

THE Jersey City News.

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ROYAL
Baking Powder

Is made of pure cream of tartar and safeguards the family against alum.

ROYAL BAKING POWDER CO., NEW YORK.

Employees would receive better than twice their present pay. There are watchmen, whose wages now range from 9.1 to 19.2 cents an hour, some of whom would have 140 per cent added.

There are screen and picker bosses and car oilers who would profit 93 per cent; trackmen who would do even 4 per cent, better than that. There are loaders who would get within a cent of \$2.20, and breaker oilers would receive \$2.04, and sweepers who would receive \$1.78 for every dollar they earn now in a given number of hours.

The sweeping demands of the mine workers would double the wages of many "inside" men. While the general average of increase for the inside day labor would approximate 22.8 per cent, and most of the men thus employed would receive under the schedule at issue advances of one-fifth to one-quarter in their pay, there are a great many men and boys working at the easier task involving less responsibility and less danger who would have their wages doubled.

Men of ordinary intelligence can appreciate the unfairness of these demands, and experience has taught the consumer that if the advantages asked, or any part of them, shall be granted, his pocket must stand for it.

The activity of the congressional delegation from this neighborhood in endeavoring to assure the building of another battleship at the Brooklyn Navy Yard, is to be commended, says the Brooklyn "Eagle." We hope it will produce the result desired. The showing made by the mechanical force at the yard in building the Connecticut is a sufficient warrant for the assignment here of a second task of the same magnitude. True, there is a difference in cost between the Connecticut and her sister ship the Louisiana, which seems to sustain the principle of private contract under which the Louisiana was built. But it must be remembered that the mere preparation for the construction of the Connecticut put a tax upon the Government which was not assumed by an already well-equipped private yard, and which will not need to be reimposed should another battleship be undertaken. Admitting, however, that there always will be some balance in favor of private contract, it is well that the principle of government construction should be permanently maintained in at least one of our navy yards. If it be abandoned altogether the government must remain at the mercy of contractors, among whom agreement as to prices is always possible, to the financial hurt of the Navy Department. This proposition is virtually a demand for 150 per cent. increase in the pay of the men now holding the least remunerative positions. Hoisting engineers in the employ of the Lehigh Valley Coal Company now receive 13.4 cents an hour. The "uniform scale" would give them 33.3 cents an hour.

In the breakers a great many boys are employed as slate pickers. These boys get from 5.0 cents an hour upwards, according to their ability. There are men employed in a similar capacity, who are either unfitted for heavier work or do not deserve it. These men now receive as much as 16.1 cents an hour. The miners demand that 12½ cents an hour shall be the uniform price for this class of work, and that the boys of 14 to 18 shall be paid as much as the men of mature years and better capacity.

There are masons in the Mahanoy and Shamokin division who receive 17.4 cents an hour. It is demanded that they shall receive 37½ cents.

Some screen tenders in the Sioux mine, same divisions, would receive practically twice as much as now. Certain breaker engineers in the Mahanoy and Shamokin divisions now receive 12.9 cents an hour. Their work is easy. It is without danger. It does not require more than ordinary ability. Yet it is proposed to more than double their salary, adding 417 per cent, and making a total of 28.1 cents an hour.

Blacksmiths would have increases up to 61 per cent, duffers up to 97, while platemen would get within a cent of double on their present pay.

Other similar instances are numerous. Under the new demands, hundreds of em-

parallel trolleys, and the New York Central has done likewise in its territory. It is a popular inference that those who are friendly to the Pennsylvania Railroad Company are planning to take over parallel electric lines in New Jersey, and the like is true with respect to rudimentary main trolley stems in Pennsylvania, Ohio, Indiana, Illinois, Michigan and elsewhere. The Erie Railroad plans a suburban electrification of its lines tributary to New York, in addition to a projected interurban electric line parallel to its eastern division. The costly and extended plans of the Vanderbilt, Pennsylvania and New York and New England lines to electrify their roads within given zones adjacent to New York city, further mark the importance of the new motor, but these are scarcely second in significance to the arrangements for turning the West Jersey and Seashore and a long stretch of West Shore Railroad in central New York into third-rail fast lines, and for the utilizing of electricity in the Pennsylvania, McAdoo and Belmont tunnels under North and East rivers.

