

SIXTEEN-HOUR LAW IS GOOD

Commerce Commission Says It Increases Efficiency.

ANALYSIS OF THE FIGURES

Railroads Report Three Hundred Thousand Violations, About One to Each Employee in the Train Service.

WASHINGTON, Dec. 17.—"Violations of the law limiting the service of train employees on American railroads to sixteen consecutive hours go to the very heart of the efficiency and safety of train operation," said Commissioner Charles C. McChord, commenting upon a statement issued today by the Interstate Commerce commission.

Nearly 300,000 violations of the sixteen-hour limit were reported by 269 railroads during the year, the roads submitting various reasons why such violations were necessary. The commission analysis points out, however, that while this figure may appear abnormal to the lay mind, it must be remembered that 25,111 men were employed in handling trains during the year and that the excess service probably would not exceed one instance to each employee.

Difference in Efficiency.

"The difference in efficiency and safety of operation between various railroad systems," Mr. McChord said, "is shown clearly by the commission's analysis in the marked disparity between the ratio of excess service to mileage between railroads serving practically the same territory. For instance, one of the eastern roads, operating more than 2,300 miles of tracks, reports 5,234 instances in which trainmen were on duty for periods longer than those provided by law; while another road in the same territory, with a mileage of less than 2,000 miles, reports 22,983 such instances.

"A comparison of the figures submitted by two other of the principal eastern lines shows, respectively, a mileage of 2,358, with 5,451 instances of excess service as compared with 2,829 miles and 18,448 instances. In the prairie country, one road with a mileage of 4,755, reports approximately 20,000 instances of excess service, while another road in the same territory, with more than 7,500 miles of tracks, reports only 3,316 instances of excess service.

"In the southwestern territory, one road, operating less than 6,400 miles of tracks, reports approximately 1,700 instances of excess service, while another line, similarly situated, geographically, reports only 380 instances on a mileage of more than 7,504 miles. A corresponding comparison between two roads in the northwestern section of the country shows a mileage of approximately 8,000 miles with less than 300 instances of excess service, while another road, with less than 10,000 miles of line, reports nearly 6,000 instances of excess service."

Commissioner McChord, within whose supervision come the actual administration of the Hours of Service act, directed the preparation of the analysis.

What the Law Provides.

The law provides a maximum of sixteen hours as the limit of continuous service for trainmen engaged in the physical operation of trains. This law admittedly is being violated continually by the railroads many times unavailably. The carriers are required to report each instance in which an employe served more than sixteen hours consecutively, a fine of \$500 being the penalty for failure to report.

The analysis shows that derailments afforded the most prolific cause of excess service, 88,737 cases being attributed by the carriers to that generic cause. In 52,330 instances, the delays were due to coupler and drawbar defects, while 17,733 cases were attributable to miscellaneous car defects. Landslides, high water and fire were reported by the carriers involved, as responsible for 17,885 cases; and congestion of traffic resulted in 13,812 employees exceeding the limit of service. In 10,620 instances the excess service was caused by track defects and obstructions not resulting from collisions or derailments; while 8,910 cases were due primarily to collisions.

Under the heading of "Engine Delays," 15,977 instances of excess service were reported as attributable to miscellaneous mechanical defects, while other engine

delays usually incident to the operation of trains, were responsible for nearly 10,000 additional cases.

Reduction in Number. "As a result of the prosecutions instituted by the commission," the analysis points out, "the number of instances of excess service reported during the last six months, as compared with the corresponding figures for preceding years, has shown a marked reduction."

"My belief is," said Commissioner McChord, "that the carriers involved will concede to the commission's analysis of their reports such a degree of attention as will enable them, by apprising themselves of the preventable causes of excess service, to eliminate the majority of instances in which employes heretofore have been permitted or required to remain on duty for longer periods than sixteen consecutive hours."

Under the head of "Employees in Train Service," the analysis shows an aggregate of 573 instances in which employes returned to duty after sixteen hours' continuous service without having had at least ten consecutive hours off duty, while 274 of such employes were returned to duty after sixteen hours of continuous service without having had eight consecutive hours off duty.

