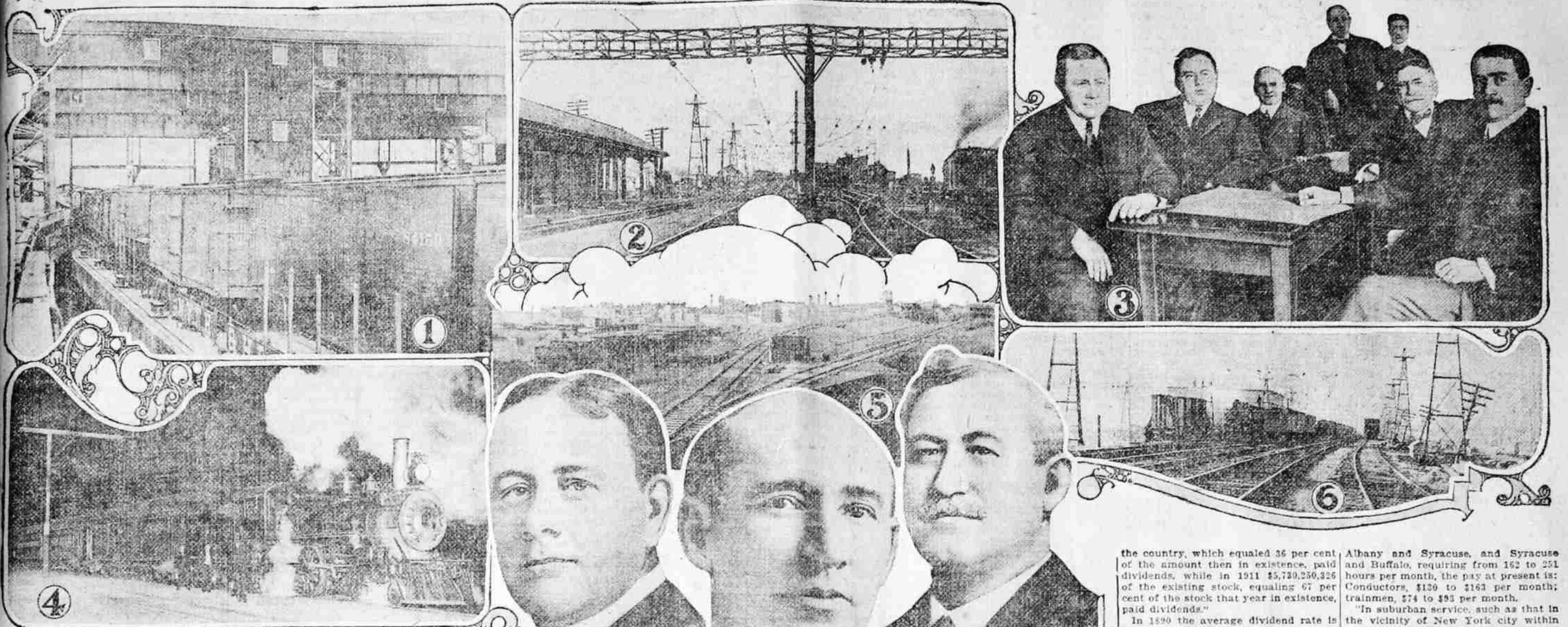


NOTES MADE WITH PEN AND CAMERA

THE ISSUE BETWEEN THE RAILROADS AND THE EMPLOYEES



Photos by American Press Association.

1.—Freight cars on float. 2, 4, 5 and 6.—Scenes in eastern railroad yards. 3.—Railroad managers' conference; seated (left to right), Elisha Lee, general manager Pennsylvania lines east; J. G. Walber, assistant to third vice president Baltimore and Ohio; A. M. Schoyer, Vandalia railroad; P. E. Crowley, New York Central; Martin Quick. 7.—Elisha Lee. 8.—A. B. Garretson, president Order of Railway Conductors. 9.—W. G. Lee, president Brotherhood of Railway Trainmen.

By CHARLES N. LURIE.

WHEN a railroad strike by 100,000 employees, aimed at tying up forty-two of the biggest and most important railroads and railroad systems of the United States, affecting the lives of more than 45,000,000 persons, is threatened, the United States and the rest of the world must sit up and take notice. Such was the situation when the railroad trainmen voted by an almost unanimous vote to go on strike for an increase of 20 per cent in pay.

