

PITTSBURGH HAS BIG FLOOD LOSS

Exciting Scenes Occur In Streets
of City.

MANY FAMILIES MAROONED.

Thousands of Men Are Thrown Out of Employment—Boats Used on Important Thoroughfares—Boys Use Rafts—Rescues Occur—Wheeling and Cincinnati Also Affected.

Pittsburgh recently suffered millions of dollars damage as the result of the greatest flood in the past forty-seven years of its history. Thousands of men and women have been thrown out of employment, homes have been inundated and wrecked, and altogether great suffering in many directions has been the result. Excessive rains in the mountains, swelling the rivers, caused the flood.

Interspersing the details and incidents of hardship many ludicrous reports relating to the fun that accompanied the high water's rush upon the city have been made. Pittsburgh citizens, like the dwellers in other great cities where disasters have come, are possessed of hopeful qualities. They make the best of their misfortunes.

Rowboats Used In Streets.

For instance, when the water began to sweep down their main streets the people merely hauled out all the old rowboats they could get and became able-bodied seamen. Many Venetian scenes have been pictured by the camera at different points about the city.

The flood also swept down with a certain degree of damage upon McKees Rocks, Wheeling, East Liverpool and Cincinnati.

About 20,000 schoolbooks, most of them in excellent condition, purchased by the taxpayers of Pittsburgh for the education of their children at a cost of from \$10,000 to \$15,000, practically were ruined and were all but adrift in the basement of a public school.

The boxes containing these valuable volumes are very big and heavy, so they were not exactly tumbling around like educational houseboats, but they were "getting theirs" just the same.

Loose books in scores dotted the rippling, still rising pool. Several of the smaller boxes rose to the occasion and the surface and meandered slowly about among the gigantic specimens in whose company they have been off the job so long, as though sightseeing.

Thrilling Rescues.

Conditions in nearby boroughs were about the same as in Pittsburgh. Two thrilling rescues were made at the small bridge which crosses Street's run, connecting Hays borough with Homestead. But for the timely arrival of employees of the Second avenue division of the Pittsburgh Railways company these two persons probably would have been drowned. Street cars from Hays borough could not cross the bridge, as the water of the creek was two feet over the walk of the bridge. The two persons who fell in were trying to follow the example of hundreds of persons who were walking across the railing of the bridge.

The first to receive a cold plunge was Tony Valla of Rand Station. He fell into the water, but managed to hang on to the girder of the bridge, where he was rescued by street car men. Miss Nellie Allen, aged sixteen, of Hays, attempted to cross the bridge in a similar manner, and she also took a cold plunge. Friends rescued her.

Fearing that lives might be lost by persons trying to cross the bridge, the railways company secured a large wagon, drawn by four horses, and carried the people across the flooded bridge.

School Closed—Boys Use Rafts.

At Millvale there were no sessions in the first ward school for a few days, as the building was entirely surrounded by water, and it was impossible to get the pupils and the teachers to the building. The children didn't seem to mind it in the least, as many of the boys improvised rafts and enjoyed themselves by paddling around the school building.

With over 1,400 men thrown out of employment and many business houses and homes inundated, the flood in Etna and Sharpsburg exacted heavy toll. Several hundred families were marooned in their homes, the water about them ranging in depth from several inches to four feet. Business in both of the boroughs was at a standstill.

There was considerable suffering among the flood victims. Many families were confined to their homes, completely surrounded by water, with but a scant food supply, while some were without any fires, the supply of coal and wood, which was laid in when the water began to rise, becoming exhausted. The gas supply was low, and some of the portions of the towns were without any.

Street car service in both Sharpsburg and Etna was badly crippled. Residents of Etna are suffering most. Hundreds of homes in low districts were flooded, the families being forced to the second stories of their homes. The high stage in the Allegheny river caused Pine creek to overflow its banks. Slowly the waters began to rise. The people had sufficient warning of the approaching stage to remove their household goods. Cherry and Sycamore streets were all under water, and the homes in these districts were all flooded.

OREGON SCHOOLS FOSTER HOME WORK FOR PUPILS.

By New Plan They Get Credit For Daily Industrial Efforts.

How teachers in Oregon bring school and home closer together by giving school credit for industrial work at home is told with compelling interest by Hon. L. R. Alderman, state superintendent of public instruction in Oregon, in a pamphlet which the United States bureau of education is sending free at the request of teachers.