Telegraphers Involved.

The law requires that telegraph operators employed by railroads in train operations shall not be on duty in excess of nine consecutive hours. The total number of violations of this law as shown by the analysis, was 25,588, while it is noted that in 4,544 instances telegraph operators in offices operated only in day time were on duty for longer periods than thirteen hours.

The total number of cases of excess service of all classes reported by the railroads for the fiscal year was 260,956. The report says it is not to be assumed this number comprehends all the instances in which employes of railroads were on duty during the year in excess of the statutory periods.

"To the lay mind that contemplates the economic aspect of an industrial situation in which during a single year nearly 300,000 men should have been responsible for the operation of trains for periods in excess of those prescribed by law," says the report, "these figures may appear abnormal; but when cognizance is taken of the fact that 25,111 men were employed in train service alone during the year, in addition to the vast number of telegraphers; and of the number of trains operated in order to provide employment for so many men, one almost marvels that the volume of traffic could have been transported with such a small proportion of excess service."

Cases in Court.

On July 1, 1913, in various judicial districts of the United States 215 cases involving an aggregate of 2,477 separate violations of the Hours of Service act, were pending, while 258 counts were pending an appeal.

Up to November 1, 1913, the total penalties collected from the railroads because of violations of this law amounted to \$158,524, of which \$14,500 had been assessed because of failure of the carriers to report specific instances of excess service.

Protests Are Made Against Entry of Foreign Potatoes

WASHINGTON, Dec. 18.—Whether common Irish potatoes from Canada, Newfoundland, Great Britain, Ireland and continental Europe shall be barred from the United States because of danger of importation of dangerous plant diseases, or shall be admitted under the same restrictions as apply to nursery stock, was the subject of a hearing today before the federal horticultural board at the direction of Secretary Houston.

T. P. Gill, secretary of agriculture for Ireland; Dr. H. T. Gussowa, an expert of the Canadian Department of Agriculture, and G. F. O'Halloran, minister of agriculture of Canada, were among those who spoke in favor of the admission of foreign potatoes.

Representations have been made to the American Department of Agriculture that in view of the short domestic potato crop caused by last summer's drought, the exclusion of foreign potatoes would go far toward raising prices in the United States.

At the outset Secretary Houston said the question under consideration was not the lifting of an embargo against diseased potatoes, but whether a quarantine should be absolute or administered in such a way as to admit the entry of potatoes properly passed on by government experts.

Senators and representatives in congress from many states protested against any policy whereby diseased potatoes might get into the country. A few members, however, urged that it will be wise to permit the entry of foreign potatoes in the hope of reducing high prices of food.

Dr. Gussowa declared that the United States had not made a sufficient investigation of the potato crop in his country, on which to base a recommendation that the whole crop should be barred from this country, because of the disease. He said American agents had gone into Canada to investigate potato disease conditions without co-operation with him.

Among those who urged an unrestricted quarantine to protect the American crop of potatoes, even should it result in higher prices for a few years, were Senator Brady of Idaho and Representatives Taylor and Seldomridge of Colorado.

THREE DEAD OF TRICHINOSIS, THREE MORE ARE DYING

SIoux FALLS, S. D., Dec. 18.—(Special.)—Physicians who have returned to Sioux Falls from the home of John Viet, situated twenty-three miles southwest of the city, report that there is practically no hope for the recovery of the remaining three members of the family who are affected with trichinosis, resulting from eating sausage which had not been cooked. Thus far Viet, the head of the house, and two daughters, Grace and Rose, have died. Two other daughters, Hilda, aged 13, and her 8-year-old sister, and Peter Viet, aged 15, are the remaining members of the family who are dying, and their death is expected to be a matter of only a short time. While neighbors believe that the son, Peter, is showing improvement, the physicians expect he will be the first of the remaining three to die. The boy has made a hard fight for life from the beginning and his strength of will kept him from his bed until two weeks ago, when his energy became exhausted. The fact that the mother is an invalid, and that John Viet, the oldest son, was away from home, and the youngest child, aged 2 months, was too young to partake of the sausage, saved the Viet family from being annihilated. The father and two daughters died about two weeks after partaking of the infected sausage.

