years the railroads and the Interstate Commerce Commission have been co-operating in efforts to prevent the keeping of employes on duty for long periods. The reduction of nearly 80 per cent. in such cases which has been brought about in three years shows that the working of men for long stretches of continuous service has practically disappeared except in rare cases of unavoidable delay.

Three New Cases Near Baltimore. Three new cases of infantile paralysis were reported to the health authorities in Baltimore, Md. All three victims are children in the counties around Baltimore.

Racers Die in Pittsburgh Blaze. Fire destroyed the stables of the William J. O'Neil Transfer and Storage company, in Pittsburgh, Pa., on the North Side, burning fifty-eight horses, including four thoroughbred racers valued at \$25,000. The total damage was estimated at \$75,000.

Find Wire in Cow's Heart. A piece of wire four inches long was found in the heart of a Holstein cow of the herd of Herby Frederick, a Black Creek, near Hazelton, Pa., that had died from no visible cause.

HIGH WAGES ON AMERICAN ROADS

Railroad Payroll Records Made Public by the Carriers.

NATIONAL INQUIRY URGED

Managers Offer to Leave Question of \$100,000,000 Wage Demands to an Impartial Federal Tribunal to Prevent Disaster of a Nation-wide Strike.

New York.—What is probably the most elaborate study of wages ever made in any industry has just been completed by the National Conference Committee of the railroads.

For six months, railway accountants throughout the country have been engaged in collecting the payroll records to show the actual wage payments to every individual employe among the 800,000 engineers, conductors, firemen and brakemen now voting on a national strike for a new wage scale.

That these employes are one of the highest paid groups of workers in any industry is disclosed by the summary made public today by the railroad managers.

The average yearly wage payments to all Southern train employes (including those who worked only part of the year), as shown by the 1915 payrolls, were:

Engineers	\$2,144	\$1,712	\$1,313
Conductors	1,728	1,488	1,157
Firemen	1,095	1,117	884
Brakemen	1,013	86	808

Three-quarters of these men (including those who put in a full year's service), earned these wages:

Engineers (road)	\$1,455 to \$3,083;
(yard)	\$1,156 to \$2,424.
Conductors (road)	\$1,353 to \$2,090;
(yard)	\$1,055 to \$1,740.
Firemen (road)	\$946 to \$1,652; (yard)
	\$406 to \$1,302.
Brakemen (road)	\$755 to \$1,854;
(yard)	\$754 to \$1,405.

For the whole country the average wages of three-quarters of the employes were:

Engineers	\$2,067	\$1,892	\$1,528
Conductors	1,560	1,719	1,210
Firemen	1,203	1,117	884
Brakemen	1,095	1,013	1,076

The railroads have considered every man whose name appears on the January and December payrolls as an employe for a year, no matter how little service he performed in the other ten months. It is pointed out by the managers that these averages are, in consequence, an understatement of the earnings of the employes.

An Appeal to the Public. The National Conference Committee, in making these wage figures public, says:

"Do you believe in arbitration or industrial warfare? The train employes on all the railroads are voting whereby they will give their leaders authority to tie up the commerce of the country to enforce their demands for a \$100,000,000 wage increase.

"The railroads are in the public service—your service. This army of employes is in the public service—your service.

"You pay for rail transportation \$3,000,000,000 a year, and 44 cents out of every dollar from you goes to the employes.

"A \$100,000,000 wage increase for 800,000 employes would be \$80,000,000 (that is, one-fifth of all employe pay) equal to a 5 per cent advance in all freight rates.

"The managers of the railroads, as trustees for the public, have no right to place this burden on the backs of the citizens of the country, while the market value of more perishable articles would disappear entirely. The strike would make it extremely difficult to harvest crops in many sections. It would make the disposal of the crops impossible, and would inflict losses amounting to hundreds of millions of dollars upon the farmers of the country.

The great industrial plants of the country would soon be forced to close down following the declaration of a strike because they could not obtain the supplies needed for their operation. The injury to the railway companies and to the striking employes would be enormous, but it would be infinitesimal compared with the staggering loss that would fall upon the general public.

With the income of practically every class of citizens either cut out or cut down or suspended entirely, merchants would transact little business, because there would be few purchasers. In short, the industrial activities of the whole country would be virtually paralyzed from the moment the railroads ceased to operate. The injury to the railway companies and to the striking employes would be enormous, but it would be infinitesimal compared with the staggering loss that would fall upon the general public.

Thrown by Mule, Boy Dies. As the result of being thrown from a mule, Arthur Martin, thirteen years old, son of Mr. and Mrs. John Martin of Philadelphia, died. Young Martin was visiting his grandfather, Eli McLean, at Edgemont, near Hagerstown, Md., and was taking the animal to Smithburg to have it shod when the accident occurred.

Train Strands Child. Elizabeth Giherson, daughter of Harry Giherson, of Manassas, Va., was instantly killed as she stepped to the front of a train at Barnegat, N. J. The child's head was severed, falling in the middle of the tracks, and the body went soaring several feet in the air.