Building fires, milking a cow, cleaning the barn, splitting and carrying in wood, turning cream separator, cleaning house, gathering eggs, feeding farm animals, churning butter, preparing breakfast, sweeping and scrubbing floors, dusting furniture, making beds, sewing, washing and ironing the child's own clothes, bathing, arriving at school with clean hands and face and with hair combed, practicing music lesson, going to bed by 9 o'clock every night, bathing and dressing the baby, sleeping with window boards in bedroom—these are a few of the duties for which the teacher at Spring Valley, Ore., allows credit in connection with regular school work.

The work is definitely measured and allowed for. The child desiring credit for home tasks brings to school a slip signed by the parent testifying to what has been done. Ten per cent is added to the final examination results of all pupils (except eighth graders) who enter and continue in the voluntary contest to see which can obtain the most of such credits. A certain number of accumulated credits entitles the pupil to a holiday at the discretion of the teacher, and in this one school, at least, cash rewards are given to pupils making the best record in accredited home tasks.

The experiment was so successful in Spring Valley that it attracted the attention of the county superintendents of the state, who this year made a special trip in a body to observe the results of the home credit plan in this school and then advocated the idea everywhere. Already schools in other localities have tried the plan with success, modifying the details in accordance with local needs, but always retaining the central principle of home and school co-operation.

DOCTOR DEFENDS PIE EATING

Dr. Woods Hutchinson Also Urges Midnight Suppers as Good Habit.

Dr. Woods Hutchinson, the medical writer, came to the defense of pie and hard boiled eggs as articles of diet recently. He asserted that the simple diet was not the correct thing and that an after the theater supper was not injurious. His theory is—eat when and where and what one wants. A few of his tips on dieting follow:

"Pie—Almost a necessity to life. Hot mince, cold mince, lemon (with or without the meringue), pumpkin, apple, raisin or almost any kind of fruit pie is good. Take one slice after the midday meal and a big slice after the evening meal.

"Eggs.—The harder they come the better if you know how to eat them. A hard boiled egg is generally better than a soft boiled egg, because you instinctively chew a hard boiled one, while you just gulp the soft ones. If you know how to eat the soft ones, they are just as good as ones cooked hard.

"Steaks.—Every one should have his steak served frequently. If you like it rare, have it rare, but often. If you like steak well done, have it well done. One is as good as the other. There is no real choice except in matter of taste.

"The only kind of pie that isn't good is the kind mother used to make. Maybe you remember that soggy, substantial undercrust that melted, and yet did not melt, in your mouth. It was a crust whose stickiness mother had absolutely waterproofed against the attacks of the digestive juices. But the modern pie, with its crisp, starchy crust, is entirely different."

CAT PUTS TOWN IN DARKNESS

Feline, Chased by Dog, Climbs Pole and Short Circuits Wires.

A Maltese cat put Winsted, Conn., in darkness for three hours one night recently, but the feline paid the death penalty doing so. All street lights in the town were extinguished simultaneously, and as a result pedestrians who were out in the rain stumbled and fell in dark streets, and many burst New Year's resolutions.

Superintendent Henry Skinner of the Winsted Gas company, which also owns the electric light plant, and linemen were called out to find the cause of the trouble. Three hours elapsed before they found it. Near Woodruff's feed mill the cat, chased up a pole by a dog, had jumped on to the wires, causing a short circuit. Most of the cat's body was burned to a crisp.

CANNON AIR SAFETY DEVICE.

Invention to Protect Aviators Is Tested by Originator in Paris.

An interesting device to protect the lives of aviators has been invented and was recently tested by its originator, Baron Odolok of Paris. The contrivance weighs only twelve pounds and consists of a parachute attached to a small cannon. A string from the cannon is attached to the aviator, who in the moment of danger arises in his seat and the cannon is discharged, throwing the parachute and the aviator free from the machine. The aviator before ascending buckles two heavy straps attached to the lower end of the parachute about his waist.

HONORING ERIE ENGINEERS

One of the most important and responsible positions any man can hold is that of railroad engineer, and, unfortunately, it is one to which there has been the minimum of personal fame attached until the Erie Railroad commenced, recently, its peculiar system of rewards. By means of these an engineer, after protracted fine service, can have his own name painted on his engine.

