

FOLLY IN DEMAND FOR SHORT TRAINS MADE BY UNIONS

Might Just As Well Ask Country To Return To Sailing Boats And Ox Carts

Washington, D. C.—To the public that pays every dollar of the railroad bill (and forty-five cents of every dollar paid for transportation is for wages) the leaders of the four brotherhoods of railway employees, who are demanding increased pay, say: "All the railroads have to do to meet our demands for higher wages is to shorten their trains, move freight more rapidly, and escape the penalty of overtime wages."

The fallacy of this statement, which is the last-ditch argument used in support of the demand for increased wages, is well shown in the following editorial which appeared in the Washington, D. C. Times of April 19, under the heading "A Mad Freight Train Idea."

"Everybody in the ranks of the general public will agree with the railway managers that the campaign which the railway workers are waging, particularly in the west, for shorter trains, while at the same time demanding higher pay and fewer hours of work, is of all possible claims the most preposterous. Indeed, in economic terms it is an ideal little short of mad."

"The railroads have spent hundreds of millions of dollars lowering grades, eliminating sharp curves,

ballasting roadbeds and putting in heavy rails, so that powerful locomotives, larger cars, and longer trains could be handled in one movement. If this object had not been achieved railway wages never could have been advanced to the point at which they already have arrived and traffic rates never could have been held down where they are today without the whole railroad system of the United States being made a financial wreck."

"Any child can see that if, after the principal railroads of the country have been reconstructed to haul the heavier tonnage in mass, you cut every freight train in half, the cost of operation must be increased stupendously, with two locomotives where one now does, with two engineers where one now does, with two conductors where one now does, with virtually two whole train crews where one now does, not to speak of the new equipment and the new terminal facilities that would be needed."

"This proposal is not essentially different from urging that the world go back to the steamships of today to the sailing ships of centuries ago, from the railroads themselves to the stage coaches and ox carts of the past. It is like suggesting that the farmer himself drive his wagon-load of produce in small lots day after day to the distant market of the city instead of loading it up into freight cars and shipping it all in once by rail."

STRIKE WOULD INFLICT A STAGGERING LOSS

Would Cut Farmers' Prices, Stop Industry And Face Cities With Starvation

New York.—On one point related to the demands of the unions of train service employes for a heavy increase in wages the sentiment of the general public has been expressed in no uncertain terms. That is on the question of a strike.

Declarations have come from every quarter that an interruption of transportation will not be tolerated by the public, but will call forth drastic action. The enormous injury to the country that would result from a nationwide strike of train service employes is discussed by a writer in the March National Magazine, from which the following extract is taken:

What such a strike would mean to the American people cannot be set forth in mere facts and figures. It can be dimly imagined by those who realize what an intimate and vital part railway transportation plays in every industrial activity of the country.

There is scarcely a person in any part of the land who would not be immediately affected if the millions of busily turning wheels on nearly three hundred thousand miles of railway were to stop for a single day. If the tie-up continued for a week, the blow to the industry of the country would be greater than that caused by any panic of recent history. To the big cities of the country, and particularly to the cities of the eastern seaboard it would mean a cutting off of the food supplies that would place the inhabitants virtually in a state of siege. In the case of many food products these cities do not carry on hand a stock sufficient to feed their people for more than a week, and in the case of some, such as milk and fresh vegetables, supplies are replenished daily. The stoppage of transportation, therefore, would mean suffering and want to these city dwellers, and if continued for long would threaten many of them with actual starvation.

To the farmers of the country a general railroad strike would be a catastrophe, only less serious. Cut off from his market, the farmer could not move his produce and the price of grain and other staples would be quickly cut in two, which the market value of more perishable articles would disappear entirely. The great industrial plants of the country would soon be forced to close down following the declaration of a strike because they could not obtain supplies, needed for their operation, nor could they ship their finished products to market. Their plants would soon be idle, and millions of men would be thrown out of work. With the fall of practically every class of citizens either seriously cut down or suspended entirely, merchants would transact little business, because they would have few purchasers. In short, the industrial activities of the whole country would be virtually palsied from the moment the railroads ceased to operate.

