

# RAILROAD WAGES

Shall they be determined by Industrial Warfare or Federal Inquiry?

To the American Public:

Do you believe in arbitration or industrial warfare?

The train employes on all the railroads are voting whether they will give their leaders authority to tie up the commerce of the country to enforce their demands for a 100 million dollar wage increase.

The railroads are in the public service—your service. This army of employes is in the public service—your service.

You pay for rail transportation 3 billion dollars a year, and 44 cents out of every dollar from you goes to the employes.

On all the Western railroads in 1915, seventy-five per cent of the train employes earned these wages (lowest, highest and average of all) as shown by the pay rolls—

	Passenger		Freight		Yard	
	Range	Average	Range	Average	Range	Average
Engineers	\$1747	\$2195	\$1537	\$2071	\$1056	\$1378
	3094		3076		2445	
Conductors	1543	1878	1454	1935	1151	1355
	2789		2933		2045	
Firemen	033	1317	751	1181	418	973
	2078		2059		1552	
Brakemen	854	967	874	1135	862	1107
	1719		1961		1821	

The average yearly wage payments to all Western train employes (including those who worked only part of the year) as shown by the 1915 payrolls were—

	Passenger	Freight	Yard
Engineers	\$2038	\$1737	\$1218
Conductors	1772	1624	1292
Firemen	1218	973	832
Brakemen	921	1000	1026

A 100 million dollar wage increase for men in freight and yard service (less than one-fifth of all employes) is equal to a 5 per cent advance in all freight rates.

The managers of the railroads, as trustees for the public, have no right to place this burden on the cost of transportation to you without a clear mandate from a public tribunal speaking for you.

The railroads have proposed the settlement of this controversy either under the existing national arbitration law, or by reference to the Interstate Commerce Commission. This offer has been refused by the employes' representatives.

Shall a nation-wide strike or an investigation under the Government determine this issue?

National Conference Committee of the Railways

- ELISHA LEE, Chairman.
- P. R. ALBRECHT, Gen'l Manager, Atlantic Coast Line Railroad.
- L. W. BALDWIN, Gen'l Manager, Central of Georgia Railway.
- C. L. BARDO, Gen'l Manager, New York, New Haven & Hartford Railroad.
- E. B. COAPMAN, Vice-President, Southern Railway.
- S. E. COTYER, Gen'l Manager, Washakie Railway.
- F. E. CROWLEY, Asst. Vice-President, New York Central Railroad.
- G. H. EMBURY, Gen'l Manager, Great Northern Railway.
- C. E. EWING, Gen'l Manager, Philadelphia & Reading Railway.
- E. W. GRACE, Asst. to President, Chesapeake & Ohio Railway.
- A. S. GREIG, Asst. to Receiver, St. Louis & San Francisco Railroad.
- C. W. KOUNS, Gen'l Manager, Archibald, Topeka & Santa Fe Railway.
- B. W. McMASTER, Gen'l Manager, Wheeling and Lake Erie Railroad.
- N. D. MAHER, Vice-President, Norfolk and Western Railway.
- JAMES RUSSELL, Gen'l Manager, Denver & Rio Grande Railroad.
- A. H. SCHOYER, Resident Vice-Prm., Pennsylvania Lines West.
- W. L. SEDGWICK, Vice-President, Suburban Air Line Railway.
- A. J. STONE, Vice-President, Erie Railroad.
- G. S. WAID, Vice-Prm. & Gen'l Manager, Susquehanna Central Lines.

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Instruction—In mathematics, grade high school and college. Ten years' experience. Tel. H. P. 704-R or call at 228 E. Central Ave., Highland Park. 21

Wanted—Roomers and boarders, \$1.25 a day. Telephone 989. Roger Williams Ave. 21

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Wanted—Second hand baby's crib for child two years old. Telephone 843-W. 21

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### Exmoor Club Notes

A three days' invitation tournament for men was the feature of Exmoor last week. The following is the score: 1st flight, F. P. Blossom, who beat Walter Egan 4 up and 3 to play; 2nd flight, T. Wallace, who beat C. K. Foster by 3 up and 2 to play; 3rd flight, L. E. Burr, who beat E. F. Dunne by 3 up and 2 to play; 4th flight, E. Tynor, who beat A. D. Plandon by 4 up and 2 to play; 5th flight, F. H. Hight, who beat George R. Carr, 1 up and 21 to play; 6th flight, R. F. Carr, who beat George Mashek with 2 up.

A consolation prize was won by J. H. Harmon, with 2 up, the event being an 18 hole medal play against bogey.

A best three hole competition was won by L. T. Ring, 42. Six flights followed: 1st, J. Johnson; 2nd, B. E. Humphrey; 3rd, C. R. Stevens; 4th, J. A. Casper; 5th, R. S. Peyton; 6th, J. O'Connell.

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