The railroads whose men expressed thus vigorously their dissatisfaction with wage conditions are those north of the Ohio river and east of the Mississippi. They serve sixteen states—Wisconsin, Illinois, Indiana, Ohio, Michigan, Pennsylvania, New York, New Jersey, Maryland, Delaware, Connecticut, Massachusetts, Rhode Island, Vermont, New Hampshire and Maine. Included in these states is almost exactly one-half of the population of the

United States. A strike means discomfort or danger to all of them. What a Tiesp Means. A tie-up on the railroads of this section means serious disarrangement of the business of the entire country. It means shortage of food supplies, of ice, of supplies for manufacture and of manufactured goods. Travel for business or pleasure is impeded. One of the highest railroad officials asserted, when the strike was voted for, that the roads would call for assistance on their men retired on pensions. They would have to take the places of the strikers, under penalty of losing the pensions for which they had worked many years. Of course employment was promised to other strike breakers.

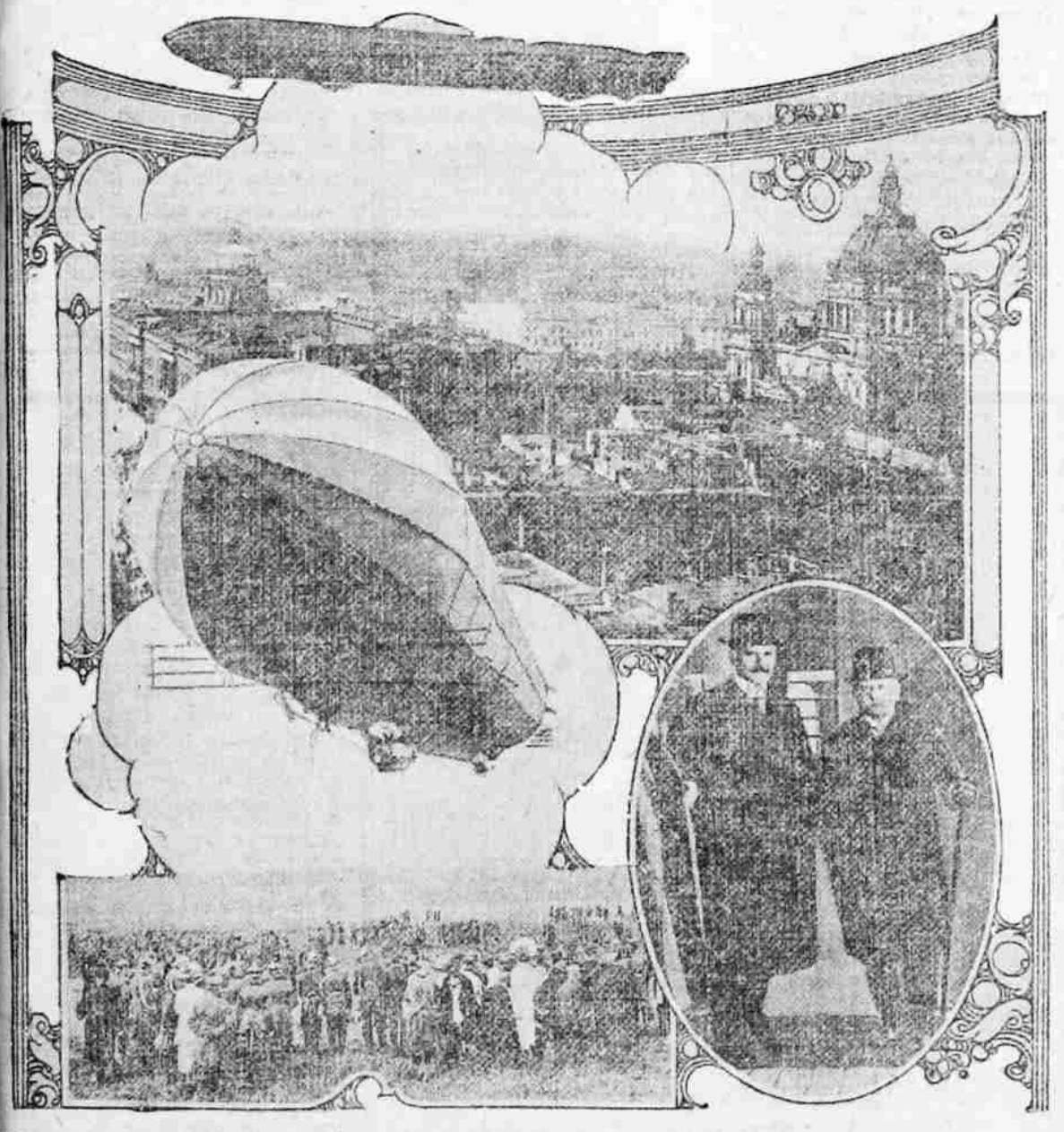
The issue between the roads and trainmen and conductors was defined at the beginning of the trouble as being simply one of fair or unfair division of the money which the railroads collect from the public. The men want more than the roads are willing to give. They say their wages are inadequate to meet the constantly advancing cost of living and assert that their demands could be met easily if the railroads would reduce dividends.