The railroads cannot purchase betterment materials in huge quantities and also devote the same money to the payrolls. If they yield to the demands of the men they must abstain from spending what they are planning to spend for purchases; the result will be that the steel mills will drift back into slackness and the business boom just getting well under way will flatten out, to the bitter cost of everybody in the country—Detroit Free Press.

The use of the huge new locomotives and the long and heavy trains, against which the Brotherhoods of freight trainmen, who are asking an enormous increase in wages, protest so vigorously, seems to have resulted in a rapid decrease in accidents to railroad employes, and a decided increase in their safety. The number of railway employes killed in service diminished from 620 in 1911 to 453 in 1914, and the number of injured from 6601 to 4823.

To pursue a dispute as to hours and wages on the theory that workmen are entitled to all that can be forced from employers and extorted from the people by employers is not the best way to promote the permanent welfare of labor.—New York World.

HAVE GOOD WAGES AND SHORT HOURS

Some Interesting Figures As To Actual Earnings Of Men On Southeastern Roads.

Washington, D. C.—In connection with the movement of train and engine employes for increased wages, a frank statement of the earnings of men employed in freight service in the southeastern territory will doubtless be of interest.

For engines the prevailing minimum rate in through freight service ranges from \$5.15 to \$5.65 per day for engines of ordinary types, in local freight service from \$3.25 to \$6.00 for engines of ordinary types, in both through and local freight service from \$6.25 to \$7.00 for water type engines.

For white firemen on engines of ordinary types the minimum rate ranges from \$2.75 to \$3.50 per day in through freight service, from \$2.00 to \$3.60 in local service; on Mallet engines in both through and local service from \$3.00 to \$4.25.

For conductors the standard minimum rate in through freight service is \$4.10 per day, in local service \$3.50 per day.

For white brakemen the standard rate in through freight service is \$2.75 per, in local service \$3 per day. The foregoing are the minimum daily rates that must be made by the railways to each employee in the classes named who does any work at all in a day, irrespective of how few hours he may be employed or how few miles he may actually run. These rates are paid for any work up to 100 miles with additional pay for overtime if the run is not completed in the specified number of hours.

On the other hand, the earnings of employees frequently exceed these figures as the actual earnings depend upon the number of miles run and, in the case of fast freight runs, the earnings are much higher for comparatively short hours.

Taking as an illustration a fast freight train running over a division 150 miles long where the run can be made in 7 hours and 30 minutes, the engineer would receive for this 7 1/2 hours on duty the sum of \$4.10, the fireman \$4.70, the conductor \$6.15, and the white brakeman \$4.10.

Thus while the first figures show the minimum that can be paid an engineer, fireman, conductor, or brakeman for a day's work, the latter figures show the wages that can be and are being made by train and engine employes on fast freights or long divisions, such as are being run every day in regular service by a number of rails in the southeast for handling live stock, perishables, and other freight which it is necessary to move on expedited schedules.

In yard service the standard rates for white employes vary from \$2.00 to \$3.50 per day for day switchmen, and from \$2.20 to \$3.70 for night switchmen, and from \$3.50 to \$3.80 for day foremen, and from \$3.70 to \$4.00 for night foremen. These are the minimum rates that can be paid for a day of any part of a day up to 10 hours, after 10 hours pro rata overtime is paid.

Under the men's proposals the lowest yard employes who now receive \$3.00 for a 10 hour day would receive \$3.00 for an 8 hour day, or \$4.12 for the work at present performed in 10 hours, and the night yard conductor now receiving \$4.00 for his 10 hour day would receive this \$4.00 for his 8 hour day, or \$5.50 for the work at present performed in 10 hours.

