

WOULD INCREASE SPEED OF TRAINS

Railroad Brotherhoods Claim Eight-Hour Day Would Cause Faster Time for Trains

(Statement issued by Transportation Brotherhoods' Publicity Bureau.)

Railway freight train service employees have submitted to the railroads a demand for a shorter work day. They are entitled to relief from the long and arduous labor that most of them are now required to perform.

Their condition has not been improved as compared with wage workers in other industries.

Railroad train crews are not paid a fixed salary. They are piece workers and are paid only when they move freight from one end of a division to another.

The present schedules of pay are based on the moving of a train 100 miles or less in 10 hours or less. The men now ask the railroads for a revised schedule providing for the moving of a train 100 miles in 8 hours "or less."

The words "or less" always appear in schedules of train crew pay for practically the same reason that railroad freight rates are based on 100 pounds "or less." If a train crew is ordered out and makes a run of 100 miles in less than the time specified in the pay schedule, the crew is paid the minimum rate for a day's work just the same as the railroad company collects for 100 pounds on a package, even though it would actually weigh only 10 pounds. They have performed their service of taking the train 100 miles which is the piece work they are paid to do. There must be a minimum rate.

If locomotives are loaded down with a great number of cars so that they will barely move over the road, meeting with all sorts of delays by reason of the long and heavy trains and do not make an average of 12½ miles per hour, then the employees expect to secure overtime or time and a half (after the expiration of the 8 hours' work, just the same as any other wage earner gets). If the railroads add tonnage sufficient to delay the movement of a train and make less than average speed of 12½ miles per hour, they of course receive more revenue, and in consequence should pay the train crews for overtime. The railroads should not ask the employees to work overtime in order to increase the revenues of the roads unless they are willing to pay the employee in addition to the regular rate for this overtime which was used to produce additional revenue.

In figuring wages for all railroad train crews, 100 miles is the arbitrary basis for the normal day's work division.

Under the schedules of pay for which the men are now asking, it will be necessary for the railroads to move their freight trains an average of 12½ miles per hour instead of 10 miles per hour, as at present, in order to avoid the payment of overtime to the train crew.

If a division is 100 miles long, overtime would begin after 8 hours; if 125 miles long, after 10 hours; if 150 miles long, after 12 hours, and so on. The number of hours when overtime would begin is arrived at by simply dividing the number of miles by 12½.

Any talk of the roads having to change their division points under an 8-hour day schedule is absurd, for the reason that the average running time on a short division must be 12½ miles an hour just the same as it would be on a long division of over 100 miles. If a train would not average 12½ miles an hour on a 150 mile division, it would not average 12½ miles an hour on less than a 100 mile division.

Railway freight train crews do their work by the piece, and what they are paid to do is to move a train at least 100 miles in a given number of hours. If they should perform this duty in less than the eight hours, then they would be paid a day's wages, or if they worked a day of eight hours and did not succeed in moving a train 100 miles in eight hours, then they would go into overtime and would be paid accordingly.

If the train crews demanded an 8-hour day on the basis of a wage worker in a factory meaning to quit work at the end of eight hours regardless of where they may be at the time, the railroads could very properly maintain that it could not be granted without changing every terminal so that all divisions would be exactly 100 miles.

Railroad men regard the shorter work day in exactly the same way other men have considered it. They have had opportunity to know for themselves the advantages that follow a reduction in the number of hours of work: they remember when there was no limit to the hours and they know how they paid the penalty; they realize that with the endless day they were not as well off as they now are with the 10-hour day, and with the lessons of years to prove it, they stand for the shorter work day as a humane, just proposition which they consistently demand on the ground that 8 hours' service at a time is all the man can give with fairness to himself if he is to retain his mental and physical health, enjoy a part of his time to his own advantage and that of his family, to remain alert and active, the better to perform service and to have some hope of remaining a wage earner several years more than he knows he now has.