The roads retort by saying that the railroad men's wages are higher, on the whole, than those paid to other classes of workmen doing work of similar grade or kind. A joint statement issued by W. G. Lee, president of the trainmen's organization, and A. B. Garretson, head of the conductors, asserts that the circular sent out in the name of forty-four railroads as to the alleged unreasonable wage demands of the trainmen and conductors was purposely misleading. The Lee and Garretson statement said that while the increase in cost of living in the last twenty years has been about 50 per cent, the railroad employees in that period had received increases in pay amounting to 25 per cent. The statement continues: "Meanwhile, how has the owner of railway stock fared? In the year 1890, according to the reports furnished by the railways to the interstate commerce commission, the total amount paid in dividends on railway stocks

amount to \$57,971,613. In the year 1911 the total amount of money paid in dividends, according to the same receipts, amounted to \$468,135,376, and it must be borne in mind that the returns for 1890 included switching and terminal companies, while in 1911 the returns excluded the returns for some of the most remunerative properties in existence. Here you have an increase in the amount paid in dividends of about 429 per cent, while wages have increased 25 per cent. Attention is also called to the fact that in the year 1890 only \$1,598,131,953 of the then existing railway stock of

the country which equaled 36 per cent of the amount then in existence, paid dividends, while in 1911 \$5,739,250,326 of the existing stock, equaling 67 per cent of the stock that year in existence, paid dividends." In 1890 the average dividend rate is represented to have been 5.45 per cent, while in 1911 it is figured at 8.05 per cent. The statement given out in rebuttal by the committee of railway managers having negotiations with the conductors and trainmen in hand said: "It is inconceivable that these conductors and trainmen having received an annual increase of \$30,000,000 per year in 1910—and in view of the extremely liberal pay they now get—would subject this country to the calamity of a strike. "In view of the fact that the public must always pay the wage bill of the railroads, the conference committee in refusing the demands of the men have felt it its duty to advise the public as to just what wages conductors and trainmen do receive at present. Only actual payroll figures have been used. "Here is what conductors and trainmen receive on the New York Central railroad per thirty day month: "On through passenger trains running between New York and Buffalo, requiring from 165 to 194 hours per month, the pay is: Conductors, \$168.55 to \$183.45 per month; trainmen, \$94.12 to \$108.25 per month. "The baggage men working between New York and Buffalo, requiring from 170 to 191 hours per month, receive at the present time from \$95 to \$122 per month. "On division passenger runs, such as those between New York and Albany, Albany and Syracuse, and Syracuse and Buffalo, requiring from 162 to 251 hours per month, the pay at present is: Conductors, \$150 to \$163 per month; trainmen, \$74 to \$93 per month. "In suburban service, such as that in the vicinity of New York city within the electric territory, requiring from 123 to 212 hours per month, the pay at present is: Conductors, \$112 to \$135 per month; trainmen, \$70 to \$89 per month. "In through freight service conductors are paid from \$100 to \$150 per month; brakeman from \$75 to \$109 per month. "The increases demanded by the brotherhoods, which have been refused by the conference committee of managers, would amount on the New York Central and Hudson River railroad alone to \$1,528,992 per annum, or an increase over the rates now in effect as shown above of 23.6 per cent. "The New Arbitration Law. The new federal arbitration law establishes the United States board of mediation and conciliation. This board can be appealed to for intervention in a railroad labor dispute by either party and will first use its best efforts to bring the disputants to an agreement. Failure will be followed by an attempt on the part of the board to "induce the parties to submit their controversy to arbitration," and in case arbitration is agreed to special boards of either three or six arbitrators will be chosen by the railroads and the employees. Arbitration under the new law may be undertaken only after a definite agreement had been made by both parties to abide by the decision of the arbitration board for a stated period.

