

Women Workers

Menace to Men's Wages in Foundries

By ELIZABETH G. EVANS, Boston

IN THE outcry against the employment of women as core-makers in foundries, the most important aspect of the question is escaping attention. The alleged unsuitability of the work to a woman's dignity and strength is made prominent; the rate of her pay is denounced; but the effect of her competition upon the standard of wages in the trade, which is really the crux of the whole difficulty, is too little mentioned.

In and by itself, core making, which means fashioning the mold for castings, is well suited to a woman's deft fingers, provided she is employed only on the smaller forms and provided her work is properly supplemented by that of men to do the heavy lifting and carrying. Indeed, the occupation is a particularly attractive one from the creative element which it involves.

In the foundry which I investigated the interest which the women appeared to take in their work was noticeable and in striking contrast to anything I have seen in other factories, while the only things I observed which could be legitimately criticised were a lack of seats (which, I am told, are supplied in some establishments), and a tube or pipe in common use which the women put into their mouths in spraying the material they are shaping.

As to wages, judging from this one foundry, they are far better than those prevailing in some of the typically feminine callings. Hence, from the point of view of the women as individuals, coremaking would seem to be by no means an undesirable occupation.

Nevertheless, the presence of women in foundries is a menace against which labor is very properly aroused. It is a menace because men with a standard wage of \$3 a day are being displaced by women who do their work for half the wages or less. And men whose wages are threatened not unnaturally regard this feminine invasion with indignation and even abhorrence.

But is this menace best met by trying to drive women from the trade and make it that much harder for some other man's sister or daughter to earn an honest living? Why not rather help her to get full value for her producing power?

The competition of women in this industry is a menace because they can be hired so cheap. And one reason they can be bought cheap is because they sell their labor for any price offered where men have learned to take a hand in setting their own price and to bargain collectively for that price, to the end that one shall not undersell the other.

Elizabeth G. Evans

We frequently hear the regret expressed that the days of chivalry are no more. Maybe, but this writer has been impressed with the fact that, if days of masculine chivalry have passed, ladylike and gentle manners have diminished in accordance, and even common courtesy has been impaired.

Half a dozen times in the last two weeks the writer has seen men rise and offer seats to women who were standing. In one case the woman thanked the man kindly, but most of them made haste to avail themselves of the opportunity without a glance toward the one who offered it, to say nothing of speaking a word of thanks. One well gowned woman, when offered a seat by a laboring man whose clothes bespoke his plasterer's trade, merely elevated her chin and gave him a withering glance by way of acknowledgment and refusal.

Let us be glad that such instances are only exceptions to the rule, and that the majority of women do appreciate the kindness offered them. And may the others realize their part in re-establishing the good manners for which the elder days were famous.

The American people are prone to waste. It is a truism that a family on the continent of Europe will live upon what the average American family will throw away.

Even in small things this Yankee disposition to prodigality is manifest. For instance, the Germans, in their correspondence, use extremely thin envelopes, which proves their habit of saving in minor matters.

The German double envelope is not more than half as heavy as the American envelope of equal size. The thinness of the paper, of course, cuts down the cost of postage, and yet the envelope is clever and attractive, and does its work just as well as the bulky ones in use in this country.

It would seem that so good an idea would be copied on this side of the Atlantic, but so far no demand has been observed or else the American envelope makers would have busied themselves to duplicate the foreign article.

The flag being an emblem, and the Stars and Stripes being emblematic of liberty in its broadest sense, any one undertaking to abridge the liberty of the citizens of this country represented by this flag does more to insult it than he who tramples it under his feet.

The defenders of the flag, the army and navy of the nation, first, every loyal citizen and believer in what the flag stands for cannot but feel just indignation when the nation's honor is called in question.

It is a shame to have to admit that there are people in our country who delight in ridiculing our sailors and soldiers, and they go still further and disobey the mandates of our courts and teach others to do so, and after doing all this they want to be called respectable.