BOND BUSINESS SLUMPS

State House Records Show Little Doing in Line.

MONEY COMING TO COFFERS

Various Counties Continue to Pay in Cash for Care of the Insane Under Old Law.

(From a Staff Correspondent.) LINCOLN, Dec. 18.—(Special.)—The bond business in Nebraska took a big slump, judging by the records in the office of the state auditor, where all bonds of every kind issued by state, school districts, cities and irrigation projects are filed.

According to Bond Clerk Lawrence, the amount of bonds filed with the department for the year ending December 15, was \$1,784,470, while for the biennium of 1911-12 the total amount registered was \$4,716,126.25.

No irrigation bonds were registered this year with the department. More Money Paid In. Keith county sent into the state auditor today a draft for \$500 to be applied on its account for care of insane due to the state. The whole amount due is \$1,757.86, and a letter accompanying the draft states that the balance will be paid in two installments, December, 1914, and December, 1915. Already \$1,747.46 of the over \$50,000 due the state has been paid and agreements to pay \$47,516.66 more have been given the auditor. This is like getting money from home, as these claims have been lying dormant through many administrations of the auditor's department and would probably have remained in the same state for many more if Auditor Howard had not been a systematic digger into the office records and found these claims unpaid.

To Inspect Rock Island. C. H. Garber and Guy Barnes, engineers in the physical valuation department of the State Railway commission, have gone on an inspection of the Rock Island railroad along the line between Fairbury and Horton, Kan.

Delell in Burchard. State Superintendent Delell was in Burchard today, where he assisted in the dedication of the new school building in that town.

Eaton to Emerson. Henry M. Eaton, former commissioner of public lands and buildings of this state and who has been connected with the Fremont State normal for the last two years, has been elected superintendent of the schools at Emerson in Dixon county.

Getting More Names. While the committee which passed upon the recall petition in the King recall case in this city, threw out nearly 50 per cent of the names, claiming that they were not registered voters, the committee in charge of the recall of Commissioner King has secured over 500 new names to take the place of those thrown out.

Many Attractions For Agriculture (From a Staff Correspondent.) LINCOLN, Dec. 18.—(Special.)—The week of organized agriculture at Lincoln, January 19 to 23, means much to the housewives of the state. A number of demonstrations and exhibits and lectures have been planned to save labor, cut down the cost of living and increase the happiness of the home. A summary of some of the attractions follows:

Exhibit of labor-saving kitchen and household devices at the state farm. Cooking demonstrations at state farm. Fruit and apple show, with demonstrations in cooking of apples, at the Auditorium. Home cure meats, cutting, cooking and preparing meats, at the Auditorium. Corn show at Auditorium. Corn foods and their preparation. Moving pictures of the Better Babies show at the state fair. Moving pictures of Nebraska's resources are also given. No admission charges at the Auditorium.

ROAD RATES ON GRANITE ARE SUBJECT OF COMPLAINT (From a Staff Correspondent.) LINCOLN, Neb., Dec. 18.—(Special Telegram.)—The case against the Central Vermont railway and other railway companies in the east brought by the Nebraska Railway commission was heard today before E. B. Henderson, examiner for the Interstate Commerce commission.

