

Meeker W.S.C.S. will hold an old-fashioned turkey supper Wednesday evening, November 10. Somerset County is a leader in oats, buckwheat and fine maple syrup.—PNS.

TAX WARNING

Tomorrow, October 30th, is the last day to pay your 1948 Taxes, without paying the 5% penalty, which will be added November 1st. Tax office will remain open all day Saturday, October 30th.

ARTHUR R. DUNGEY
TAX COLLECTOR
DALLAS BOROUGH



BILL'S BITS

By Bill Hart

Both the Kaytees of Kingston Township and the Tigers of Tunkhannock meet up with unbeaten teams this weekend . . . Tunkhannock travels to Avoca today, in a game which finds Coach Kennedy's Green and Gold a slight favorite, but with an outside chance that the Tunks may spring an upset. . . . Tunkhannock, possessing the best team in the Back Mountain, should be one of the strongest challengers Avoca will face during the remainder of the season.

Another unbeaten squad, Coach Lew Shook's West Pittston eleven, meets the Katies on their home grounds tomorrow afternoon . . . The Green and White fresh from their overwhelming victory over Exeter will run up against Coach Ted Skela's squad which is on the rebound and anxious to prove that it is a better team than the records seem to show . . . If the Orange and Black can stop West Pittston's star back, Jack Kirby, they have a better than even chance of handing West Pittston their first setback . . . But Kirby, coupled with a substantial array of Green and White reserves, seems to hold the necessary balance of power needed for West Pittston to continue on their victory path.

The Red Rams from Factoryville proved stubborn in the clinches and held the larger Dallas Township eleven at crucial moments, so that the three touchdowns favorite was barely able to squeeze by 12-6 . . . At times Dallas lived up to its expectations, but a severe case of fumblyitis plus a number of severe penalties and some costly interceptions slowed the Redskin's attack to a walk.

Fern Wilson, subbing for the injured Dick Wallace, performed like a veteran and sparked the team . . . Rosser Cooke made a number of long gains on his plunges and scored both the Redskin's touchdowns . . . The Dallas line played a nice game with the majority of Factoryville's first downs coming via the aerial route . . . Ostrum and Bloomer again led the way on the defensive and repeatedly stopped the Factoryville ballcarriers before they could cross the scrimmage line.

(Continued on Page Seven)

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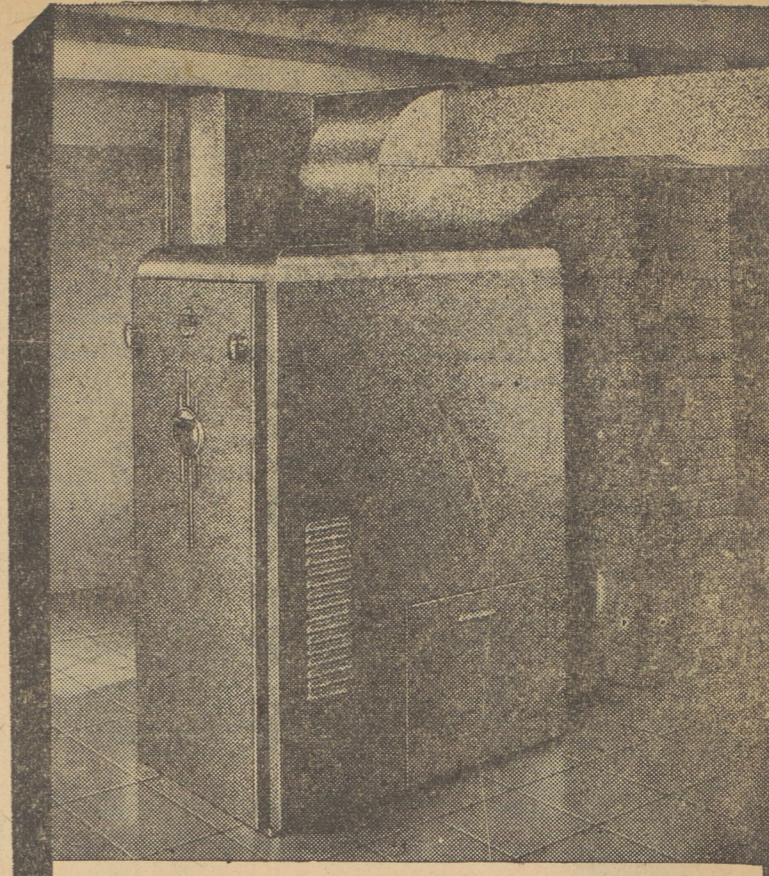
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RAILROADS MUST OPERATE around the clock every day and night of the year.

Although they know this, leaders of 16 railroad unions are demanding a five-day, Monday through Friday, week for one million railroad employees.

They want 48 hours pay for 40 hours work—in itself a 20% wage increase.

They also demand a minimum of 12 hours pay for any work performed on Saturdays, and 16 hours pay for any work performed on Sundays and holidays.

On top of all this they want an additional increase of 25c an hour for every employee!

You'd Pay the Bill!

Summing up these demands, they mean that these union leaders seek to force the railroads to give one million employees an annual raise which would average \$1500 per employee!

The total cost of this would be no less than 1 1/2 billion dollars per year, which is more than twice the expected net income of the railroads this year.

You'd pay the bill, because if these increased costs are forced on the railroads, they must have still further rate and fare increases.

Demands Unreasonable

These employees have had substantial raises during and since the war. Their average weekly earnings are higher than the average weekly earnings of workers in manufacturing industries. They have more job security than the average worker in American industry. They also enjoy paid vacations, a retirement system and other advantages more generous than the average worker receives.

In contrast with the demands of these 16 unions, which add up to the equivalent of 48c an hour, the Conductors and Trainmen recently settled their wage request for an increase of 10c an hour.

Railroads Run for Everybody—Not Employes Alone

The railroad industry must serve not one but many groups—producers, businessmen, shippers, passengers and the general public—night and day, every day of the year. These unions are proceeding in utter disregard of this important difference between railroads and other industries. Industrial plants can be shut down over weekends and holidays, but freight, mail, express and passengers must continue to move. Everybody who enters railroad employment knows this.

Strike Threat

On September 18, 1948, the leaders of these 16 unions began taking a strike vote. But the threat of a strike will not alter the opposition of the railroads to such unreasonable demands!

EASTERN RAILROADS

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