# The tawas Herald. 

Leading Newspaper of Iosco County






## RAILROAD WAGES

## Shall they be determined by Industrial Warfare or Federal Inquiry?

To the American Public

## Do you believe in arbitration or indus-

 rial 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 serviceyour 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 Eastern Railionds in 1915, serenty-fire per cent of the
train employes arrned thesse wages (lowent, higect, and average train employes earned these wages (lowest, highest, and average

|  | Pauosagor |  | Froight |  | Yard |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Engineen. | $\begin{aligned} \hline \text { Ranse } \\ \$ 1641 \\ 3224 \end{aligned}$ | $\begin{aligned} & \text { Avorase } \\ & \$ 1931 \end{aligned}$ | $\begin{array}{r} \text { Reage } \\ \$ 1585 \\ 2992 \end{array}$ | $\begin{aligned} & \text { Arocrese } \\ & \$ 1783 \end{aligned}$ | $\begin{aligned} & \text { Rengo } \\ & \$ 1303 \\ & 2178 \end{aligned}$ | $\begin{aligned} & \text { Avoraso } \\ & \$ 1543 \end{aligned}$ |
| Condectors | $\begin{aligned} & 1553 \\ & 3004 \end{aligned}$ | 1831 | $\begin{aligned} & 1552 \\ & 2901 \end{aligned}$ | 1642 | $\begin{aligned} & 1145 \\ & 1991 \end{aligned}$ | 1315 |
| Firemen | $\begin{array}{r} 951 \\ 1704 \end{array}$ | 1128 | $\begin{gathered} 933 \\ 1762 \end{gathered}$ | 1109 | $\begin{gathered} 752 \\ 1 \end{gathered}$ | 935 |
| Brakemen. | $\begin{array}{r} 957 \\ 1707 \end{array}$ | 1141 | $\begin{array}{r} 862 \\ 1521 \end{array}$ | 973 | $\begin{array}{r} 834 \\ 1635 \end{array}$ | 1085 |

The average yearly wage payments to all Eastern train em
ployes (including those who worked only part of the year) a
thown by the 1915 payrolls were-

|  |  | Paasongor | Froight | Yard |
| :--- | :--- | :--- | ---: | ---: |
| Engineers . . . . . . | $\$ 1796$ | $\$ 1546$ | $\$ 1384$ |  |
| Conductors | ........ | 1724 | 1404 | 1238 |
| Firemen . . . . . . | 1033 | 903 | 844 |  |
| Brakemen. . . . . . | 1018 | 858 | 990 |  |

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?


 W. BiLL Winit, Como Rulino L BARDO, Geotili Mane Bicoinmiv, Vicon Pra E. Coorthen, contil Maneger Noo Yorik Costran Roitiond. Grat Northern hatway. Wi Guce tore io Predidnt



