

SURVEYS BUILDING IN UNITED STATES

LARGEST VOLUME PENDING

National Review of Situation by Straus & Co. Indicates Increases in Wage in Structural Trades

With a larger volume of building activities pending throughout the country than has ever before existed at this period of the year, a tendency toward higher wages in the building crafts is strongly in evidence.

Advances of sufficient magnitude to cause a marking up of building costs indices have gone into effect within the last thirty days, according to a national survey of building labor conditions completed recently by S. W. Straus & Co. One such index, the survey points out, has been marked up as much as four points as the direct result of higher wages in the trade.

While these increases have been such as to affect the cost of a considerable percentage of current building operations, they have not been of wide range geographically. In New York and the Metropolitan zone, where about 20 per cent of the building activities of the entire country are now in progress, increased labor costs will cause an added outlay of from \$50,000,000 to \$75,000,000 this year, according to recent authoritative estimates.

Increases Elsewhere

New York, Chicago, Boston, Pittsburgh, Kansas City, Cincinnati and a number of smaller places scattered over the country also are listed among the centers where pronounced wage increases recently have been granted or where strong pressure is being brought by the labor element to secure additional pay.

The demands for wage increases in spring agreements are noted in many small towns and cities where the pay rates are considerably lower than those prevalent in cities like New York, Chicago, Pittsburgh and St. Louis.

A total of approximately 100 local crafts among the smaller trades principally in about twenty cities have been granted slight increases in spring agreements, according to pres-

ent reports.

Within the last few weeks there have been approximately 150 individual demands of this nature made by building trades in the country. The industry generally is in an excellent position and with the possible exception of Cleveland, labor disagreements have not been of sufficient importance to produce much slowing up.

With the exception of the painters in several cities and the demand of the Chicago plasterers for the establishment of a five-day work week, there has been little or no agitation this spring for a 40-hour instead of a 44-hour work week.

Cause of Trouble

Internal trouble in the affairs of the two building trades councils in Cleveland, caused, it is averred, a depression in construction activities and many of the resident building trade workers have sought employment in other cities. Cleveland's building activities, however, as indicated by permits issued, are about 9 per cent ahead of what they were during the first three months of 1925. Eighty million dollars of construction in Cleveland is held up temporarily with 13,000 building mechanics affected directly and indirectly.

In New York City a strike of steamfitters' helpers which has been in progress for several weeks was settled a few days ago by officials of the International Union. The pay rates of 100,000 other building workers were raised on the average of \$1.50 to \$2 a day. New York bricklayers were recently granted a \$2 a day increase, the scale now being \$14 a day.

In New York

New York builders contend that the steamfitters' union should abolish the status of the helpers and in their stead select apprentices who would have to serve three years at a small wage rate before they could qualify as journeymen steamfitters. The builders claim it is not fair or just to pay steamfitters' helpers \$8 or \$9 a day from the day they start to work as beginners. Other trades, the builders point out, make it compulsory for young men to serve three and four years as apprentices at wages ranging from \$14 to \$18 a week before they start out with their own kit of tools as journeymen. New York builders claim that labor absorbed about 46 per cent of building costs in 1914 and 59.5 per cent in 1925.

Chicago Situation

Chicago builders report there is no shortage of building mechanics, al-

though in the structural and ornamental iron and steamfitting trades there appears to be a demand for a better quality of men. The plasterers are asking for establishment of a five-day week and a wage boost from \$1.50 to \$1.75 an hour in their new agreement on May 1.

The carpenters also have asked for a wage increase from \$1.37 1/2 to \$1.50 an hour to become effective on June 1. Builders say they are not taking the demands of the carpenters seriously, but are concentrating their attention on the demands of the plasterers, a trade which is 100 per cent organized and belongs to the closed shop division of trades.

Chicago builders class the plasterers in the present negotiations as occupying a keystone position. By granting the plasterers' demands there would likely be an automatic increase in the wage of the city's thirty-two building trades. At present there are two divisions of trades as regards pay status—those that receive \$1.37 1/2 an hour like the carpenters, iron workers, and those that receive \$1.50 an hour—electricians, plasterers, bricklayers and lathers. In Chicago, building laborers get 87 1/2 cents an hour, a rate that is much higher than is paid in most cities.

Boston, Baltimore and Cincinnati report that resident builders expect the volume of 1926 construction to duplicate at least the volume which was erected last year. In Boston the iron workers were given a wage increase from \$1.10 to \$1.25 a hour, the scale to remain in effect until 1928.

SAYS BIG CITIES MUST HALT PARKING

All big cities in the United States eventually will be forced to prohibit automobiles from being parked in business sections, according to Bert N. Wheeler, director of public safety at Duluth, Minn. Wheeler, who has been attending the second national street and highway safety convention, predicted that the "no parking" ban would be in full force within 20 years.

HARD USAGE CAUSES CAR TO PUMP OIL

Motor Club Expert Suggests That Machine Not Always To Blame

"When an automobile owner complains that his car is a chronic oil pumper, the chances are that the first days of the life of that car saw hard usage," says a bulletin issued by the mechanical first aid department of the Chicago Motor club. "It takes time to season cylinder castings to

the point where they will stand up under the rapid temperature changes that are encountered in every day driving, and the motorist who takes a new car and steps on it taxes the cylinder casting beyond their power to recover. If the cylinder barrels distort, the engine becomes a chronic pumper.

"Should the head casting distort under this rough treatment, there will be a leakage through the gasket with loss of power and compression. The entrance of air and water will cause installation of a new gasket will not eliminate.

"Motorists are warned by the manufacturers of the ills that are sure to follow in the wake of hard usage during the early life of the car, but the impatient driver cannot wait for the speedometer to tick off the first thousand miles. The manufacturer has relied upon the driver to work in all the parts, and the factory cannot be blamed if the owner fails to do his part. The test given the car before it leaves the factory loosens up the engine, but the driving the owner does brings about an adjustment of the parts so that they fit perfectly."

The Highland Park Hospital

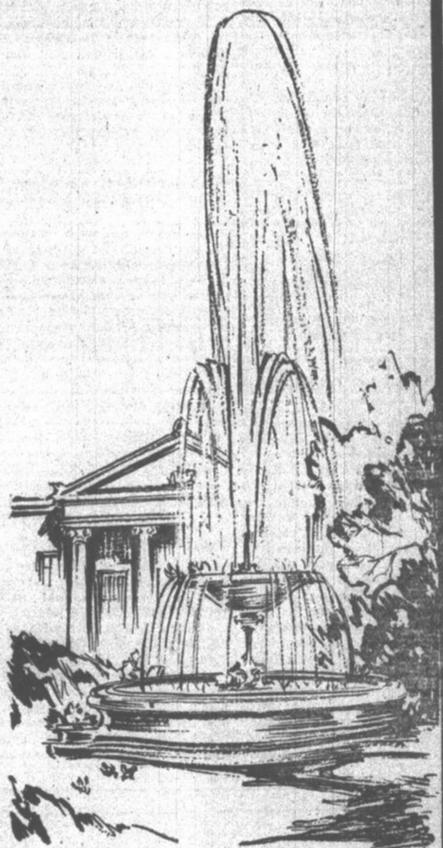
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A.M. 6:45	A.M. 9:59	A.M. 10:45	A.M. 11:15	A.M. 6:50	A.M. 7:15	P.M. 3:11	P.M. 3:42
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