Locomotive engineers do not belong, of course, to the uniformed corps, so that they cannot have service stripes, such as are given to conductors, brakemen, and signal men. It has been a long-standing problem to reward engineering service properly. The position is undeniably the most vitally important of the running staff of a train, but by its very nature it enforces privacy and anonymity upon the men holding it. Being a highly specialized position, it does not put a man in line of promotion for work in other departments, and because of its peculiar charm to the men who hold it it is a rarity when an engineer will leave his locomotive for any other branch of railroad work. Yet it has seemed manifestly unfair that these men, many of whom are particularly loyal and efficient, should have no visible honors. So the Erie turned the question over in its mind.

As a result there was established "The Order of the Red Spot," under the stipulations of which any engineer in the service of the Erie can be distinguished for fine work by having the number plate on his locomotive painted a bright red.

This order had the following rules and regulations:

(1) Name: This Order shall be known as The Order of the Red Spot, of a Master Mechanic, Chairman, one the New York Division and Side Lines, and all other divisions of the Erie Railroad.

(2) Membership Committee: The Membership Committee shall consist of a Master Mechanic, Chairman, one Road Foreman of Engines, one Trainmaster, the Chief Dispatcher and the Superintendent, ex-officio. This Committee will elect, on the last day of each month, the members of the Order for the following month; membership for any month shall be posted on the first day of that month.

(3) Conditions for Membership: Engines in good physical condition, clean and tidy, free from avoidable failures, both mechanical and engineering failures.

(4) Advantage of Membership: Red Spot engines will be given preference over other engines in the following particulars: Preferred space in the roundhouse; preferred attention by hostlers and cleaners; preferred runs for exhibition, test or special purposes. Red Spot engines will not be loaned to other divisions when other suitable engines are available. Red Spot engines will not be taken from their regular engineers when such action is avoidable. Red Spot engines convey to their regular engineers and firemen special disciplinary conditions. Membership for any one month will modify any suspension given during that month by five days. In case discipline be discharge, membership will be carefully considered in favor of the engineer or fireman implicated.

(5) Conditions removing engines from Order: On application of five days' relief from discipline, engine barred from membership during the remainder of that month. Avoidable engine failure, as determined by the Committee, bars engine from the Order during the remainder of the month. Neglect to maintain in condition or appearance of engine, as determined by the Committee, bars engine for remainder of the month.

(6) Badge of Membership: Number plate to be printed a bright red. Following the installation of this order to which, of course, only engineers were eligible, the Erie enlarged its credit system for all its men and established a "Roll of Honor," a list printed each month in the little monthly magazine devoted to the employees of the railroad, of the most unusual and distinctive services rendered to the company by its men.

Then, as a crowning tribute to its engineers, it was decided to allow to each man of long service and exceptional loyalty the privilege of having his own name painted on the cab of his locomotive.

In the early days of locomotives, when they were something of a rarity, it was customary to name each engine just as steamboats are named, and the National heroes all had their due representation among the engines. There was an "Abraham Lincoln," a "George Washington," a "Ulysses Grant," a "John W. Garrett," and countless others, all distinguished by having the names painted on the side of the engine. Then, as locomotives grew more numerous than National heroes, the system of numbering them was evolved, and gradually the old roster of heroes went to the dump heap. From this the Erie took its idea. This ultimate honor has no codified rules governing it. It is conferred simply when, in the opinion of the railroad officials, it has been fairly earned. There are 1,500 engineers in the service, and many hundreds of them have belonged to the "Order of the Red Spot," but only eighteen men have received this highest dignity. They are, naturally, the veterans of the service, the men who have proved their reliability in test after test of their brain and brawn. There is no actual time stipulation controlling the gift, though time is rightfully considered to be one of the supreme tests of efficiency.

Following is a list of men whose cabs bear their names, given in the order of their promotion: Samuel W. Evans and Harvey Springstead of the New York division; Harry W. Smith, Greenwood Lake division; Calvin Vorhis, New Jersey and New York Railroad; William H. Johnson, Northern Railroad of New Jersey; Michael F. Fritz and W. S. Carpenter of the Delaware division; James J. Salley of the Rochester division; J. A. Hammond of the Susquehanna division; W. R. Benedict of the Buffalo division; T. C. Clark of the Allegheny division; J. F. Bruner of the Meadville division; W. R. Slade of the Cincinnati East; J. M. Dando of the Cincinnati West; John Wonderly of the Chicago and Erie; Alexander Larkin, Mahoning division; P. Nixon of the N. Y. S. and W. R. R., and William R. Martin of the Allegheny.

