

CIVIC FEDERATION SEEKS REFORMS

Will Redraft Model Workmen's Compensation Measure.

TO GET STATES' REPORTS.

Special Commission and 25,000 Employers to Give Views on Plan For Industrial Accidents—Other National Problems to Be Acted Upon.

The fourteenth annual meeting of the National Civic federation will be held in New York city on Thursday and Friday, Dec. 11 and 12. The program this year will include reports from the various departments of the federation, which reports will call for discussion and action on many important propositions of national interest that will be presented.

These departments are: The department on compensation for industrial accidents and their prevention, the food and drug department, the welfare department, the woman's department, the department on industrial mediation laws, the department on regulation of municipal utilities, the department on regulation of industrial corporations and the department on industrial economics.

Report on Compensation Acts.
The department on compensation for industrial accidents and their prevention has a commission of six men, who have been making a study of the actual results of the working of the various forms of compensation acts. This commission consists of Cyrus W. Phillips, J. Walter Lord, Louis B. Schram, Otto M. Eidlitz, James Duncan and John Mitchell, the two last named having been selected by the American Federation of Labor to represent it in this inquiry.

The commission has confined its work to the states where the compensation law has been in effect for at least a year. These states include Massachusetts, New Jersey, Michigan, Ohio, Illinois, Wisconsin, California, Oregon and Washington. The report of this commission will contain the results of a questionnaire sent to 25,000 employers in these states who have either gone under the acts (which are elective) or have refused to do so.

The views of the workmen themselves, either through their unions or as individuals, will also be included. In the light of the information secured by this commission the model workmen's compensation bill of the National Civic federation will be redrafted.

Laws Governing Food and Drugs.
One session at the annual meeting will be devoted to the consideration of the food and drug problem. The federation has an expert committee which will be prepared to propose an outline for work that it is hoped will prove of great assistance to the department of agriculture and the forty-eight state and dairy commissions which are charged with the administration of the federal and state laws relating to those subjects.

How adequate are the federal and state laws today? What changes, if any, are proposed? Is the administration of the law effective in protecting the people in these matters? These questions all will be considered.

The department on industrial mediation laws, which was so successful in securing the passage of the Newlands act, providing the arbitration of disputes between interstate railroads and their employees, will report on a model state mediation bill. The department on regulation of municipal utilities will report on its proposed model bill for the regulation by the state of street railways, gas, electric light and other municipal utilities.

COST OF A MEXICAN WAR.

Would Be \$350,000,000 For 560,000 Men For Six Months.

The republic of Mexico has an area of 765,537 square miles. This is as large as all of the United States east of the Mississippi river, except New England and New York. It has a population of approximately 16,000,000. But more than half of these can neither read nor write. Only about 3,000,000 are whites, and a large part of the population is savage.

The strategy of intervention, continues Oswald F. Schuette in Leslie's, would consist largely of hurling against the City of Mexico two invading armies—one from Vera Cruz, on the east coast, and one from the Texan border on the north. The northern army would hold at bay all the forces of Mexico now in her northern states, while the American forces to be landed from the east could make speedy work of the fight to the capital.

The war department's plans, with the estimate of an army of 500,000 men, contemplates such a show of superior force that it would sweep everything before it. On this basis the actual invasion might be completed within six months. How much longer the occupation of Mexican territory would be necessary completely to restore peace belongs to prophecy.

An invasion by 500,000 men, lasting for six months, it is believed, would approximate a cost of \$350,000,000, almost \$2,000,000 a day. This is an allowance of a little more than \$100 per month per man, a conservative per capita cost to put such an army in active service and keep it moving.

PANAMA SLIDES THREATEN TO DELAY OPENING OF CANAL

Date When Big Ditch Will Be Ready Depends Upon Success In Dredging.

THAT the opening of the Panama canal on Jan. 1, 1915, is not yet an absolute certainty is stated by Colonel George W. Goethals in the annual report of the Isthmian canal commission, which has just been made public. Additional slides may delay the date.