These people may become so satisfied of their ability to take care of themselves and to wipe out the army and navy and the judicial and executive departments of the government that they might become a menace to the rest of us.

Many Women Forget Good Manners

By F. M. Mansfield

How People Save Money in Europe

By Karl Bickler

What Is An Insult To Our Flag?

By John M. Stiles

New Reception Gown



Photo, Copyright, by Underwood & Underwood, N. Y.

This fichu for Catholic receptions is designed to be worn over low neck gown, made of maline to match the color of embroidery on gown, finished with fringe. It is intended to overcome the pope's ban on low cut gowns recently expressed in an edict from Rome.

BRACELET IS COMING BACK

With the Elbow-Length Sleeve This Ornament is Almost Sure to Have Access of Favor.

The bracelet is to regain the favor which it once held. Modern dress, with its popular elbow-length sleeve for day wear, adapts itself admirably to the display of the bracelet. This is the main reason why they should become popular again.

Bracelets of fine workmanship set with jewels are bound to find favor.

The designs for these are borrowed from those of old Egypt and Persia.

The snake armlets which are associated with Cleopatra will be worn, especially with evening dress.

Heavy armlets two inches in width are patterned after those worn by the Sabine soldiers when Tarpeia sold the Roman city, tempted by their glittering glory.

Massive is most descriptive of these bracelets. They are worn on the upper portion of the arm above the elbow.

COAT OF TAFFETA.



Changeable taffeta with trimmings of outlining, double ruches, is the material of which this coat is made. The sleeves are set in large armholes and are in three-quarter length, with turn-back cuffs edged at the top with a ruching of taffeta, and trimmed with taffeta covered buttons. The collar falls over the shoulders and is rounded in back.

When Little Guests Come.

Although there are no children in my home, I always keep on hand eating bibs, little glasses with handles, and a little table-chair. You cannot imagine the little ones' delight when they come to the table. To these may be added little plates, knives, forks, and spoons.

I also keep on hand, for their pleasure, a few simple toys. In this way I am always ready for little guests.—Woman's Home Companion.

SLEEVE POCKET FOR THE FAN

Innovation Favored by Paris Seems to Presage Return of Such Receptacles to Fashion.

During the past year the pocket has been slowly and steadily regaining its position in woman's toilettes and even so daring an innovation as a sleeve pocket has now been made possible.

This is quite the latest fashion note from Paris, the new form of pocket being chiefly intended as a receptacle for the tiny fan, which is so much in vogue at present.

The pocket is usually inserted in the sleeve just below the elbow, the aperture being cleverly concealed with lace or chiffon, so that its presence is not even suspected until the fair wearer suddenly produces a miniature embroidered fan, apparently out of her arm.

The fan pocket is to be found on either sleeve of a smart afternoon gown and in some costumes one or other of the cuffs is frequently provided with a pocket after the same style.

Although originally intended only to hold the fan, as in China, the sleeve pocket has been found so convenient that it is also used to hold a lace handkerchief, and there is no doubt that its dimensions will increase when sleeves assume large proportions.

Needlework Note.

Damask centerpieces are quite the style nowadays. Many clever needlewomen outline the flowers or design of the damask with a dainty stitch so as to form a border around the circular piece, and with an edging of heavy lace this makes an effective centerpiece as could be desired.

Damask, however, is by no means cheap, but if one can make a number of such pieces from old linen with only the trifling expense of the lace one can have one of these centerpieces.

Little Fancy Coats.

While for the present there are practically only two types of the mixed toilet, that in which a plain material is seen in combination with a striped or checked stuff, and that which weds a little coat of velvet to a skirt of cloth, the advancing season will see many changes rung upon this theme.

New Bags for Old.

We all have one or two rather shabby leather bags. Cover these with velvet, buy some heavy silk cord for a handle, long or short, as you prefer, and you have a stylish and pretty bag. Either paste or sew the velvet on. I sewed mine, and have found it satisfactory.—Woman's Home Companion.

