

WHAT THE ENGINEERS WANT

B. A. Worthington, the advocate of the railroads, to-day presented exhibits in the case of the arbitration proceedings now being held at the Oriental Hotel, Manhattan Beach, by which the railroads endeavored to prove their contention that the engineers' wages are full, fair and liberal, and that there has been no marked increase in responsibility and risk in their work in the past few years.

Some sixty-odd exhibits were submitted today by Mr. Worthington. The most important of these concern alleged increase in size of engines, the age of engines, engineers' fatality statistics, and the average speed of freight and passenger trains from October, 1905, to October, 1911.

One of the railroads' exhibits shows that only about two per cent. of the locomotives in service are those which have been termed by the engineers "heavy." They weigh some 178,000 to 461,000 pounds. This statement of the railroads led to some discussion as to the train load, in which Mr. Morrissey, one of the Commission, said that the railroads get a greater return for the service of the engineer on the large engine. Mr. Willard, President of the Baltimore & Ohio Railroad, and a member of the Commission, said in this connection:

"Should not you, if you take into account the tendency of the engines to increase,—should not you keep in mind the fact that there is a higher rate established for the heavier engines? As Mr. Worthington has stated, the engineer does not run the larger engine at the same rate at which he runs the smaller one. It might be thought, for instance, while the engines have increased in size, the engineers have received a steady, stationary rate. That, of course, is not true, because the heavier engines carry a higher rate on the majority of the roads."

Mr. Worthington endeavored to explain how the railroads had attempted to make their economies to meet the increases in operating expenses. This followed a question from Commissioner Judson, who said:

"I suppose this tendency to get larger engines is greater on roads that have the larger grades?" to which Mr. Worthington replied:

"The tendency of the rate structure has not been upward by any means. The expenses incident to full crew bills has added largely, as we have by one of our exhibits, to the expenses of the railroads. The safety appliance laws—to which the railroads take no exception—we agree that they are good and sound, for the benefit of the public, and are very wise; but they have added very largely to our expenses. The increases in wages of all classes of employees which we have had to meet have increased very largely, and the railroads on the other hand have had but one flexible factor with which to meet this situation. The wage question was absolutely inflexible; there was no chance for any economies there, in the reduction of wages. The prices of material and supplies have been of a somewhat upward tendency. The full crew bills must be met, and the safety appliance laws must be taken care of, and the only flexible factor that the railroads could find was to promote higher efficiency in the operation of the plant, and about the only way that that could be done was to move the tonnage in larger train units; therefore the railroads, regardless of their wishes in the matter, have been forced to adopt the larger locomotives. It has some with modern practice and it has resulted in good to all sides."

In concluding his remarks on the railroads' exhibit on the number of locomotives in service and the weight of the same, Mr. Worthington pointed to the fact that the exhibit showed that only twelve per cent. of the total number of locomotives in service on the fifty-two Eastern railroads are of the heavier type, that is, those weighing over 200,000 pounds.

As a reason why an increase in compensation should not be granted to the engineers—who had given as one reason for raising pay the alleged increase in speed of trains—the railroads introduced an exhibit showing the average speed of passenger and freight trains in the month of October for the years 1905 and 1911. This showed that the average speed had been very slightly increased, only a fraction of a mile on most of the roads, and in some cases a small decrease.

Mr. Worthington introduced one exhibit to show the length of service of the engineers as engineers. This indicated that the average length of service at the present time is 12.4 years.

During the discussion of the question of the sixteen-hour law, Mr. Morrissey asked Mr. Worthington if it was not intended, in rating the slow freight service, to secure from the engine and trainmen, hour for hour, the service for which the company pays, for each trip. Mr. Worthington said:

"I do not believe, that in any engine rating system, any railroad has ever considered the factor of pay to the engine or train crew. If they have ever, I have never known it. We aim to make the schedules so that we can get the freight over the road on schedule time, and a schedule usually runs, on freight trains of that character, from 10 to 12 miles, but in the movement of tonnage over a railroad, the delays are influenced largely by the density of traffic, and they do not always get over in the schedule time. When they do not the railroad pays overtime to the train crew, but I believe I can say honestly that no railroad, in fixing a locomotive rating has ever figured on getting all of the work it possibly could out of its men. I do not think they ever think of that. I know I never did. How it works out in practice, of course, I cannot say, but in through freight service we do usually get full time, although on many roads, they will get over in 7 1/2 to 8 hours for ten hours work, and on other roads, they won't get over in less than 12 hours, sometimes 14 hours; but I don't believe any railroad has ever

considered that factor that you speak of with the idea of getting hour for hour out of the men."

Following this Mr. Worthington introduced a number of exhibits to show the comparison in pay of conductors, firemen and trainmen with the wages of the engineers. In submitting the table Mr. Worthington said: "The object of that table is three-fold:

"1. Mr. Stone has made the claim that the wages of the engineers have not been increased in the same ratio as other classes of service. The table shows clearly that the engineers have gone right along, and shows about the same increase from time to time as the conductors, and, in most cases, a higher ratio of increase than other classes of service.

