

### Railroad Workers Wage Inquiry

CHICAGO, Dec. 12.—Revelations of the operations of so-called boards of inquiry whose findings generally are a burden to railway employees, proved to be one of the striking features of the wage inquiry before the federal board of arbitration during the past week. One of the arbitrators, W. L. Park, vice-president of the Illinois Central Railroad, was responsible for developing this line of testimony. Mr. Park, on Friday, while questioning O. Kearns, a Southern Pacific engineer, mentioned the boards and Grand Chief W. S. Stone of the engineers' brotherhood quickly took advantage of the opening.

As brought out by Chief Stone, through interrogating Witness Kearns, railroad accidents or more commonplace incidents which result in an engineer or fireman being disciplined are inquired into, if of any importance, by a board of company officials and two-so-called outsiders. It was shown that these outsiders, however, are chosen by the railroad company, that the board thus formed of railway officials and two neutrals conducts the investigation, comes to a finding and publishes the guilt or innocence of the railway employe in a newspaper before such employe is given an opportunity to make a statement regarding his side of the case.

Mr. Kearns and Grand Chief Stone declared that the practice in vogue at present is for the accused employe to follow the verdict of the board of inquiry by a personal appeal to a higher committee or official to whom he finally submits his side of the case.

"Did you ever hear of an instance, Mr. Kearns," asked Grand Chief Stone, "where the finding of a board of inquiry in these matters was ever reversed by the committee or company officials after an employe had made his own defense?"

"No, sir. As far as I recall," replied Mr. Kearns, "the sentence imposed and published by the official inquiry board always has held."

James M. Sheehan, counsel for the companies, cross-examined Mr. Kearns on this point and attempted to defend the railroads by developing the fact that in such cases the accused man has full opportunity to present his side of the controversy but the witness stuck to it that as far as he knew seldom, if ever, the official inquirers change their opinion. Grand Chief Stone at this juncture leaped to his feet and said that he would produce affidavits disclosing that in two cases officials had prepared the findings of an investigation prior to going through the motions of obtaining the aid of the so-called neutral members of the board. This evidence is expected to be developed during the coming week.

Representatives of the brotherhoods in this connection unofficially explained that the controlling reason for the railroads acting in this manner is their fear of having to pay large damages in case of accidents. That is, if a board of inquiry can show that an employe or an outsider was responsible for an accident, the company going into court would have a better chance to obtain a favorable verdict and thus elude large damages.

Other features of the past week were the following:

Petty officials of railroad companies make more money selling minor jobs than they do from their regular salaries, a statement made by William W. Carter, president of the firemen's brotherhood, from the witness stand early in the week. On this score the witness explained that section bosses in the Chicago district exact tribute from section hands to whom they give jobs and after keeping the workmen for a month will fire the whole lot and hire new laborers in order to take new tribute from them.

From investigations made in seventeen Western cities among forty-six trades or industries locomotive engineers are sixteenth on the wage list and firemen on coal burning engines are thirty-eight, disclosed by exhibit No. 5, also produced by President Carter.

Young engineers, those just promoted from the ranks of firemen, and tyro firemen earn very little during their first years of service. This was brought out in exhibit No. 8 by Mr. Carter on the witness stand. It was shown that in the last few years out of 4,089 promoted engineers, 2,249 or 54.88 per cent, earned less than \$0.00 during the months they worked and 1,068, or 26.06 per cent earned more than an average of \$100.00 a month. As for firemen, many try their luck at the game and find it too arduous to continue. Of 23,919 firemen 10,786, or 45.09 per cent earned less than \$50.00 a month during their working period; that 2,423, or 10.13 per cent made as high as \$80.00 a month.

Furthermore, the younger engineers during dull seasons or because of the installation of heavier locomotives, which displace many lighter engines, are forced to go back to the labor of firing which means not only harder work for the engineers but dismissal from the service for regular firemen.

Since 1910 the cost of living, rents, restaurant meals for engineers and firemen away from home have shot skyward.