Monogrammed Shoe Buckles.

Parisians have started the rage for a monogrammed shoe buckle, already American dealers have become interested. The Paris women are now ordering shoe buckles with their initials or monograms done in rhinestones or real gems.

SHORT RAILROAD LINES

MANY IN THE UNITED STATES THAT SEEM LIKE TOYS.

Small as They Are, However, the Majority Pay Handsome Dividends According to the Capital Invested in Them.

Of the 1,180 railroads in the United States 180 are less than eight miles long. Of these only twenty-nine are more than seven miles in length, while twenty-five just reach that distance. Eighteen are six miles long, forty cover five miles, sixteen run four miles, twenty-five three miles, nineteen two miles and eight are a single mile from end to end.



Every part of the country furnishes specimens of these dwarf roads, says the Railroad Man's Magazine. They are found in mining districts and scenic sections; they are the handy helpers around industrial plants and terminal centers; they climb mountains that would be impossible otherwise.

The Johnstown and Stony Creek Railroad, which is only a mile long, connects with the Pennsylvania and the Baltimore and Ohio in Pennsylvania at two points named in its title. Freight is the specialty of the road, and in the two years of its existence it is said to have made a very satisfactory financial return to its owners.

Ever hear of the Due West Railroad? No? Well, it's hardly to be wondered at, seeing that it's scarcely three miles long and stowed in an out of the way corner of South Carolina. Yet it has a unique history of its own. The road runs from the town of Due West to Dowell. Its construction was the outcome of the craving of the inhabitants of Due West for easy transportation to Dowell. So the people of Due West, in the name of their town, issued \$11,000 of railroad aid bonds on behalf of the construction of the line, which was opened for traffic in 1908.

The road was a financial success from the start and is comfortably paying its way. It has neither debts nor bonds of its own, in which respect it is almost without parallel in railroad history. The total cost of the construction of the road and its equipment, including its two locomotives, one passenger and one baggage car, is said to have been less than \$30,000.

Mary Lee is the sentimental name of a little freight railroad that runs between East Birmingham and Boyles, Ala., a distance of seven miles. It connects with the Queen and Crescent Route, Southern Railroad and the Louisville and Nashville Railroad. Mary, according to published balance sheets, is a paying proposition.

Fulton Chain Railroad is only two miles in length, but this Lilliputian line has brought enjoyment to thousands of summer vacationists. It runs from Fulton Chain to Old Forge, N. Y., and is operated by the New York Central lines mainly in connection with the hot weather traffic. Last year it carried 53,670 passengers; its net earnings were \$6,019, and it had the comfortable little surplus of \$13,341 tucked away in its jeans.

Plan Railroad Across Sahara. A scientific mission charged with making the first studies for the construction of a railroad across the Sahara has just set out from France. Starting from Oran, on the Mediterranean, the expedition will travel first by rail and then by camel to the mountains in the center of the Sahara. There one party will turn west and examine the route of the proposed railroad connecting the Trans-Saharan with the Cape to Cairo by Lake Chad and the upper Congo Valley; the second will turn east to study the track of the Trans-Saharan itself from the center of the desert to the Niger at Timbuktu or Gao. One of the members of the expedition will be Captain Cortier, whose earlier journey across the desert to the Niger was one of the triumphs of Saharan exploration.

Veteran Railroad Track Walker. The oldest railroad track walker in Central New York is Richard Mahoney of Jordan, who, in twenty-eight years of service with the New York Central, has walked 51,100 miles. Mahoney's territory extends from a quarter of a mile west of the station at Jordan to two and a quarter miles east of the station. He makes one round trip every day of the week. He is sixty-three years old.

Public Welfare in Publicity. The possession of the news, the knowledge of the world's daily life, thought, movement, constitutes the most effective weapon for the protection of society. Justice and truth flourish in the light of publicity. Iniquity and wrong dread it and are ultimately cured by the influences which flow from its illuminating rays.—Samuel Bowles.