Freight cars have grown in length from 28 to 50 feet in the last twenty years and where formerly it took 24 loads to make a train, it now requires from 50 to 100 cars. One crew is now doing the work that formerly was done by three or four crews, and this one crew does not receive pay commensurate with the increased work.

Statistics show that it cost the railroads for wages to locomotive en-

gineers and firemen, 65c for each one thousand tons carried one mile in 1890, while in 1913 one thousand tons were transported one mile for only 33c, a decrease of cost to the railroads for these employees alone of more than 50 per cent. While there has been some slight increase in wages during that period, it has not been in accordance with the decrease in operation cost to the railroads or to the increased work made necessary by extremely long and heavier trains.

A statement issued by the Executive Committee of the Association of Western Railways, April 23, 1916, declares that the railroads received in the year 1890, \$1.65 per freight train per mile, and in 1914 the earnings per freight train per mile were \$3.31, or an increase of 100 per cent.

Freight train crews are producing double the revenue for the railroads according to this statement by the roads themselves.

The railroads are attempting to make capital out of the statement that for every one dollar of revenue received, 45c of that dollar is paid out for labor. This is an admission that the railroad labor is not paid as much as labor in other industries.

Ten of the leading industries selected from the United States Census Reports show that the ratio of wages to the cost of production is 61.4 cents out of each dollar.

The United States Census Reports also show that wages in all lines have increased more rapidly than in railroads. Even on the farms the census reports show that farm wages have increased east of the Mississippi 70.1 per cent and west of the Mississippi river 97.1.

The only fair basis of stating wages is to show how much a man receives per hour for his work. The railroad train service employees receive less per hour compensation than almost any other trade—a hod carrier gets \$4.50 for eight hours or 56c per hour.

On through and irregular freight train service in the eastern territory the prevailing wage for engineers is

48½c per hour, firemen 31c per hour, conductors 40c per hour, brakemen 26.7 cents per hour.

Are these high wages when you compare them with the hourly wage in other industries?

A railroad freight train service employee must work days, nights, holidays and Sundays, has no regular hours and very little time at home. The very nature of his work compels him to buy better and more expensive clothing than the average worker. His occupation is more hazardous and his productive years are much less than the average wage earner.

Certain railway officials in opposing the granting of the 8-hour day to freight crews are presenting figures which would indicate that train operatives are receiving fancy pay. The examples shown by the companies are exceptional cases and are men engaged in the fast passenger runs, and it should be understood that passenger service men are not included in the present movement—only freight men, who are required to work long hours in order to earn enough to live on.

Railway freight train crews are required to work day and night, exposed to all sorts of hardships and in all kinds of weather. Half of their lay-off time is spent at the other end of their run where they must maintain a place to sleep and to eat with expenses at home going on just the same. The men whom the companies are using for examples and who now receive good pay are not the men that will be benefited by an eight-hour day—they already have it—but it is the poorly paid man on the long, slow-moving freight trains whose condition we are asking the roads to better.

It has been repeatedly stated that it would cost one hundred million dollars to give the men an 8-hour day. During the recent arbitration case between the railroads and their engineers and firemen, the railroad managers submitted sworn statements showing that 78 per cent of through and irregular trains in

freight service were making 100 miles in 7 hours and 30 minutes. If this statement is a fact, how can the railway officials claim it will cost any considerable sum to grant a shorter work day to the crews of 22 per cent of trains remaining? As a matter of fact, 24 railroads in the United States are now operating on a basis of 12½ miles per hour and it is worthy of note that none of these roads are in the hands of receivers.

Officials know that they will use every endeavor to cut out overtime and make the division of 100 miles in 8 hours or less and which is exactly what the men want—not overtime, but a shorter work day.

Railway officials contend that the men do not really want a shorter day and are only making these demands in order to get more wages. If the roads believe this to be true, let them make a proposition of a flat 8-hour day with no overtime and it would be welcomed enthusiastically as a solution of the problem of bettering the condition of the freight train service employees.

NEW TELEPHONE DIRECTORY

To assure the entry of your name in the next telephone directory which will be out October 1st, you should order a telephone not later than September 10th. If not convenient to come to the telephone office, drop me a postal, or telephone.