The impression generally held that the blowing up of Gamboa dike and the flooding of Culebra cut mean that the canal is practically completed is erroneous, according to this report. Culebra cut was flooded to allow suction dredges to attack the slides, and the first day of the canal's actual operation still depends upon how fast the dredges can work to keep the channels open.

The report outlines the policy to be followed by the canal authorities in dealing with individuals or corporations desiring to sell coal or oil fuels to vessels using the canal. The government will allow storage space and handle the coal, charging for this service. The supplies of fuel to be stored for naval purposes will be used to maintain uniform prices.

Comment regarding the form of government to be adopted for the zone after the completion of the canal, which is said to have caused a break between Colonel George W. Goethals, chairman and chief engineer of the commission, and Richard Lee Metcalf of the commission, is absent from the report.

Water Versus Slides.

Regarding the completion of the canal the report says:

"The passage of commercial vessels is dependent upon the time when proper channels can be dredged through the slides. Should additional ones occur they will necessarily advance the date when this will be accomplished.

"It has been the general belief that the effect of the water in the cut would tend to retard slides, and the experience below the Gatun locks in the sustaining power of water against slides fully justifies this belief. On the other hand, the geologist is of the opinion that the water may, to some extent, develop new slides.

"Again, much ado was made in 1909 over the sandy character of rock on the Isthmus, through which water flows quite rapidly, in consequence of which the question was raised that the lake might leak out through seams and crevices. If these things are liable to occur, the sooner the better. If the official opening of the canal is to occur Jan. 1, 1915; for if the water were not admitted this fall, but were deferred until May 1, 1914, the full height could not be reached until October, 1914, leaving little time for the determination of these questions. These considerations led to the conclusion that the water should be turned into the cut at the earliest date practicable for getting the dredges to work on the slides."

Regarding the earthquakes which frequently have been reported as a menace to the canal, the report merely states:

"A number of seismic disturbances were registered, but none was so violent as to be sensibly felt in the canal zone."

No Coal Monopoly Intended.

This is the policy outlined with regard to the sale of coal and oil fuel to vessels using the canal:

"It was never intended that the government should exercise a monopoly of the coal business on the Isthmus, but to utilize the coal stored here for the use of the navy in maintaining uniform prices of this product to shipping. In order to encourage individuals and companies in the business of furnishing coal to vessels which use the canal the policy has been adopted of providing storage in connection with both coaling plants for the coal piles of individuals and companies who desire to participate in the business.

"There will be a certain rental charge for the ares and in addition a real estate tax of 1 per cent of the value of the improvements, should any be made, and a merchandise tax of 5 cents for each 2,000 pounds of coal sold. The government will do all the handling, and charges for putting the coal into storage and taking it out, charges for the use of coal barges, and other labor in connection with this service will be fixed at cost price to the government for such service.

"The same policy was adopted with reference to oil. It is proposed to equip the wharf in the vicinity of the coaling station at the Pacific terminus and docks No. 13 and No. 14 at Mount Hope, on the Atlantic side, with fuel oil supply and delivery mains in duplicate, together with the necessary pumps, so that the government will be able to handle satisfactorily all fuel oil, including oil of individuals and companies who may wish to participate in the fuel oil business on the Isthmus, on the same general terms as those applying to the coal business."

Health conditions in the zone show an improvement. The toll of life for

Facts and Figures Given In the Annual Report of Colonel Goethals.

the year was 483, of which 36 were Americans, 58 whites of other nationalities and 389 negroes.

The review of the work for an entire year as set forth in the report shows in a more striking manner than in the current and fragmentary reports published from time to time the enormous difficulties which the canal builders have to overcome. Speaking of the work in Culebra cut, where the heaviest slides have occurred, the report says:

"The estimated amount removed because of slides was 5,839,200 cubic yards, and of this amount 1,593,000 cubic yards of material was taken from the upper reaches of the banks to reduce the quantity to be taken from the bottom or as a preventive measure against slides and breaks—in other words, 46.67 per cent removed from the cut was due to slides as against 35.90 per cent during the previous fiscal year.

Big Increase Over Estimate.

