

largely avoidable and the timberman is the one who is supposed to prevent them as far as practicable, particularly in the main roads or gangways, but they do occur, as the reader is only too well aware, despite all the precautions which are taken. It is a well-known fact that persons who are daily, and almost hourly, exposed to danger become so accustomed to it as to regard it with an indifference approaching contempt. Oftentimes when a miner knows very well that a prop should be "stood" in a certain place to secure the roof, he will put off standing it until he has "loaded another car" or has "drilled and fired another hole," but while the car is being loaded the top falls and he is killed. The foremen are untiring in their efforts to render secure the lives of the men, but the strictest discipline in regard to the matter of propping fails to reduce the death list.



### THE BRAKEMAN

Has a hard task any way one can look at it. Out in all sorts of weather, rain, snow, or hotter than Tophet, the men on the coal trains, which wind their way down the mountain sides with their loads of Anthracite, have no sinecure; sometimes the train runs away and a few car loads are spilt out over an embankment and an occasional brakeman is spilt overboard also, or crushed between the cars. Those who have seen these worthy fellows running along the top of coal laden-cars, setting one brake after another in order to stop the momentum, may have wondered if they were well paid for the risks they take. They are not. When you read of all trains being blocked by snow or that there is so little demand for coal that a lot of train crews have been laid off, you will,

perhaps, give a passing thought to the idea that this means so much less wages for the class of whom an individual is here pictured.

A great number of cars are, of course, required for the transportation of the 42,000,000 tons of Anthracite produced each year and coal cars form a large proportion of the rolling stock of the lines in the State of Pennsylvania. The Philadelphia & Reading R. R. has 19,147 eight-wheel cars and 1,664 four-wheelers, a total of 20,811 out of an aggregate of 31,114 cars of all sorts. On the Lehigh Valley the schedule is, 26,311 four-wheelers, 7,179 eight-wheelers, total, 33,490 out of an aggregate of freight cars of all sorts of 47,829. It will be noticed that this company has an unusually large number of small old-fashioned cars, these have been found unprofitable and are gradually going out of service; it takes so many of them to make up a full load for a locomotive that the number of brakes and couplings to be looked after in such a train is very great and accidents are more likely to happen than on a train of fewer and larger cars. A total of 22,576 out of an aggregate equipment of 33,265 is the record of the Central R. R. of New Jersey, and on the Delaware, Lackawanna & Western the score stands 17,863 in a total of 34,606. The Delaware & Hudson Canal Co. equipment is not reported in detail; there are about 4,000 coal cars used on its gravity road between Carbondale and Honesdale. The Pennsylvania R. R. equipment comprises 834 four-wheelers and 12,288 eight-wheelers out of 40,639 cars owned by the Company. It is also reported that there are owned by the Car Trust Companies operating over the road 35,413 cars, a large number of which are used in the coal trade. The same statement applies to several other roads, but the exact number of such cars is not embodied in the railroad reports.

The Pennsylvania R. R. is by far the largest coal carrier in this country. Its tonnage of 22,000,000 tons is largely made up of Bituminous, or soft coal. Anthracite forming about one-fourth of its total coal business. The Philadelphia & Reading is the largest carrier of Anthracite coal, carrying about 8,000,000 tons annually. The Lehigh Valley, the Delaware, Lackawanna & Western, and the Delaware & Hudson are its chief rivals and each carries an immense amount of coal each year. The superior facilities offered by the railroads of Pennsylvania have caused the use of the canals for coal traffic to be largely diminished.