Other points touched on were high finance among the jugglers of railway stock brought out by Grand

Chief Stone briefly on Wednesday; that the occupation of an engineer or fireman frequently is very hazardous, especially in mountainous regions of the West where there are long tunnels full of fumes and gases which compel engineers to use the gas mask or respirator; that during the past few years because of the installation of higher power locomotives the tonnage of freight trains, per train, has been increased from 20 to 50 per cent, the labor and responsibility of engineers correspondingly augmented and the so-called productivity of the employes appreciably added to.

Witnesses of the week were: William S. Carter, president of the Brotherhood of Locomotive Firemen and Enginemen, who was on the stand Monday, Tuesday and Wednesday; John C. Goulding, a transfer engineer on the B. & O. C. T. railway; A. Skog, a Great Northern railway switch engineer, of Minneapolis; J. J. Burns, an engineer of the Kansas City Southern Railroad; Morton A. Lee, a transfer engineer in Chicago on the Northwestern Railroad; C. R. D. Jones, engineer on a helper engine on the Shasta Division of the Southern Pacific Railroad, the "respirator man;" E. G. Jacobs, an engineer of the El Paso and Southwestern Railroad; C. E. Jackson, an Atchison engineer on the Kansas-Oklahoma division of that road; E. J. Bassett, an engineer on the Livingston-Billings division of the Northern Pacific Company; and O. Kearns, a Southern Pacific Engineer on a run between Sparks, Nevada and Roseville, Calif.

All these employes brought out the several points mentioned in the foregoing. Engineer Jones emphasized the hazard of the game, and his fellows on the stand dwelt upon the increased responsibilities and labors due to the heavier locomotives, and upon incidental points.

Mr. Jones furnished the sensation of the week when he showed the arbitration board his funnel-shaped respirator with a long rubber tube attached. The witness put this contrivance to his face and explained to the board how, through tunnel 13 in the Siskiyou Mountains, he is compelled to breathe air, pumped through the tube from a reservoir in the engine, which passes through a wet sponge and cracked ice in the respirator, in order to survive the trip. Mr. Jones, a mild looking, unobtrusive fellow, told his tale in simple language. He said he had been blocked in tunnel 13 in February nearly two years ago and narrowly escaped with his life. The large locomotive which he was operating was in the center of a freight train which had run some distance into the tunnel when the entire train was stalled because of a blocked track ahead.

"As soon as I discovered that something was wrong and had noted that my fireman was very quiet," said Mr. Jones, "I threw my coat over my head and leaped from the cab, my purpose being to cut the train in two and back out. Down in the tunnel beside the track the gas fumes were so strong that I hardly was able to stand and I walked only a few feet when my locomotive brushed by me and I fell forward alongside the track entirely unconscious."

The witness said the train moved along at that moment and left him in the tunnel half dead. Two attempts were made by the crews of the other engines to rescue him and failed, but a third effort was successful and he was brought to the open air and eventually revived. However, he was delirious for some time and lost nearly a week's work for which he was not compensated by the Southern Pacific Company, he said.

Cross-examination by Attorney Sheehan and by Arbitrator Park did not shake his story. Mr. Park dwelt with some emphasis on pensions and hospital benefits of the Southern Pacific Company, but the witness countered with a statement that while a great deal of money was available for pensions, engineers work so hard and undergo such great responsibilities in order to make a good living that they seldom survive very long after they leave their jobs to enjoy those benefits.

It was E. G. Jacobs, an El Paso and Southwestern engineer, who on Friday told of a novel way for engineers and firemen away from home to beat the high cost of living bogy. Engineer Jacobs said that on his run down in the New Mexico region, restaurant fare had become something of a bore and he had formed a little association with a dozen other engineers who had built shacks at the end of one of their runs, installed beds in these little houses, and gasoline ranges. Instead of depending upon rather poor accommodations the members of the shack association go to these comfortable huts, cook their own meals and sleep in peace.

Regarding frenzied finance, it fell to Grand Chief Stone to light this fuse and develop the minor explosion which took place. Mr. Carter was on the stand and in some way the topic was lightly touched upon, whereupon Mr. Stone asked the following question:

"Mr. Carter, do you think that if the employes were running the railroads they would be guilty of the misdeeds of the financial pirates who

have wrecked some of our Western railroads?"