Not one of these men has ever varied once from the pinnacle of perfection since he was given his name on his cab. The pride it inspires absolutely baffles description. Many of these men are known in every city they pass through. Passengers frequently delay their trips till it is possible to travel with them. The engines they drive are fairly resplendent. These precious locomotives, named instead of numbered, are nurtured like children, and woe be to the flippant bystander who tries to mar their gleaming sides. It is not possible to make any application for the named engine, and no engineer knows when it will come to him. It may be conferred after prosaic years of fine service or after some sensational act of signal gallantry. For example, Alexander Larkin was instructed to see that his engine into the roundhouse for repairs and general cleaning, and when it came back to him, lo, there, his own name in place of the number. So unexpected was the distinction that the old engineer broke into sobs at the sight of it.

It is to this system of personal rewards and personal responsibilities that the Erie Railroad attributes the most remarkable fact in its history. That it has carried 225,000,000 of people in the past eight years and has had only one fatality.

ARIEL.

Ariel, Jan. 20.—The meeting at the local Seventh Day Adventist church of Ariel Jan. 18, resolved itself into what might be termed a mass meeting, when resolutions were passed remonstrating against proposed Sunday legislation now before the United States Senate in Congress in Washington, D. C. The resolutions were brought before the congregation by Hiram S. Swingle, elder of the church, and were passed unanimously. They read as follows:

WHEREAS, the Johnston Sunday bill, now pending in the Senate of the United States, is religious in its character, in that it is designed to foster the religious observance of Sunday, and

WHEREAS, the exemption clause attached to one of the sections of this bill indicates most clearly its religious character, by exempting from the application of this section those who belong to a religious society which observes some other day of the week than Sunday as a Sabbath, and

WHEREAS, religious legislation is contrary both to the spirit and letter of the Constitution of the United States, and if carried to its logical conclusion means a union of church and state, and the persecution of dissenters; therefore,

RESOLVED, That we respectfully, but earnestly, remonstrate against the passage of this bill, or any other bill requiring the observance of Sunday as a rest day which may come before the Senate.

Similar resolutions were passed in every one of the 2000 Seventh Day Adventist churches in the United States, thus showing that about 70,000 members in this denomination alone are strongly opposed to any kind of Sunday legislation. Elder Swingle said the reason Seventh Day Adventists are so vigorously opposed to the Johnston Sunday bill in Congress is because the passage of it would be the first step towards the union of church and state, which would ultimately bring persecution upon dissenters. It was stated that not only are Seventh Day Adventists opposed to Sunday legislation, but also thousands of others who love religious liberty.

In giving further reasons why his denomination is opposed to Sunday legislation, Elder Swingle said:

"Our denomination has always stood for the entire separation of church and state, and has earnestly opposed all attempts at religious legislation. Sunday laws we believe to be religious laws; therefore we are uncompromisingly opposed to all legislation in behalf of Sunday observance. Sunday is a religious institution; its observance is a religious act; a law enforcing that observance is a religious law; therefore we believe it should not exist in this country. The same may be said regarding baptism, prayer, or anything else pertaining to religion. We believe that Christ, the founder of the church, taught the complete separation of the church from the state; and this, we believe, should be the attitude of every professed follower of him.

"Now, as to our attitude regarding a law to close the saloons on Sunday. It is well known by all who know anything about Adventists that they are uncompromisingly opposed to the saloon on all days of the week. We believe that they are a menace to the welfare of the state, and that they should not be permitted to carry on their destructive work; therefore we join in every movement to secure laws for closing the saloons entirely."

PHONES AND PARCEL POST.

Postmaster General Hitchcock has the following to say regarding rural telephones in connection with the parcel post:

"Rural telephones have spread over practically the entire country and they will be used in conjunction with the parcel post to the advantage of both the farmer and the country merchant. The housewife, for example, finds that she is out of sugar; she steps to her telephone and orders it sent by parcel post. If the farmer breaks a harrow or a part of some farm equipment, it will not be necessary for him to hitch up and drive to town; he will merely step to his telephone and order the new part sent by parcel post. The time saved will more than compensate him for his outlay of stamps. I expect to see the country merchants advertising free delivery in their local papers, just as his city brothers do. They will use the parcel post as their delivery wagon."

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