"The amount remaining to be removed was again increased at the close of the year and aggregates for the Culebra cut 8,200,000 cubic yards. In other words, there will be an increase for the central division of 9,280,237 cubic yards over the estimate submitted in the last annual report. Of this total remaining 1,324,944 cubic yards were inside the canal prism lines and 6,800,500 cubic yards estimated for slides, which estimate includes the amount for benching back of the banks so as to relieve the pressure which, crushing the underlying strata, may either increase the extent of existing slides or cause new ones.

"The total amount of material due to slides so far removed aggregates 22,570,200 cubic yards, or an increase of 2,304,200 cubic yards over that estimated in the last annual report. Slides and breaks increased as the cut was deepened. No treatment has proved effective for slides when once developed except that of excavating and hauling away material from the moving mass until the slide comes to rest or until the angle of repose for the particular material in motion is reached.

"The prediction of the geologist in the last annual report, with reference to the Cucaracha slide, that 'the end of the activity of this slide is now well in sight, however, because all loose surface stone and clay has almost slid off, exposing several large dikes and flows of basalt which would maintain in place most of the remaining material,' have not been realized. The bottom grade of the canal had been reached and the widening cuts had progressed satisfactorily until within approximately sixty feet of the line of the prism was reached on the east side, when on Jan. 20 the basalt rocks broke and there slid into the cut approximately 2,000,000 cubic yards of material, extending completely across the cut, topping the tracks on the sixty-seven foot level and completely stopping the passage of trains from the north. Bottom grade was subsequently reached for sufficient width to put in drainage pipes for handling the water from the north, but the rains saturating the loosened material occasioned a flattening of the slope, thus causing another movement, and the weight of the superimposed mass broke the pipes.

Slide Covered Fifty Acres.

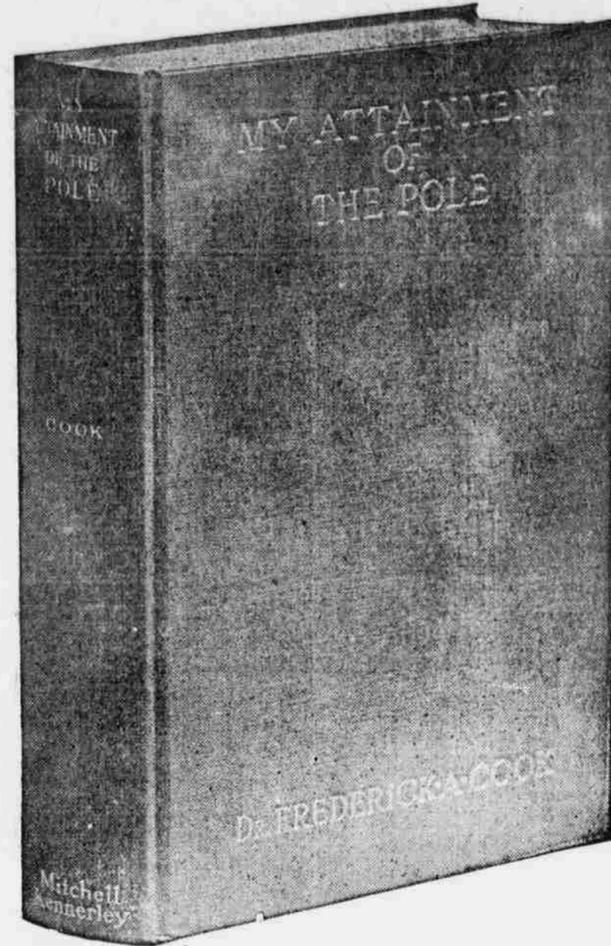
"Work was continued on the slide during the year, but principally for the purpose of maintaining the tracks on the sixty-seven foot level open for the passage of trains. This slide at the close of the fiscal year covered an area of approximately fifty acres. The total amount removed thus far since July, 1905, when it began moving, is 3,859,500 cubic yards, leaving approximately 1,500,000 cubic yards still to be removed."

The financial operations of the canal are told in big figures. The disbursing officer has paid out \$20,524,705 on payrolls alone. Congress so far has appropriated \$349,505,223 for canal construction, of which \$10,976,950 went for fortifications.