"2. This table clearly indicates that the locomotive engineer is the highest paid skilled workman in the railroad service.

"3. If it should be decided that notwithstanding the fact that the engineer is the highest paid skilled workman, that he is entitled to greater compensation than he is now receiving, it would be difficult to satisfy the other employees in other grades of service who receive much less compensation, that they are not entitled to a proportionate increase."

The Commission, together with the railroads' witness, indulged in considerable discussion as to the difference in the pay of railroad employees in the Western and Southern groups, as compared with the Eastern group.

47 COUNTIES ASK FOR STATE AID

Harrisburg, July 29.—Forty-seven of the counties of Pennsylvania have asked for State aid in the construction of roads aggregating almost 740 miles in length in less than a year, and as rapidly as estimates can be made and the approval by county commissioners and local authorities given to these estimates, the State Highway Department will take the steps necessary to award contracts. Many of the applications for the assistance of the commonwealth on a basis of one-half the cost, as provided by the Sprout law of 1911, have not been followed up by officials in the districts proposed to be improved, with the result that work of bettering highways has been retarded.

The provisions of the act of 1911 are similar to those of previous road laws, except that where boroughs or townships unite with counties in asking for state aid they are to receive but fifty per cent. instead of seventy-five per cent. of the cost. The State aid feature of the earlier laws was retained in the Sprout law, which, however, is best known because of its provision for a system of main state highways. In other words, the means of obtaining State aid in construction of roads is in force as much to-day as it was five years ago, only the terms have changed. Where applications have been made for construction of roads on the basis of one-half of the cost to be paid by the State the engineers of the State Highway department make estimates which are then forwarded to local authorities for their information and approval before bids are asked for construction.

Westmoreland leads the forty-seven counties asking for State aid in the mileage of roads covered applications, the total in 16 petitions being 400,120 feet. Beaver county leads in number of applications made for improvement of its highways and is second to Westmoreland in mileage, its figures being 26 applications covering 340,172 miles. The standing of other counties is as follows: Bucks, 20 applications, 238,380 feet; Mayette 21, 210,247; Butler, 14, 209,480 and Greene 14, 207,425. It will thus be seen that western counties have taken front rank in the movement for better roads. Following are the figures for the other counties, the number of applications being first given and then the total length in feet:

- Adams, 2—15,178.
- Allegheny, 5—38,980.
- Armstrong, 8—98,000.
- Berks, 4—43,580.
- Bradford, 7—90,630.
- Blair, 4—126,200.
- Cambria, 6—47,277.
- Carbon, 1—10,560.
- Center, 1—5,500.
- Chester, 17—199,330.
- Clarion, 3—59,900.
- Clearfield, 4—64,840.
- Clinton, 3—20,411.
- Columbia, 1—4,235.
- Crawford, 1—17,000.
- Cumberland, 3—49,800.
- Dauphin, 5—78,265.
- Delaware, 9—109,540.
- Elk, 6—83,135.
- Erie, 4—42,200.
- Forest, 1—1,100.
- Franklin, 5—63,004.
- Indiana, 2—35,415.
- Jefferson, 9—121,623.
- Lancaster, 5—69,377.
- Lawrence, 9—78,737.
- Lebanon, 6—47,732.
- Luzerne, 2—21,940.
- McKean, 2—52,437.
- Mercer, 16—170,690.
- Mifflin, 1—16,000.
- Monroe, 4—24,925.
- Montgomery, 12—94,020.
- Northumberland, 3—16,212.
- Potter, 2—24,840.
- Somerset, 4—17,510.
- Susquehanna, 4—18,660.
- Tioga, 1—18,480.
- Warren, 1—17,751.
- Washington, 12—163,430.
- Wayne, 1—6,000.

The total number of applications is over 300 and it is expected that by the end of the year this number will be materially increased. The proposition of State aid in road building is being better understood and the improvement of such roads will supply important connections to the State's main highway system and also link up sections already constructed.

Under the proposed issue of \$50,000,000 of bonds for improvement of highways State aid work will be facilitated, as it is recognized that this is destined to create a system of roads through communities not touched by main highways. The constitutional amendment providing for the bond issue was passed for the first time by the legislature of 1911 and the men now running for the legislature of 1913 will vote upon it for the second time, this action being necessary before it goes

to the people for ratification.

The bond issue will put Pennsylvania in the very front rank of States which are bettering their roads and provide means for the development of smaller highways as well as those designated as main routes. The plan is to issue the bonds as needed so that the cost of interest and sinking fund will be distributed over a period of years. The fixed charges will vary according to the issue of bonds, and as Pennsylvania levies no State land tax the rural communities will be the greatest beneficiaries without bearing the cost.

