

# UNSKILLED MEN DUE TO RECEIVE WAGE REDUCTION

## RAILROAD LABOR BOARD TO RE- VISE WAGES DOWNWARD

Over a Million Rail Workers Affected  
by the New Scale to Be  
Announced June 1

The United States railroad labor board has announced its intention of revising downward wages of more than 1,000,000 unskilled rail workers effective July 1. The amount of the decrease will be made public on June 1, according to press reports.

The board also announced that it would hold hearings June 6 regarding proposals by the roads to decrease the wages of other classes of employees and would also make its decisions in these cases effective on the same date. A similar decision on skilled workers would affect approximately 2,000,000 men.

The announcement, which said "revising conditions justify to some extent, yet to be determined, readjustment downward of wages," was unexpected and came only a few hours after the close of the hearings, which have been in progress since early in April.

On July 20, 1920, the board increased the pay of all classes of railway employees approximately 21 per cent, or about \$600,000,000 a year. Several months ago several roads announced pay reductions averaging about 20 per cent for unskilled employees. The workers appealed to the board, which decided that the roads could not make summary reductions but must first hold conferences with their men and then if no agreement could be reached, submit the case to the board.

Many Appeals.  
Practically every large road then held conferences with its unskilled employees and when the employees refused to accept cuts, carried the case to the board. About ninety-eight cases were thus appealed and the board decided to hear them as a unit.

The roads pleaded that they were being forced to pay more for labor than they could employ it for in the open market; that reduction in the cost of living justified a reduction in wages that they wished to reduce their rates for the benefit of the public but could not do so while forced to pay a war time scale of labor.

The employees charged that the financial embarrassment of the roads was due to gross mismanagement; that increased rentals had practically nullified any decrease in other necessities and that the wages were below those paid in other lines. Railway officials expressed themselves as being pleased at the board's statement and expressed the opinion that the same conditions which it was found applied to unskilled labor would also be applied to skilled workers.

No Comment to Offer.  
Officials of the Burlington and other railroads in Lincoln had no comment to make Wednesday on the announcement by the rail board that it would recommend a reduction in wages of railway employees to keep pace with the decreasing cost of living, says the Lincoln Star.

At Burlington headquarters it was said that the general understanding was that the rail labor board would not make its recommendations public before June 1, and that it was impossible to make any definite plans for revision of wage schedules until such information was at hand.

Officials of two of Omaha's principal railroads, the Burlington and the Union Pacific, are rejoicing at the decision of the railroad labor board to revise downward wages of unskilled rail workers and hold hearings June 6 on proposals by roads to decrease wages of other classes of employees, says the Omaha Bee.

The two roads are in entirely different positions on the wage reduction problem, but officials of both predict the board's decision will aid in an amicable solution.

The Burlington has met with all classes of its employees and utterly failed to negotiate any decreases. It has now submitted all wage decrease questions to the labor board, and is devoting its attention to revising working rules effective under the national agreement.

In Chicago the Burlington Tuesday met with signal men on rules. It has met with unskilled employees and progress is reported.  
Officials of both roads say every effort will be made to arrive at understandings on new rules before July 1, when national agreements will be abrogated by the labor board.

Issues involved in the revision of rules are numerous, and include overtime questions and classifications. Burlington officials here say the rule making it impossible for a man in one class to perform any other work is one of the most objectionable rules under the national agreement.

Recognize 8-Hour Day.  
"We are recognizing the principal of the eight-hour day in our negotiations on rules," said C. L. Gray, assistant to General Manager W. F. Thiehoff, of the Burlington. "We believe, however, that the men should be paid pro rata for the ninth and tenth hours of work, and after the tenth hour time and a half. This applies particularly to unskilled employees, as machinists, even before the national agreement, were paid overtime after eight hours' work."

"On the other hand, some classes, section laborers, for example, never get punitive overtime until government control. This class probably will continue to get overtime under the revision, as it did during the existence of the national agreement."

The general reduction of wages for unskilled railroad employees, effective July 1, which was forecast by the railroad labor board, in an announcement Monday night, will be made the basis

of reductions extending to all classes of railroad laborers, it was understood Tuesday.

Although only the Chicago & Great Western, the Chicago & Alton and a few other roads have requested that the wage reductions be extended to all classes, provision was made by the board in its announcement for the filing of other petitions up to June 6, and it is believed that others of the 180 class A roads will amend their applications to include shop, train service and other classes of employees. The new applications filed up to June 6, the board's announcement said, will be decided to take effect also on July 1.

No intimation was given in the board's announcement as to the probable extent of the cut. Last July the board increased wages of unskilled labor and some other classes 20 per cent, making it retroactive to May 1, 1920.

"The general effect of the decision will be to retard track work," said S. M. Felton, president of the Chicago & Great Western. Disappointment was expressed by various railroad executives that the cut was to be delayed until July 1, as by that time, it was said, the heaviest part of track rehabilitation work is generally completed.

The decision last July affected approximately 2,000,000 men and increased total wages nearly \$600,000,000 a year.

Large assortment of umbrellas.  
Highland-Holloway Co.