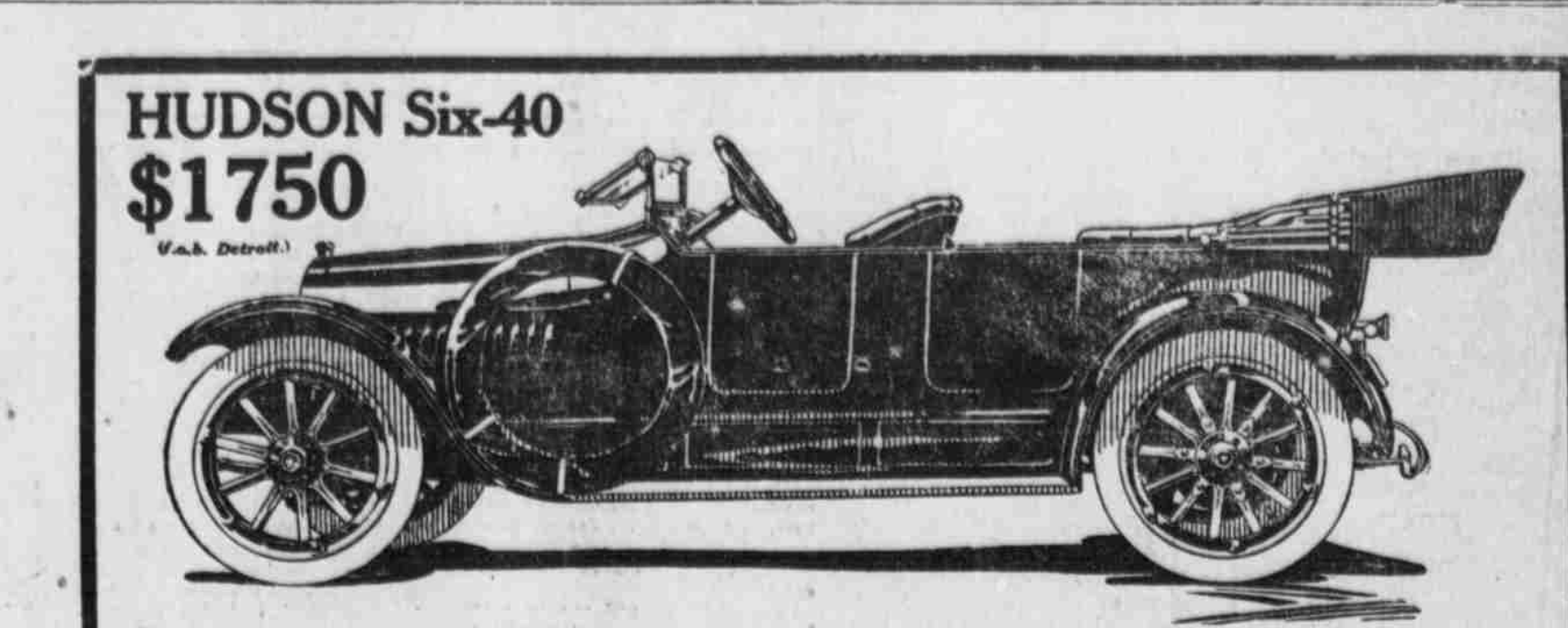
The case was brought in behalf of the Nebraska Monument Dealers' association and involves rates charged on Vermont granite, which is used to a large extent in Nebraska. Charges are said to be unjust and discriminatory and a readjustment is asked for, as well as a return of overcharges. Chairman Clarke appeared for the commission, while H. L. Shurtleff of Boston, D. T. Lawrence of Montpelier, Vt., J. H. Holcomb of Omaha, J. Waugh of Omaha and M. N. Ehr of the Wabash appeared for the different railroads.

Other cases will come before the examiner before the conclusion of the hearing, including the charges of discrimination against Nebraska in favor of Kansas City in shipments of grain and merchandise to Texas.

MRS. JOHNSON OF CRAIG IS BURNED TO DEATH (CRAIG, Neb., Dec. 18.—(Special.)—Mrs. Elizabeth Johnson, 82 years old, was burned to death Sunday night at the home of a granddaughter north of this city. She was alone in the house at the time, and it can only be surmised that she was lighting the fire with kerosene. When first seen she was outside of the house enveloped in flames. She was a widow since 1880, coming to this country from Sweden with her two daughters in 1882. One daughter survives her, Mrs. Alfred J. Anderson of near this city. The body was buried at Oakland today, Rev. Sandahl of the Swedish Lutheran church officiating.