It is the rankest nonsense for the Trainman to pretend that the public has nothing to do with this business. The public has everything to do with it, as the brotherhoods will find, if they refuse arbitration and cast conservatism to the winds. The most cowardly government could not, in that case, shrink from its supreme duty of keeping the national highways open to commerce.—New Orleans Times-Picayune.

ROAD BUILDING

MANAGEMENT OF GOOD ROADS

Specialists of Department of Agriculture Place Responsibility for Highway Defects.

Where a county builds a good road and soon lets it become rutty, washed out or uneven, who or what is principally to blame? As a result of a study of conditions in a number of counties, road specialists of the United States department of agriculture are inclined to place the responsibility upon the following defects in road management, some or all of which are found in all counties where good roads are not properly repaired and maintained:

1. County boards, although having full administrative authority, appear not to attach to their official action in road matters the importance or legal effect which it should have.

2. County boards do not generally have sufficient accounting control of



Good Road in New York.

road funds to know what is available for any particular project, where funds have been or where existing balances are to be expended.

3. Lack of any systematic practice in handling funds among most counties makes it very difficult to carry out over even a single year any persistent maintenance policy, because funds officially obligated for maintenance purposes are not protected against sporadic and irregular drafts for miscellaneous purposes. The greatest likelihood consequently exists everywhere that there will be no balance in the maintenance fund in the last half or third of the year, although only a part of the fund allotted may have been spent.

4. Local labor available for maintenance work is made dissatisfied by the constant, unintelligent and unfavorable criticism of those using the road.

5. Maintenance continuing over a period of years—the ultimate indispensable condition of effective maintenance—is jeopardized by lack of accounting control that will prevent spending next year's current income in this year.

6. The lack of skilled supervision in construction and the effect of this in increasing the cost or in making effective maintenance impossibly expensive is everywhere seen.

7. The county authorities are commonly opposed to following suggestions for maintenance that involve tying up road funds in any way, such as purchasing materials in advance to store along the road for making repairs or maintaining the road surface.

MUCH WASTE OF FARM LANDS

Suggested by Country Gentleman That Recklessly Heavy Maintenance Cost Be Avoided.

The Country Gentleman makes the sensible suggestion that a prodigal waste of land and a recklessly heavy maintenance cost be avoided by American roadmakers. Upon a four-rod government highway "one dozen farm wagons could be, by a little crowding, set side by side" and each mile of government highway contains eight acres of land, "much of it good land, capable of growing 500 bushels of corn," while thousands of miles of the best highways of France, Germany and England are but one rod wide.

The Country Gentleman objects to Iowa devoting 416,000 acres of "the best farming land in the world" to growing a sufficient assortment of weeds to seed the farms that lie along the state's 104,000 miles of public road.

It may be added that a well-maintained road a rod or a rod and a half wide, with trees along either side, is much more agreeable to drive over than a road three or four rods wide, which can never be shaded and must always be an intolerably hot sun reflector during summer. Left unmolested, it is glaring and trying to the eyes. Oiled, it gives off heat like a stove.—Louisville Courier-Journal.

Benefits of Good Roads.

By furnishing better means of communication, good roads will add to the selling price of farm products and in every way will contribute to the comfort and happiness of the people. Then, furthermore, we can have a good system of consolidated schools only where we have good roads.

Most Valuable Roads.

Good wagon roads running into the country are more valuable to a town than an extra railroad running through

Hi, Bachache Gone.

More men have kidney trouble than are aware of it. Just how serious a backache, sore muscles, aching joints, rheumatism, swollen ankles, and blurring vision may be is sometimes realized only when a man attempts to take out life insurance and is refused on account of kidney trouble. Joseph G. Wolf, 734 So. Jackson St., Green Bay, Wis., writes: "Foley Kidney Pills relieved me of a severe backache that had bothered me for several months." Any symptom of kidney trouble deserves attention. Sold Everywhere.

Henry Ford denies that he would discharge any of his men who enlisted. Good! He thus shows that even a pacifist may be a patriot.

The Mexicans chuckled when the American prisoners were sent across the border, but let the Greasers remember that "he laughs best who laughs last."