The results of substitution of efficiently operated electric motors for steam locomotives are appreciated, as shown by the electric tunnel line through the city of Baltimore and by the records of the Interstate Commerce Commission with reference to trolley roads generally, the only surprise is that all leading steam railroads are not arranging to substitute electric for steam motors as fast as the latter wear out. Such action is more than suggested by the showing that various of the more successful trolley lines are operated at a cost of from fifty to fifty-two per cent. of their earnings, while parallel steam roads report the ratio of operating expenses to earnings at from fifteen to eighteen per cent. greater. Over and above this the electric motor takes grades which defy the locomotive; they require but one instead of two men to operate, and need no heavy cargoes of fuel and water in their train. It is added that steam roads would require an outlay of about \$40,000 a mile for generation, conversion and transmission of power by the third-rail system, in addition to which would be the cost of motors themselves. While it is not likely to take place suddenly, the outlook seems to be for the ultimate passing of the steam railroad, quite as the latter took the place of the long-distance stage coach.

A contemporary says: "Secretary Root, it is intimated, has a diplomatic triumph up his sleeve in the shape of a complete settlement of all the small outstanding controversies between the United States and Canada." When Canada was beaten in the Alaskan boundary dispute she probably came to the conclusion that it would be well to open the slate with this country, says the Rochester "Union and Advertiser."

The victory in the Alaskan affair was a triumph for the late Secretary Hay, and peculiarly such, for while he was Minister to England he acquired a personal influence among English statesmen that made it possible for him to arrange for the arbitration of the boundary dispute which was not assumed by an already well-equipped private yard, and which will not need to be reimposed should another battleship be undertaken. Admitting, however, that there always will be some balance in favor of private contract, it is well that the principle of government construction should be permanently maintained in at least one of our navy yards. If it be abandoned altogether the government must remain at the mercy of contractors, among whom agreement as to prices is always possible, to the financial hurt of the Navy Department.

A writer in "Moody's Magazine" furnishes some interesting data respecting the growth of interurban electric railways, their extension along the lines of steam roads, which they seem to be gradually paralleling, and the evidence that the cost of transportation by electricity is less than by steam, says the Newark "Evening News." It is no surprise to recall that it is twenty-five years since the first electric car carried passengers at the Berlin Exposition, but the statement that there are 20,000 miles of "street car" track in the United States controlled by companies which have invested something like two billion dollars, about one-sixth the total of railway stocks and bonds of steam roads, is calculated to attract attention. In many instances the new motor lines have incorporated dining and sleeping and freight car features, more particularly at the West, where the electric systems, on the whole, are better equipped and made faster time than the majority of like enterprises further East.

While the electric or trolley lines, in the first instance, were nearly all built to compete with steam railroads, the latter in many cases have foreseen the possibilities of the former soon enough to gain control of them which constituted a distinct menace. This is the consolidated railroad in New England so created

way for a friendly settlement of all of our "small outstanding controversies" with Canada. However, this is not meant to belittle Secretary Root's work if he succeeds in getting those controversies out of the way. There are several of them, and he will deserve much credit if he disposes of them. Equal credit will be due to Sir Wilfrid Laurier, who will conduct the negotiations for Canada.

He and Mr. Root are men of high intelligence and broad views, and if they set themselves earnestly to work in an endeavor to settle the little matters of difference between this country and Canada that still exist they ought to accomplish much in that direction. It is to be hoped that they will have complete success.

There should be complete amity between the United States and Canada. A vast majority of the people of each country desire it. Let us have it.

The State Fish and Game Commission expended \$37,079.29 last year for the protection of game and the stocking of lakes and streams with fish, says the Newark "Daily Advertiser." The food of the people is not supplied from the lakes and small streams in the State. The fish that is bought in the market comes from the ocean. Where there is one fish taken with a line in a lake or stream in the State there are 100,000 fish taken in nets in the ocean.

The State spends more than \$37,000 a year, largely for the inconsiderable number of fresh water fish, and spends hardly a groat for the salt water fish.

Private ponds are stocked at the State's expense and more sport is scattered to, while the great fishery interests supplying food for millions have been neglected.

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