MISS GOULD WINS SUIT FOR HER FATHER'S ESTATE (KEARNEY, Neb., Dec. 18.—(Special.)—The R. D. Gould will case was settled in district court in this city on Wednesday, when the jury, which had been out for eight hours, returned a verdict that the document presented as the last will and testament of the deceased man was not the last will and testament, and that it was not entitled to probate. This case is one of the most interesting coming up in this county for many months. Twenty-five witnesses were called in the case, which took from Friday until Wednesday for settlement.

The will was contested by the only daughter, Miss Mabel Gould, the father having willed his only child \$100 out of



HUDSON Six-40 \$1750 (V. & B. Detroit)

This New Light Six-40 Came Yesterday The Most Talked-About Car of the Year

Yesterday came the new HUDSON Six-40—the car which marks a new era in Sixes. It is the greatest innovation in all HUDSON history. Come at once and see it.

The Six That You've Waited For

Here is a Six, with 123-inch wheel base, which weighs under 3,000 pounds. That's very much lighter than equal-powered Fours.

Here is a Six, with small bore and long stroke, which consumes less fuel than any same-class Four.

And here is a Six of the most distinguished type which sells much below any comparable Four.

Think of that! The Six has long held every other advantage, and now it excels in economy.

The Six is the wanted car. Nobody really doubts that. Practically all high-grade American makers now build Sixes alone, or Sixes for best.

But the price, weight and operative cost have barred the Six to thousands. Now the HUDSON Six-40 takes down those bars.

Here is the lightest car of its size and power. It has the lowest operative cost. The price is below any Four of this class. And that car is a Six.

This is Howard E. Coffin's latest achievement. The same Mr. Coffin who, years ago, brought down the cost of Fours.

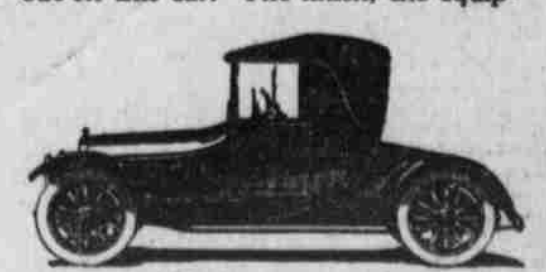
Thirty Attractive Features

- New streamline body. Seats from 4 to 7 passengers. Two disappearing tonneau seats. Hand-buffed leather upholstery. "One-Man" Pantone top. Quick-adjustable side curtains enveloped in the top. Gasoline tank in cowl dash. All instruments and gauges within reach of driver. Extra tires carried ahead of the front door. Integral windshield, rain-wiper, ventilating. Delco patented system of electric starting and lighting. 11-inch parabolic headlights with special dimming attachment. Electric tail light, dash light and portable inspection light. Concealed hinges. Concealed speedometer gear. Speedometer sunk in cowl apron. Wheelbase, 123 inches. Left side drive. Weight, 2,950 pounds. Tires, 34 x 4. Demountable rims with one extra rim. Electric horns. License carriers. The holders. All tools complete. Entrance to front seat from either side.

The Handsomest Car of the Year

This new car has the same streamline body as the latest HUDSON Six-54. And all must agree that these two cars are the handsomest cars of the year.

They follow the latest European practice—no angles at the dash. All the accepted world standards are brought out in this car. The finish, the equip-



This is the Cabriolet—a new type of roadster—completely enclosed for winter. Price \$1950.

ment and upholstery accord with the latest ideals. Up to six months ago there was no car at any price which offered so many attractions.

Yet the price is \$1,750 f.o.b. Detroit. It will open your eyes to see what a car can be sold at that modest price.

Come, Ride in It

Come and find out what luxury of motion one gets in this ideal Six. Note the smoothness, the flexibility, the quick acceleration, the total lack of vibration. Note how slow you can go, how quickly pick up, and what grades you can climb without changing from high gear. You will never again be happy with a Four.