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Small Store-house For Rent. Well located close to the best trade in Graham. Price reasonable and building ready for occupancy now. J. M. McCRACKEN, Graham, N. C.

Government Should Regulate Wages. If a set of conditions have arisen which bring the government to regulate rates, then it is equally obliged, on the basis of economic analysis, to regulate wages accordingly. Having taken one step, it must take the other. The logic of events is forcing this decision on the government. It is the public which sooner or later must pay for the increased expenses of transportation.—Professor J. Laurence Laughlin, University of Chicago.

Trainmen's High Wages. When I note from the reports made to the Interstate Commerce Commission that these men receive average yearly wages 60 per cent higher than those of all other railway employes, and practically double those of the average American wage-worker, it occurs to me that they at least have cause for complaint than most others. When I consider that the average locomotive engineer has an income of over \$2,000 a year, and that most of the engineers who have been long in service make from \$2,000 to \$3,000 a year, and when I compare their hours, labor and responsibilities with those of the average small merchant, farmer or doctor, whose income is far less, it seems that in all fairness they are well paid.—John V. Farwell, Chicago Merchant.

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GREAT R. R. STRIKE IS THREATENED

Transportation Tie-up Would Paralyze Business.

FARMERS TO FACE DANGER

Could Not Market Crops and Losees Would Run into Hundreds of Millions—With Factories Unable to Operate Wage-earners Would Suffer.

From the viewpoint of the public it is an intolerable situation when any group of men, whether employes or employers, whether large or small, have the power to decide that a great section of country . . . shall undergo great loss of life, unspendable suffering and loss of property beyond the power of description, through the stoppage of a necessary public service. This, however, is the situation which confronts us as a nation.—From the Report of the Eastern Engineers' Arbitration Board (1912) signed by Charles B. Van Hise, Oscar Straus, Frederick N. Judson, Albert Shaw, Otto N. Eidlitz and Daniel Willard.

As a result of the demands for more wages which the train service employes of the railroads have been pressing upon the transportation lines, the country is face to face with the possibility of the greatest strike and the most serious industrial catastrophe in its history. The engineers, conductors, firemen and brakemen on practically all the railroad lines have voted to place their entire interests in charge of a few leaders within their organizations, and to give these leaders authority to call a strike if they wish to do so.

What such a strike would mean to the American people cannot be set forth in mere facts and figures. It can be dimly imagined by those who realize what an intimate and vital part transportation plays in every industrial activity of the country.

Cities Would Face Starvation. There is scarcely a person in any part of the land who would not be immediately affected if the millions of busily turning wheels on our nearly three hundred thousand miles of railway were to stop for a single day. If the tie-up continued for a week, the blow to the industry of the country would be greater than that caused by any panic of recent history. To the big cities of the country, and particularly to the cities of the eastern seaboard, it would mean a cutting off of food supplies that would place the inhabitants virtually in a state of siege.

In the case of many food products these cities do not carry on hand a stock sufficient to feed their people for more than a week, and in the case of some, such as milk and fresh vegetables, supplies are replenished daily. The stoppage of transportation therefore, would mean suffering and want to the city dwellers, and it continued for long would threaten many of them with actual starvation.

Vast Loss to Farmers. To the farmers of the country a general railroad strike would be a catastrophe, only less serious. Cut off from his market, the farmer could not move his produce, and the price of grain and other staples would be quickly cut in two, while the market value of more perishable articles would disappear entirely. The strike would make it extremely difficult to harvest crops in many sections. It would make the disposal of the crops impossible, and would inflict losses amounting to hundreds of millions of dollars upon the farmers of the country.

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CASTORIA

For Infants and Children.

Mothers Know That Genuine Castoria Always Bears the Signature of *Dr. J. C. Hatherton* In Use For Over Thirty Years.

CASTORIA

THE CERTAIN COMPANY, NEW YORK CITY.

CONVICTS AS ROAD BUILDERS.

Warden Zimmer Reports Work of Illinois Men Excellent.

Fifty prisoners are working in and around the new epileptic colony in Illinois this spring in grading and road building.

Warden Zimmer of the state penitentiary in a recent letter to the national committee on prisons reports great success in convict road work in Illinois. The laws of that state require that townships desiring to secure the services of convicts for road work must make application and enter into a contract with the institution. No work can be done until such request has been made and contract entered into.

The success of the work, Warden Zimmer states, depends upon the selection of the men for the work. Five camps have already been worked in Illinois and all carried out without friction or trouble of any sort. The warden also emphasizes the importance of selecting officers for the camp who are capable of supervising such a camp and having charge of the prisoners in the camp.

The national committee on prisons agrees with Warden Zimmer that too much stress cannot be laid upon the selection of the men and the choice of officers. The committee has brought before the Society for Highway Engineering the opportunity for the road engineer in convict road work and the need that engineers be specially trained for this work. Upon the men in charge of convict camps there is heavy responsibility, but to the right man success is assured.