## Beet Workers Pass Through Alliance On Way to Valley

A special trainload of workers from Lincoln points east passed through Alliance Wednesday morning. There were over a thousand field workers on the special, and these were to be distributed between Bridgeport and Lingle, on the North Platte valley line. They will work in the beet fields during the season and the majority of them will return to Lincoln at the close of the campaign. Twenty-six cars carried the workers, and a special baggage train comprising thirty-odd coaches preceded them during the night before.

A stop was made for some time at Alliance, and the workers turned out into Box Butte avenue to feed themselves. Nearly all of them carried lunches, and they roosted on the curbstones while they ate. Business on lower Box Butte avenue was good during the stay, the Mexicans and Russians buying heavily of fruits and pastries. On exceptionally hungry man purchased six dozen bananas, but probably divided them among his friends who didn't know the language.

Rain Coats to suit your needs.  
Highland-Holloway Co.

## Park-to-Park Guide Out For Road Trip To 12 Playgrounds

Increased road tourist travel over transcontinental highways is assured, now that the man of moderate means can take his family, and carrying a tent outfit, live gipsy style the entire summer in free municipal camps scattered along the National Park-to-Park highway. This highway roughly circles its course for 6,000 miles across eleven states to link the twelve national parks of the west.

Every cross-country highway leads to the "master scenic loop," which is dotted not only with 100 auto camps, but many hotels. In 1920 residents of Nebraska numbering 10,000 journeyed in 2,880 autos to at least five of these parks—Grand Canyon, Yosemite, Rocky Mountain, Yellowstone and Ranier—which lends local interest to the announcements that tourists can equip themselves free of cost with a road guide.

This guide can be had by addressing the National Park-to-Park Highway association, 1608 Broadway, Denver, Colo.

## Birthday Presents

In childhood we called it "My day"—that day which stands out from all others—our Birthday.

Childhood passes, but the fleeting years never take away that deep-seated joy which friendship gives when it remembers our birthday.

Gifts that Last are bonds of truest affection—and Jewelry, or the articles of enduring beauty in gold and silver, are birthday gifts supreme.

Emeralds, May's Birthstone in Rings and other jewelry.

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Red Tape

## Memorial Day Service By War Veterans to Be Given on Sunday

Because a better attendance can be secured, the services on Memorial day, to be given under the direction of the veterans of the Civil, Spanish-American and World wars, will be given Sunday afternoon at 1:30 o'clock sharp at the Imperial theatre.

All ex-service men are hereby urged to be present, in uniform at 1 p. m. in front of the Alliance hotel Sunday. The parade will form there and march to the court house and then to the theatre.

Services will be held at both cemeteries and a complete program will be published in a later issue. Earl Meyer is chairman of the American Legion committee on arrangements.

The city manager urges all residents of Alliance, who are making a clean-up campaign about their premises to co-operate with the city in keeping the streets and drains free from refuse. Mr. Kemmish points out that much of the inconvenience arising from backwater in the sanitary sewers and elsewhere about the streets is caused from over-zealous cleaners who threw the refuse in the ditches. The city is making good progress in cleaning up, the city manager says, and he asks that co-operation be given him to this extent.

Glen Miller and J. S. Rhein went to Lincoln on Tuesday afternoon to Broadwater in the interest of a good roads meeting to be held in this city. The continued rains the fore part of the week made it advisable not to drive in cars.

Lee Bayse is at Lincoln on a business trip. He will return next week.

Rain Coats to suit your needs.  
Highland-Holloway Co.

He was fat, and weighed over 400 pounds, and he was hungry. He read a sign over a bakery entrance, "Lunches Served Here" so he squeezed in.

"Is this where you feed people?" he asked the busy lady back of the counter. She turned toward him and getting more than an eye-full, replied, "Y-yes,—but we don't fill silos."

## "Kid Craig", Bantam Boxer, to Make This City His Headquarters

"Kid" Craig, bantamweight boxer, has announced that he plans to make Alliance his headquarters, temporarily at least, and if he finds conditions suitable will stick around the city for some months to come. He has appeared in this city on one or two occasions as a preliminary attraction at some of the big wrestling matches, and has managed always to put up a pretty good scrap.

Craig comes from Billings, Mont., and has boxed all over the western country. He weighs 118 pounds, and is said to be as good a man in his class as is to be found anywhere.

In Montana, Craig is conceded the champion of that state. His press records show but one defeat out of sixty-four ring battles. Once Jack Rose knocked him for the count, but a week or so later Craig came back with a vengeance and trimmed Mr. Rose to a fare-you-well. Willie Ritchie, former champ, handled the "Kid" for about a year after Craig was discharged from the navy. The bantam scrapper has a match or two in prospect, and may have something to announce later.

Large assortment of umbrellas.  
Highland-Holloway Co.

The seventh graders held their annual party on Thursday of this week.

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Tomorrow Alright**

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## KEEP-U-NEAT INSTALLS SOME NEW EQUIPMENT

The Keep-U-Neat has recently completed the installation of an additional Hoffman steam pressing machine, which not only adds largely to the capacity of the plant, but enables it to handle rush work with more ease. Chet Bradbury says that while they don't particularly like their customers to make a practice of it, they can

clean, press and deliver a suit in a day's time, provided it arrives around 9 a. m. and don't need over three benzine baths. The Keep-U-Neat has always had a remarkably complete equipment, and the new purchase is designed to make the service equal to that to be found anywhere.

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