P. D. GLEASON,
Com'l Manager.

37-21-7497

Civil Service Examinations

F. W. Hicks, local secretary of the U. S. Civil Service board, announces the following examinations to take place at Alliance on the dates given.

September 5, Assistant Material Engineer, male, salary \$5.04 and \$6 per day. Tabulating Mechanician, male, salary \$1200 per year. Investigator in Co-operative Marketing, male, salary \$2250 to \$2750.

September 6-7, Architectural and Structural Steel Draftsman, male, salary \$1500.

September 12, Expert Driller,

male, salary \$2160 to \$3300. Bacteriologist, male, salary \$2000 to \$2250.

September 19, Specialist in Cotton Classing, male, salary \$2500 to \$3500. Assistant in Cotton Classing, male, salary \$1800 to \$2400.

September 20-21, Mechanician and Laboratory Assistant, male, salary \$3.50 per day.

October 11, Trained Nurse, male and female, for service in Indian and Panama Canal services.

September 13-15, Assistant examiner, patent office, salary \$1500 per year.

September 19, Cook, baker, salaries from \$420 to \$500 per year. Investigator in Grain Exchange Practice, male, salary \$1800 to \$2400. Mechanical Draftsman, ordnance department at large, salary \$1320.

September 20, Apicultural Assistant, male, salary \$1400 to \$1600. Leather Chemist, male, salary \$1600.

September 20-21, Junior computer, male, salary \$900 to \$1200. Junior Fuels Chemist, male, salary \$1200 to \$1500. Mineral Examiner, male, salary \$1320. Laboratory Assistant, male, salary \$600 to \$900.

Sanford Killed by Lightning

Geo. Sanford was killed by lightning Wednesday evening while in the hay field on the Webster ranch in the lake country south of Pawlett. His wife, who had retired for the night, was stunned by the stroke, and upon recovering found her husband, who had been sitting on the front end of the camp wagon smoking, dead. The family were Kinkaiders from near Tippetts who had gone to the Webster ranch to work in the hay field. Mr. Sanford was about 40 years old and leaves a wife and three small children ranging up to eight years old. The body was taken back to their old home at Bertrand for burial.—Oshkosh Herald, August 19.

Wehns Were Not Killed

The reported death of Mrs. Garland Wehn of Bridgeport in an auto-truck accident in Los Angeles recent-

ly is a mistake. Mr. and Mrs. Wehn, former Alliance residents, were both seriously injured by being run over by a motor truck but both are living and expected to recover.

Changes in Wellington Inn

The Wellington Inn and cafe and coffee room, in Omaha, are well known to western Nebraska people who find it pleasant and desirable to stop at this hotel when in Omaha. R. D. McFadden, general manager, was one of the delegates who visited Alliance during the T. P. A. convention in April.

Readers of The Herald and patrons of the Inn and cafe will learn with pleasure that a new coffee room is now open for business with novel equipment which offers original features. Another new feature will be the Wellington Inn lobby, with tiled floor, solid oak-beamed ceiling and wall paneling, mezzanine balcony and stairs, all in fumed oak finish, allowing ample space for a cigar stand, taxi stand, check room and telephone booths on the ground floor. A fine barber shop, public lavatory and toilet rooms will be provided in the basement.

The Wellington coffee room will open on Farmington with a side entrance from the lobby. The cafe or main dining room will be located at the rear of the lobby and coffee room, with entrances from both. This room will be 33x35 feet and will have solid oak paneling, beamed ceiling, art glass sky lights and windows.

Mr. McFadden has established a business that he can well be proud of. People from western Nebraska always find the best of treatment at the Wellington Inn and Cafe.