ZEPPELIN SAYS HE'LL VISIT AMERICA PER AERIAL ROUTE



Photos by American Press Association.

Upper and lower left, Zeppelin balloon flying over Berlin and military parade ground; lower right, Count von Zeppelin (on right) with friend.

WHEN other men say they're going to fly across the Atlantic the world puts up its hand and yawns politely behind it. When Count Zeppelin says so the same world as-

sumes a keen look of interest and remarks: "I'll bet the old man'll do it!" That shows the value of a reputation for getting results, accompanied by judicious advertising. Zeppelin says he is going to fly across the Atlantic

in the summer of 1915. He has a name for doing what he says, he will do, and he and his friends know the value of keeping his name before the world. So when he says a transatlantic flight in one of his big gas balloons is a possibility of the near future the world looks up to the sky and in its mind's eye sees the flying contrivance already breasting the air currents over the sea and coming down on American soil. The engineers at the big Zeppelin works at Friedrichshafen, Germany, in which the balloons are constructed, are working on plans for a transatlantic cruiser. They expect it to be twice the size of the present Zeppelins. It will be a thousand feet long and fifty-two feet beam, with five or six motors, able to drive it across the ocean in three days. The plan contemplates the following: the regular steamship "lanes," so that the balloon shall be in constant communication by wireless telegraph with the steamships. In a recent interview Dr. Colman, director of the German Airship Navigation company, which operates the Zeppelin balloons in their regular intercity trips, announced that the flying radius of the Zeppelins is now known so accurately, owing to the system of conserving the supply of gas, that there is no longer doubt of the airship's ability to fly from shore to shore. An interesting side issue is seen in the assertion that at least two Zeppelin airships will be sent across the ocean and will attempt to fly from the Atlantic coast to the Pacific slope and be placed on exhibition at the Panama-Pacific International exposition, to be held in San Francisco in 1915. Count Zeppelin himself, it is said, will come to America in the near future (by water, however, not by air) with his engineers and will study with them the conditions of an American transcontinental flight, with regard to air currents, atmospheric conditions, etc. An earnest of the success of the contemplated flight is found in the success of the Zeppelin aerial journeys in Germany. The balloons are now operated on regular routes and attract not much more attention than do railroad trains traversing the country. Flights of hundreds of miles are common, everyday occurrences. The Zeppelin company has airships at Berlin, Hamburg, Leipzig and Eaden Eaden. They make almost daily flights. One of them reported a hundred successive air voyages last year without the slightest mishap. Not one of the thousands of passengers carried has met with injury, and the Zeppelin record is unmarred by a single fatality. While it has been making its history nearly 200 navigators of the air in heavier than air machines have met death. In spite of the uniform success of the Zeppelin flights, the company is losing money. It costs a great deal to run the monster airships, and higher fares are charged than the frugal Germans are willing to pay. Only the very rich, with persons seeking novel experiences and foreigners, have patronized the aerial routes. FRANZ JOSEF SCHMIDT.

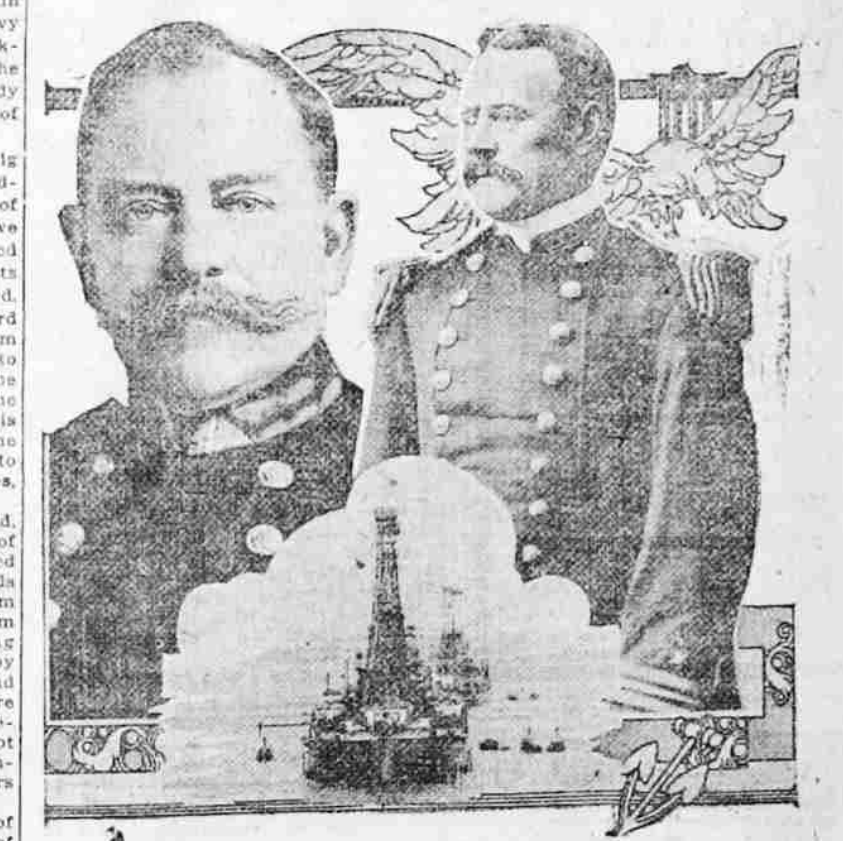
Plucking Board's Work Raises a Tempest In the United States Navy