HOW AMERICANS ARE SWINDLED.

One hundred and twenty million dollars was filched from the American people during the last fiscal year by swindlers who operated largely through the United States mails, according to a statement just made in a formal report to Postmaster General Hitchcock. This was an increase of approximately \$50,000,000 in the aggregate of the previous year.

Of those who are alleged to have operated the fraudulent schemes 1963 were arrested by postoffice inspectors. They included persons in walks of life, merchants and mechanics, politicians and professional men, paupers and millionaires.

During the year which ended June 30 last, 452 persons were convicted and sentenced and 571 cases are awaiting final disposition. Postmaster General Hitchcock's order to inspectors to collect evidence that would warrant criminal prosecution of the swindlers gradually is building a wall of protection against such frauds around the American people. Before that the punishment was only a fraud order forbidding the delivery of mail to such operators, who worried but little. They merely changed their names, addresses and title of their "businesses," continued their operations until another fraud order caught up with them.

The report that these fraud manipulators who usually exploit bogus mines, fake remedies and worthless lands, constitute a distinct class of law-breakers. Among the wealthy offenders who have been caught by the inspectors, according to the Postmaster General's report, are criminals who have posed as respectable citizens, leaders in their communities and personages in the highest social and business circles. Some of them are millionaires, enriched by their plunder. Some of these men are now serving prison sentences.

PLANNING FOR TOMATO CROP.

(By D. W. Hull.) Although we are not tomato specialists, yet we have grown tomatoes for market to a greater or less extent for years. Our soil is not of that warm, sandy nature so important for growing early tomatoes, so we just grow main crop varieties, preferring Matchless and Imperial.

The seed is sown in flats during March in our greenhouses. Before the plants crowd they are set in other flats, perhaps putting about 20 to the square foot. When they get too large for this, we transplant them to the benches from which celery or cabbage plants have been taken. At this time it is a good plan to put them in paper pots, which are set in the benches. They are placed about 4 or 5 inches apart at this time.

Our weather will hardly let us set the plants in the field much before June 1. Rows are marked out 5 feet apart, or by stretching binder twine lines. Then holes are dug with a hoe. The holes are made long instead of deep, so the plants are laid down lengthwise of the rows, so the cultivator will not tear the roots out. The reason we lay them down this way is that the root may not be down too deeply in the harder, colder, and perhaps, poorer soil, yet have most of the stalk covered with soil.

If the stalk is covered so only about one-third of top is out, wind cannot whip the plants around and break them when first set. Then roots will start out along the covered stalk. One of the greatest advantages is getting rid of most of the leaves, so evaporation is checked just that much. It is important that a tomato plant be kept from evaporating its juice when just set and before roots are established well enough to furnish the normal amount of moisture to the plant. We can readily cut half or more of the top off any of the cabbage family, lettuce, beets, celery or trees, but the centre bud of a tomato plant is too near the top to do this easily, so burying serves the same purpose. These long holes we cover with a hoe, and press the soil over the roots with the feet, then put some loose dirt over last, so as to act as a mulch.

Fertilizing and Cultivating. Because the growth should be made quickly, so they can have as long a season of fruiting before frost as possible, the soil should be well supplied with phosphoric acid and potash, also a fair amount of nitrogen. This season we plan to fertilize with about 700 pounds of 14 per cent. dissolved rock, 300 muriate of potash, and 150 nitrate of soda to the acre.

Sometimes the plants are tied to a single stake. This method has the advantage of holding the fruit off of the ground. Too much water would crowd some of the needed air out of the soil. Tomatoes have a tendency to crack if a good rain follows a drought, perhaps because the pulp of the fruit grows too fast. If the plants are supplied as well as possible with moisture all the time the growth will not jump so after a rain, but will be rather fast and uniform all the time.

As we have excellent success in marketing, I feel that I might say something of profit in regard to our methods. My brother has charge of all this, and has won the confidence of all our customers by being absolutely honest and straightforward in all of his dealings. Our patrons know they can trust him as to quantity, quality and uniformity, also condition of the market and prices. They feel that he is their friend, that he will always help them every way he can, and never

take advantage of them in anything. Nearly all of them do their best to help us out whenever the market is oversupplied with stuff we have.

We try to have our stuff clean and attractive, carried in a clean wagon, which we freshen up by painting occasionally. While our team is not fancy, yet our horses are well fed and substantial looking. My brother dresses as a business man would on such trips, wearing a clean duster, also sleeve protectors while unloading.

Our methods of marketing have created a demand for our stuff among the consumers, many times almost obliging the retailers to get our goods. The storekeepers often ask where such and such of our stuff is going to be unloaded, so they will know where to go to get it. Working up a reputation, as I have mentioned, pays, not only in making a ready demand for the goods, but also in prices received. We often get nearly double the regular market price.—New England Homestead.

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