See also the New HUDSON Six-54. The new Six-54 is a seven-passenger car with 135-inch wheel base. The tires are 36 x 4 1/2. The design and equipment differ but slightly from the HUDSON Six-40 described above. And the world's best opinion agrees that this body type marks the coming ideal car. The HUDSON Six-54 last season became the most popular Six in America. It proved that the utmost in a Six could be sold at a modest price. This season's Six-54, with its streamline body, gives a new ideal of a distinguished car. Yet the price has been brought down to \$2,250, f. o. b. Detroit. The HUDSON Six-40 is for men who want modest size and power. The Six-54 is for men who want big cars, powerful and roomy. One offers the lowest price ever made on a high-grade Six. The other offers at a modest price all that costly cars can give. Please come and compare them. See which you prefer. In all respects, both represent the highest HUDSON Standards. Made by Hudson Motor Car Co. Detroit, Michigan

GUY L. SMITH 2563-65-67 Farnam Street

WATERY BLISTERS ON CHILD'S FACE. Smithville, Ind.—"Six months ago our baby girl, one year old, had a few red pimples come on her face which gradually spread causing her face to become very irritated and a fiery red color. The pimples on the child's face were at first small watery blisters just a small blotch on the skin. She kept scratching at this until in a few days her whole cheeks were fiery red color and instead of the little blisters there was a cracked and scaly looking and seemed to itch and burn very much. "We used a number of remedies which seemed to give relief for a short time then leave her face worse than ever. Finally we got a cake of Cuticura Soap and a box of Cuticura Ointment. I washed the child's face with very warm water and Cuticura Soap, then applied the Cuticura Ointment very lightly. After doing this about three times a day the itching and burning seemed entirely gone in two days' time. Inside of two weeks' time her face seemed well. That was eight months ago and there has been no return of the trouble." (Signed) Mrs. A. K. Woods, Nov. 4, 1912. Cuticura Soap and Ointment do so much for poor complexioned, red, rough hands, and dry, thin and falling hair, and cost so little, that it is almost criminal not to use them. Sold by dealers throughout the world. Liberal sample of each mailed free, with 25-p book on the skin and scalp. Address Post-card "Cuticura, Dept. T, Boston."

Ayer's Cherry Pectoral. Away back in 1841. Old enough to remember those days? Still used for coughs and colds. Sold for 70 years. Ask Your Doctor. J. C. Ayer Co., Lowell, Mass.

KEARNEY HOSPITAL WILL HAVE TAG DAY. KEARNEY, Neb., Dec. 18.—(Special.)—For the purpose of paying off the last note on the property of St. Luke's hospital in this city a committee has arranged for the holding of the annual tag day for the institution on the coming Saturday. But a few hundred dollars remain against the property and it is expected that the necessary amount will be raised. The hospital was taken in charge by Bishop George Allen Beecher two years ago and the debt has been constantly decreasing. With the coming tag day it is believed that a clear deed to the property can be handed to the bishop. Stolen Horse Recovered. MAYWOOD, Neb., Dec. 18.—(Special.)—The horse that was stolen at Curtis, Neb., December 6, belonging to William Nutt, was located here yesterday. A stranger came to Maywood the night of December 6 and put up at the barn and next morning sold the horse to J. J. Palmer for \$46 and then skipped. Mr. Nutt proved the property and Mr. Palmer is out his money. How to Prevent Bilious Attacks. "Coming events catch their shadow before." This is especially true of bilious attacks. Your appetite will fail, you will feel dull and languid. If you are subject to bilious attacks take three of Chamberlain's Tablets as soon as these symptoms appear and the attack may be warded off. For sale by all dealers.—Advertisement. Persistent Advertising is the Road to Big Returns.

You're Too Late! If you have not already done your Christmas Shopping, you're too late to shop early in the season. But you are not too late to shop EARLY IN THE DAY which is the next best thing. Omaha & Council Bluffs Street Railway Company