"I cannot say exactly as to that," replied Mr. Carter, "but I will venture the assertion that had the men been in charge, none of the scandals characterizing the reorganization of the Chicago and Alton, for instance, would have happened."

### BOSTON MAYOR IS THE RIGHT SORT

The authorities of Boston, Mass., are taking up the problem of unemployment in that city with a view of doing something practical in the way of relief.

Discussing the question, Mayor Curley, of that city, said:

"The people want work, not soup kitchens. The people want opportunity, not charity. It is within our power to furnish both work and opportunity."

"It is not my purpose to approve of the opening of 'soup kitchens,' such as was attempted last winter, as I believe an invitation is extended thereby to persons having a settlement in other sections of the country to locate in Boston, become objects of charity and, as a consequence, injure the name of Boston in an industrial sense.

"I have instructed the Overseers of the Poor to furnish lodgings and food to every needy citizen of Boston who makes application therefor.

"I am firmly of the opinion that it is possible to aid the needy without making them objects of charity, and if this can be done it is the proper method of meeting a condition that at present obtains.

"I have this day requested the Secretary of the Navy, Joseph Daniels, to award the contract for the construction of two torpedo boat destroyers to the Fore River Shipbuilding Company. The bid of this concern was lower than that of any private yard. In preference to sending the work elsewhere I had the opportunity to set forth reasons why Boston should have this work.

"In a crisis like the present, the two cities which suffer most because of economic conditions are the chief ports of entry from Europe on the Atlantic coast, namely, New York and Boston. The award of these contracts to any other point at this time would be a gross injustice to the American public and a very great injury to Boston.

"The contracts in question represent an expenditure of \$1,750,000, and fully one-third of this sum, of necessity, will be expended for labor, thereby relieving in some measure unemployment.

"I have written the Metropolitan Park Commissioners requesting that work be commenced at once on the construction of the South Shore Boulevard, from the junction of Old Colony avenue and Columbia road to the Neponset bridge, for which the sum of \$450,000 has been appropriated. A very large portion of this amount would be expended for the employment of laborers.

"In my opinion, the needs of the American people who suffer because of a war in which they have no part warrant heroic action upon the part of the general public and especially public spirited citizens, regardless of political beliefs.

"The mere raising of a fund to relieve distress can not be more than a simple palliative, while to come forward with large projects, momentous in their bearing upon the present and future of the American people, is of vital importance.

"The thought should be forcibly borne home to the minds of our State and national officials that failure to act with courage and optimism in the present crisis is equivalent to furnishing argument for the existence of the Industrial Workers of the World, anarchists and Socialists.

"The duty of the hour is to proceed on the theory that the United States of America is solvent and that the future must be progressive and prosperous."

# Overcoats and Suits choice now Fifteen Dollars

The sale that we have been running for two weeks has brought to us over one thousand new customers, because they know that when this old, reliable store offers the choice of any of its \$20, \$25 and \$30 Suits and Overcoats in the house at \$15.00, it means the best in style, in fit and in workmanship—backed by the label.

It is a splendidly good chance to save on sensible Christmas Gifts

## Brownsville Woolen Mill Store

Third at Morrison



Backed by the Label

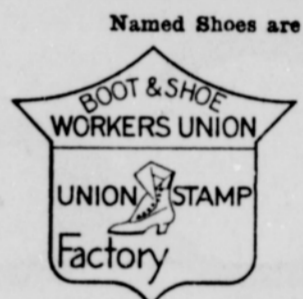


Residence Phone, East 5224 Main Office, Main 3939 Stables, East 4991  
**WILHELM TRANSFER COMPANY**  
R. WILHELM, Proprietor  
Transfer, Furniture Moving  
STORAGE  
OFFICE AND WAREHOUSE, 44-46 FIRST STREET.