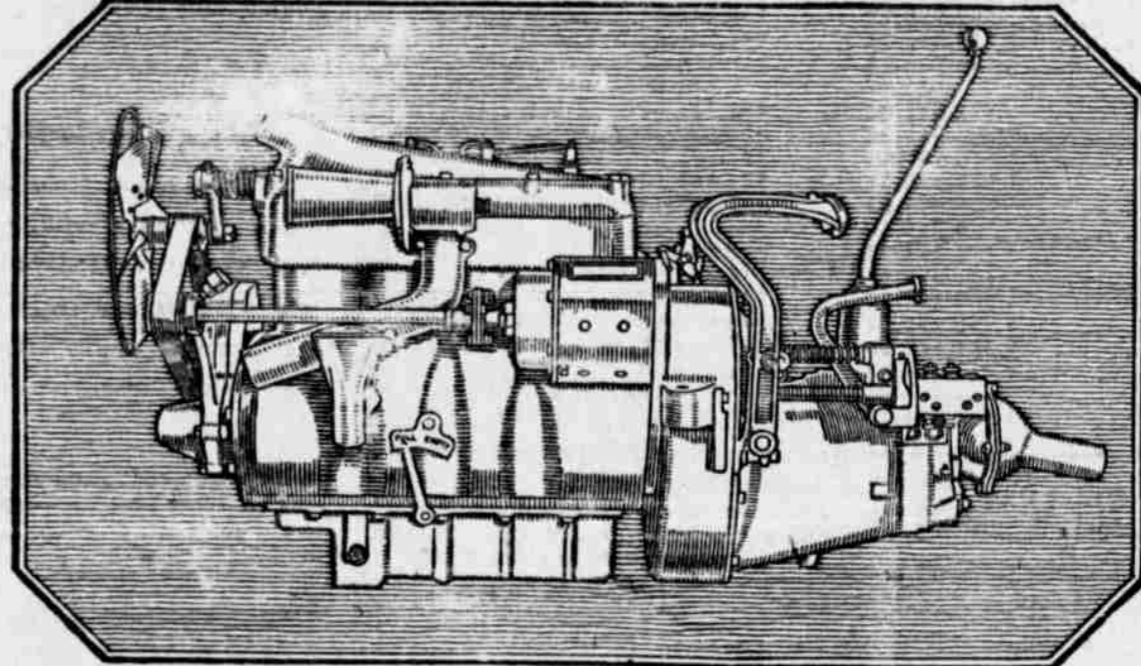
Made Record Sale of Feeders

Thirty-eight head of feeders, sold on the South Omaha market on August 8th by B. F. Roberts of McGrew, averaged 1124 pounds in weight and brought \$8.15 per cwt. This is a record breaking price and speaks well for the grower and the commission firm which handled them on the market—the Great Western Commission Company.

33 4/5

Horse Power

From This Powerful MAXWELL ENGINE



Almost 34 horse-power from this regular stock Maxwell engine!

34 actual, brake horse-power!

Proved by an accurate dynamometer test, made in the Maxwell laboratories August 10, 1916.

There has been a lot of talk about horse-power, and we just want to let Maxwell owners and prospective owners know that in respect to horse-power, as in most other respects, the Maxwell leads by a comfortable margin. Not that we attach such great importance to horse-power. We don't. We never have.

Horse-power—abundant horse-power—is only one of many superior features of the Maxwell.

We are selling motor cars—complete motor cars—not engines or horse-power.

Horse-power is a matter that is secondary to motor efficiency and economy.

A giant has no advantage if he does not

apply, or wrongly applies, his strength.

Maxwell cars have horse-power—all you want or need—probably more per pound of car weight than any other automobile in the world.

But we don't make any loud cry about it.

Because we have more than horse-power to sell you.

Because you are, and should be, interested in results, the net effectiveness of power.

We challenge competitive tests. We invite comparison.

Because we absolutely know that no car of its class or weight can surpass the Maxwell on speedways, on rough roads, through sand or mud, anywhere.

And because we know, and you will know, that, everything considered, the Maxwell is the World's Greatest Motor Car Value!

GEORGE F. HEDGE COCK AUTOMOBILE COMPANY
HEMINGFORD, NEBRASKA

Maxwell \$595