THAT'S what is, or is going to be, the matter with the American navy, say the friends of Captain Temple M. Potts, recently retired. They believe that as a result of the decision putting Captain Potts on the retired list the whole navy is going to pot. And they're busy taking pot shots at Secretary Daniels, the naval retiring board and everybody else responsible for the shelving of their man. High above the navy wing of the big state, war and navy department building in Washington rules the spirit of the naval retiring board. (Before we go further it may as well be explained that that is its formal, official title. Its popular name is the "plucking" board. Neat little navy joke—the board "plucks" the men it wants retired from the active list, see?) When it gets to working and reports its findings to the secretary of the navy not even the commander in chief of the navy, who is known also as the president of the United States, has the legal right to say it nay. What the board says goes, and very emphatically. The work of the "plucking" board, down whose rough side slide some of the ablest officers of the navy, is based on the principle that the navy needs admirals who are a long distance from the red and yellow. To make room for the young fellows to get at the flag flying rank the board is authorized by law to reach into the naval list and yank out forcibly each year not more than fifteen officers. The ax is to descend each year on the necks of not more than five captains, four commanders, four lieutenant commanders and two lieutenants. That gives scope for the removal of quite a lot of obstacles in the path of the men who are able, intelligent, up to date in the practice of his profession and desirous of wearing a rear admiral's stars as soon as possible. When the retirement or "plucking" board changes every year. It is composed of five rear admirals. This year's holders of the unpleasant executors' jobs are Rear Admiral Aron Ward, chairman; William H. H. Sutherland, Cameron McRae Winslow, Austin M. Knight and Frank F. Fletcher. They're

all among the best known men in the navy and present a brilliant array of naval talent. The board holds its meetings in June, and until it reports every wardrobe in the navy has that worried, "hurry up and get it over with" air. When Captain Potts was informed this year that he had been "tagged" by the "plucking" board and would hence-

forth have to write the word "retired" after his name—and incidentally subsidize on a retired officer's pay—he did not take it in good part. He is one of the best known officers of the navy, is very popular among the called men and officers and has a fine record. He was looking forward to getting his promotion to the rank of rear admiral and was doing a tour of sea duty as commander of the battleship Louisiana in anticipation of the pleasing promotion, but the board stepped in and "busted" him, and the secretary of the navy and the president

had to sustain the board, as the naval personnel law dictates. Last March Captain Potts was entitled to promotion to flag rank when Rear Admiral Merz was retired. He had passed his physical and professional examinations, but Secretary Daniels decided that he had had insufficient sea experience since his advancement to the rank of captain. He had trod the quarterdeck as a captain only ten months. So Mr. Daniels ordered his promotion to rear admiral held up until Captain Potts had seen more of the ocean as a captain. Then in June along came the retiring board and decided to take Captain Potts off the active list. In the last few hours of his command of the Louisiana a valve bonnet in his ship blew off and the deck threatened to send the battleship to the bottom of the sea near Newport, R. I. He and his men worked hard to save her. ARTHUR J. BRINTON.



Photos by American Press Association.

Upper left, Rear Admiral Ward; right, Captain Potts; lower, the Battleship Louisiana.