## Weinhard's Beer

The favorite beverage of the laboring men because of its health and strength giving qualities

Phones MAIN 72, A-1172 HENRY WEINHARD BREWERY



Named Shoes are frequently made in Non-Union Factories  
**DO NOT BUY ANY SHOE** no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.  
All shoes without the Union Stamp are always Non-Union. Do not accept any excuse for the absence of the Union Stamp.  
**BOOT AND SHOE WORKERS' UNION**  
246 Summer Street, Boston, Mass.  
John F. Tobin, President Chas. L. Baine, Secretary-Treasurer

### CENTRAL COUNCIL TO AID THE UNEMPLOYED

(Continued from page 1)

and his dependents has come from every other union man who is employed.

For the next three and possibly four months this relief will be necessary.

Sub-committees from the unemployment committee will visit your local union.

First. We ask your union to appoint a committee whose duty it shall be to co-operate with the unemployment committee of this Council.

Second. We ask you union to at once donate such sum of money as your treasury will afford and turn same over to the chairman of the unemployment committee.

Money will be received in the office of the Building Trades Council in the Labor Temple, 162 1/2 Second street and will be receipted for in the name of Chairman Stack by Miss Catherine Galvin, stenographer of the Building Trades Council.

Third. We ask that every union man who is employed donate each week at least \$1, same to be collected by the union and turned over to the unemployment committee.

All funds will be spent under the direction of the committee and books will be audited by the Central Council and reports of all moneys collected and expended will be made through columns of the Labor Press.

Now, brothers, it's up to you. Remember, while you are employed under union wages and conditions other union men and women are not, and further, these men and women refuse to compete for your job by underbidding you in wages and hours.

Act and act at once. Do your duty as union men and do it now.

By order of Central Labor Council.  
E. E. SOUTHARD, Sec.  
E. J. Stack, E. E. Smith, Wm. Mackenzie, T. H. Kendig, G. W. Stanley, J. J. Solhaug, T. H. Burchard, Frank Hannan, C. H. Kelly, Phil Pollock, Committee on Unemployment.

### IMPORTANT EVENTS

1914-15 AT OREGON AGRICULTURAL COLLEGE

WINTER SHORT COURSE—JAN. 4-30  
Agriculture, including Agronomy, Animal Husbandry, Dairying, Horticulture, Poultry Husbandry, Insects, Plant and Animal Diseases, Creamery Management, Marketing, etc.

FARMERS WEEK—FEBRUARY 1-6  
A general clearing house session of six days for the exchange of dynamic ideas on the most pressing problems of the times. Lectures by leading authorities. State conferences.

EXTENSION SERVICE  
Offers lectures, movable schools, institutes and numerous correspondence courses on request.  
MUSIC: Piano, String, Band, Voice.

No tuition. Reduced rates on all railroads. For further information address, The Oregon Agricultural College, (tw-12-14-15) CORVALLIS, OREGON

### Violet Oats



For a Delicious Breakfast  
**ALBERS BROS. MILLING COMPANY**

### The Co-Operative Shoe Store

Only Union Store in Portland owned and controlled by Union men on co-operative basis.  
126 SECOND STREET Near Washington

### DAMASCUS

Look for the Trade-Mark Cap  
Butter, Cream, Milk and Butter Milk of absolute purity—a your grocers or delivered by us.

Milk That Stays Sweet in Hot Weather  
**Damascus Creamery**  
Call up East 3240 or B 6155

### WE GIVE S. & H.

**GREEN TRADING STAMPS**  
With All Cash Purchases

### Columbia Hardware Co.

104 Fourth Street.

### BOWMAN BROTHERS

UNION MADE  
Clothing, Furnishing Goods  
Hats, Shoes, Etc.

Two Stores  
14 and 16 N. 3rd S. E. Cor. Burnside  
61 and 63 N. Sixth, N. W. Cor. Dav.

### GAMBRINUS

Our Beer Never Fails to Please  
GAMBRINUS BOCK BEER ON SALE

Gambrinus Brewing Company  
Portland's Favorite Beer



### NEUSTADTER BROS.

Manufacturers of  
"BOSS OF THE ROAD" OVERALLS  
Salesroom, Fifth and Ankeny Streets  
Factory, Grand Ave. and E. Taylor St