Time to Stop Worrying. When all day, every hour, every moment, there is the dull, insistent, numb pain of something that makes itself felt through, above and below all our other thinking, we must know that we are worrying. Then there is but one thing to do—we must stop that worry; we must kill it.—From Self-Control by William George Jordan.

Affirmation in Advertising. Affirmation is the commonest of advertising and the least productive. I say the least productive because I am not denying that attention alone if persisted in will win converts. Purchasers are seldom to buy an article not because they are convinced of its merits, but because they are curious concerning them.—John E. Kennedy in Print Ink.

Largest Railway System. The largest railway system in the world is that of the United States, having 2,424,478 miles in length. Germany, France and Great Britain follow in the order named.

SPECIAL AGENT GIVES FIGURES

Wages of Railroad Men in This Country and in Europe Under Comparison.

In England all railroad employees termed "servants." Special Agent Ames of the Interstate Commerce Commission lately made a report of average wages paid to railway men in England, says the San Francisco Red Ball. His report, compared the report of average wages paid to railway employees in the United States makes interesting reading. For instance:

	England, per day of 12 hours.
Engineers	\$1.55
Firemen	.96
Conductors	1.31
Brakemen	.36
Switchmen	.34
Trackmen	.34

From these figures a fair idea is gained of the average pay of a railway laborer.

On the railways of Belgium, 80 per cent are owned by the government, the remainder receive \$15.20 to \$22.80 per month, higher wage only after fifteen months, and at the end of twenty years' service work up to \$35 a month. Conductors earn from \$17.97 month up to a maximum of \$30. Brakemen begin as switchmen, receive 40 cents per day. When promoted receive \$17.10 per month and work up to \$22 per month. The average wage worker in Belgium receives 1 franc, or 43 cents a day.

ENGLISH CARS ARE MODERN

Luxurious Sleeping Accommodations on Trains Running on Indian Railroad Lines.

One of the new sleeping cars brought out from England in sets and put together at the Central shops has now been placed in use on the Singapore Mail from Lumpur.

The car contains eight sleeping rooms on either side of a central passage. The rooms are off from the passage by doors, insuring privacy, and are very comfortably fitted up. Each contains a berth, with spring mattresses above the other, a large half-looking glass, a shut-up wash which, by an ingenious contrivance can be converted into a writing table, a folding stool and step ladder for upper berth. The rooms are brightly lighted by three small electric lamps and one big one, and ventilated by two windows with gauze screens and blinds, as well as a ventilator over the large electric lamp in the roof. By each berth are switches for the lights and electric bell pushes which communicate a number board in the corridor, sides of the rooms and corridors paneled with English oak, white bed rails are polished brass. Attention to the bedrooms, each contains a lavatory and a bathroom shower bath and cupboard with a waterproof curtain for bathers' clothes. Consular Report.

United States Far Ahead. In proportion to its population the United States has much greater transportation facilities than Great Britain. The area of this country is 24 times that of the United Kingdom, while density of population is less than twelfth. Yet, on proportion to this country has over two-fifths miles of line and one-fourth of track of the United Kingdom. The United States has over five times the miles of line and three and one-third times the miles of track of the United Kingdom.

Oxygen Compartments for Travel. On the nearly completed railway from Arica, Chile, to La Paz, Bolivia which goes to an altitude of 14,100 feet above sea level, the effect of the ascent and great altitude on passengers having weak or abnormal hearts is counteracted by having oxygen compartments in the passenger cars. Passengers subject to mountain sickness or any affection of the heart by occupying these compartments breathe air having the same percentage of oxygen as at sea level. Scientific American.

Opportunities for Young Men. I am often asked if, in my opinion, the opportunities for young men are as favorable as they were forty years ago, and I am glad to say that, in my opinion, you may be sure that you are coming on the crest of business activity during the years of the new century, rather than during the last half of the century closed.—W. C. Brown, President York Central Railroad.

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