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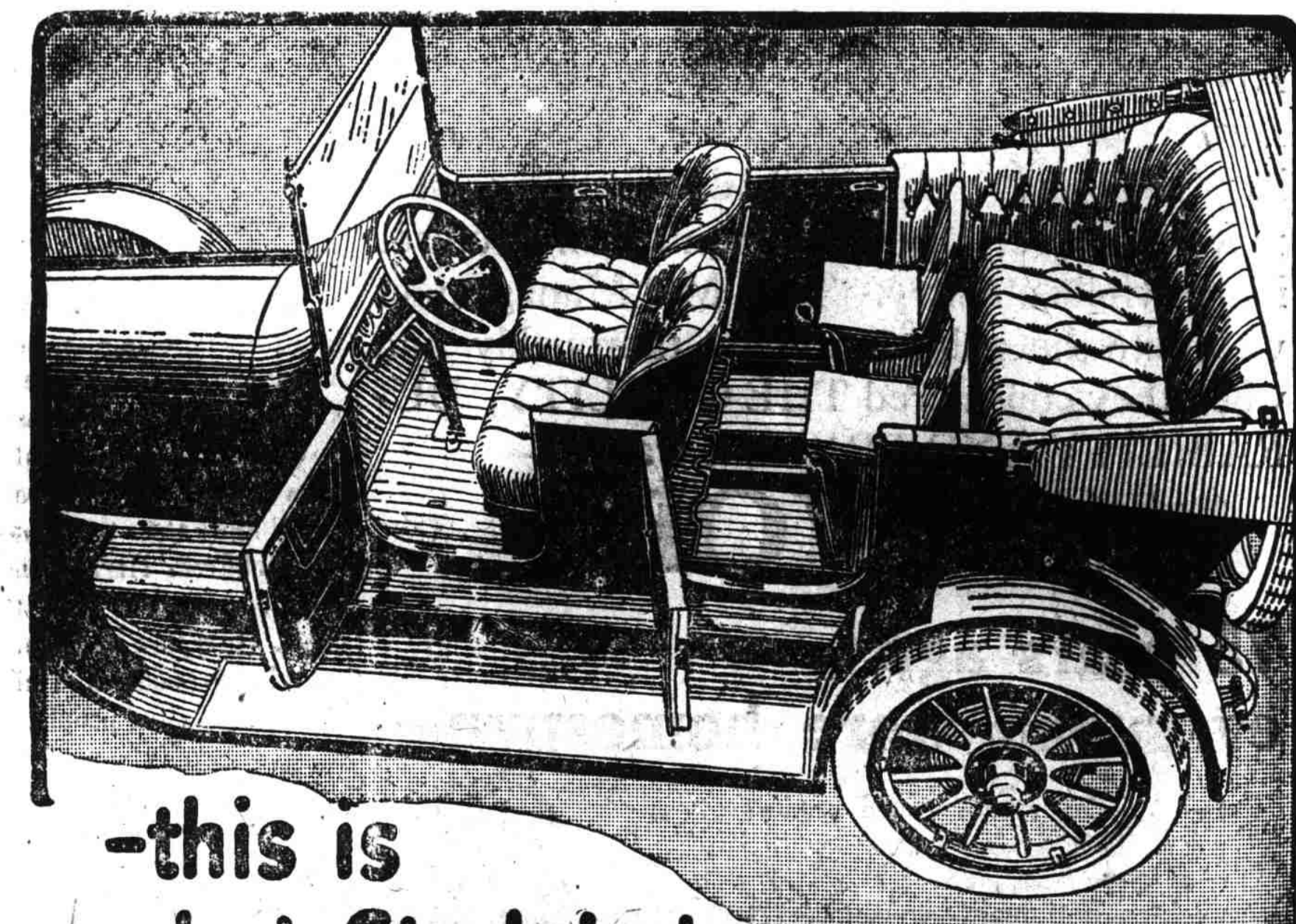
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