In great detail Colonel Goethals tells the story of the engineers' work during the last year, and with particular satisfaction it is reported that the mechanism of the vast locks and dams was tested with perfect success. The gates at Gatun were swung in one minute and fifty seconds for each leaf. The heavy iron chains which are depended upon to prevent an unruly vessel from crashing into the locks were raised and lowered in ample time to meet any emergency and demonstrated their ability to check or stop any vessel, unless of very great size and moving at excessive speed. The locomotives which tow the vessels through the locks were tried out and proved their ability to handle the largest vessels. The electric installation, which will involve the use of a current of 44,000 volts pressure, was completely successful.

Altogether the technical sections of the report seem to demonstrate the accuracy of Colonel Goethals' statement that practically nothing but the great slide at Cucaracha remains to prevent the successful operation of the canal.

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Minute "Movies" of the News Right Off the Reel

Cincinnati man demanded writ to compel wife to listen to his plea to end separation.

Bayonne (N. J.) recorder fined two sailors by phone so ship could sail with tide and the pair.

New Brunswick (N. J.) thieves had "progressive breakfast." Stole milk at one house, eggs at another, etc.

Passaic (N. J.) lad, asked for original essays on Washington and Wilson, started to walk to capital for data.

Freeport (N. Y.) couple, wedded sixty years, danced as blithely at celebration as at original event, though eighty-three and eighty-two.

Maryland family, grown so hefty house would not stand strain, had to build new home. Combined weight of seventeen is ton and a half.

WIRELESS CLOCK TICKS OVER THE SEA COMPARED.

Washington Observatory Getting Radio Signals From Eiffel Tower.

The naval observatory in Washington is now regularly receiving time signals from the observatory of Paris by wireless telegraphy between the Eiffel tower and the naval radio tower at Arlington, Va. These exchanges have been going on every day for several weeks. The scientific object is to measure by the velocity of the propagation of radio signals over the intervening distance the precise difference of longitude between Paris and Washington.

The complete success of the work had been more or less disturbed by interferences from other radio stations and by atmospheric conditions until finally the beats of the Paris clock, as transmitted by wireless, were compared with the Washington clock for several minutes. This is the season of the year when the electrical conditions of the atmosphere are most favorable to such long distance work, and it is now believed that the work of the American and the French commissions on longitudinal determinations may go forward with their task.

The same signals which are sent by the Arlington radio station for the

naval observatory are to be used by naval hydrographic surveying parties in the West Indies and Central America.

The Washington naval observatory was the first institution to employ radiotelegraphy for the transmission of its time signals to ships at sea to permit them to check their chronometers and to determine more accurately their longitude. It also transmitted such signals to surveying parties under the hydrographic office to enable them to determine the longitude of points used as bases for surveys.

In such transmissions, however, there was the loss of a fraction of a second between the time of starting a signal on its journey and of receiving it. It was therefore necessary to accurately measure this loss and make allowances. This was first accomplished by the French scientists through what is known as the method of "coincidences." The superintendent of the naval observatory then suggested that comparisons be carried on between Paris and Washington to solve the problem of measuring losses.

The French government went further than to accede to the request of the naval observatory that American experts be permitted to take observations in Paris. It arranged to send a commission of scientists to co-operate with an American commission in conducting the test. This dual commission commenced work last April.

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BE THE MAN

That knows all about your business. Get on to the twists and angles. Get acquainted with it and keep on intimate terms with it. Profit by the example of Franklin K. Lane, Secretary of the Interior, who says a man must know all of the ins and outs of his business in order to be successful and so he traveled and inquired and investigated and consulted, just to get acquainted with his job. Then when he knew, he went back to Washington and was "on the job" all the time and, knowing his business, he could direct and command, plan and originate, leaving the manual labor and detail work to his subordinates. Every successful business must have one powerful, directing head and that head must be "on the job" of directing, using brain rather than brawn, taking more time for head work and less for hand work. This applies to every business, no matter how small. The small business, with a heady man "on the job," will soon become larger. Use your head to direct the hands of your employees. To do this you must study, investigate, plan and originate and in this way you will always be the man ON THE JOB.—Leon M. Hatzenbach in The Pennsylvania Merchant.

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