

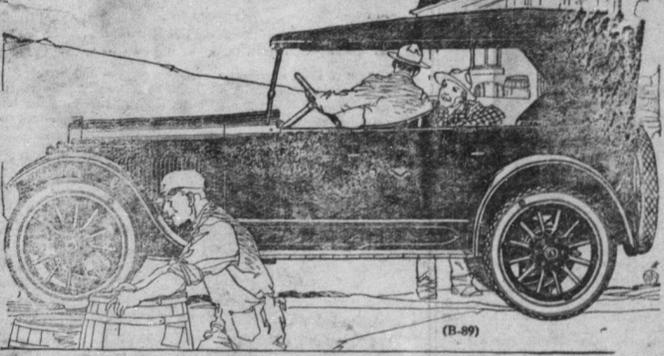
## BUICK

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### DEMAND FOR PLAYING-CARDS

Manufacturers Report a Tremendous Increase in Their Output—Mostly in Private Families.

There has been a tremendous increase in the use of playing cards in private families within the last 20 years in this country, the representative of a big American card-manufacturing house says in the New York Times. It may seem strange, but it is the private family that does most of the using of cards. The proportion of playing-cards used in the big clubs is small. There is an average of from two to three packs of playing-cards used per family each year in the United States, it is estimated, which is a big percentage for the family.

Men's clubs played the higher-priced cards, which are sold at prices varying, according to the club, from \$1 to \$1.50 or \$2 per pack. The government tax on cards since 1917, which was raised last year to 8 cents per pack, with increased cost of production, has practically driven the cheaper cards out of the market, and business has gone to the higher grades, which retail at from 50 to 75 cents. The increased playing of bridge has brought into vogue the narrower card, which is more graceful in shape, smaller and a little less bulky.

The bulk of the cards sold have a simple standard design for the back. Among these the best liked in the better class are the ones with the fine steel-engraved or "banknote" back, designed with the lathework design. These come in the four colors and now have a linen-finish face.

### Honors for War Birds.

In France many pigeons have been decorated for distinguished war services; one with the Legion d'Honneur. Among these the best liked in the better class are the ones with the fine steel-engraved or "banknote" back, designed with the lathework design. These come in the four colors and now have a linen-finish face.

### Daddy's Evening Fairy Tale

BY MARY GRAHAM BONNER

IRIS AND BEE.



"Ah," said the Bee to the Iris flower, "how good you are to me!" "Perhaps that is true," said the Iris.

"If most certainly is true," said the Bee. "Yes," said the Iris, "but at the same time you are good to me." "Buzz, buzz," said the Bee, "and why wouldn't I be? I'd be a most ungrateful bee if I didn't do something to show my thanks to you."

### RAILWAY INQUIRY IN WASHINGTON

Excessive Labor Costs and Working Conditions Chief Causes of Trouble.

### NO CONTROL OVER EXPENSE

Prices and Wages Fixed by Government Leave Little Scope for Management.

Washington, D. C.—In testifying before the Senate Committee on Interstate Commerce in the general investigation into the railroad situation, witnesses for the railroads contended that:

(1) The cost of operation are abnormal, owing chiefly to wage scales established by the government which exceed wages paid for similar work in other industries, and to wasteful labor costs, often for work not done, enforced upon the railroads by the so-called "National Agreements."

(2) That 97 1/2 cents out of every dollar of operating expenses in 1920 were at prices fixed directly by the government, or by general market conditions and over which the railroad managements had no control.

(3) That the general business depression was not due to the high freight rates, but to the lack of buying both here and abroad.

One of the most striking facts brought out in the testimony presented by the first witness, Julius Kruttschnitt, chairman of the board of directors of the Southern Pacific, was the following: In explanation of the chief reason for the increase in operating expenses since 1916:

"The labor bill of the carriers in 1916 (which was before the Adamson law took effect) stood at \$1,408,576,394. In 1920 it was \$3,698,216,351, an increase of \$2,289,639,957."

The increase by years since 1916 has been as follows:

Increase in 1917.....\$270,805,748  
Increase in 1918.....\$74,231,999  
Increase in 1919.....\$229,315,081  
Increase in 1920.....\$55,087,919

or an aggregate increase since 1916 of.....\$2,229,439,757.

Exhibits were placed before the committee showing that for the railroads of the whole country, increased expenses in 1920 over 1919 were as follows:

Actual expenses for 1920, \$6,163,138,341  
Actual expenses for 1919, 4,867,774,131

Inc. for 1920 over 1919, \$1,495,364,210

Mr. Kruttschnitt, in showing how little control the railroads had over necessary expenditures, said:

"Sixty-four cents out of every dollar of operating expenses were, in 1920, paid out to labor, and the wages of labor are fixed by the government."

"Fifteen cents out of every dollar of operating expenses was paid for materials and supplies at prices fixed by the government."

"Three and one-half cents out of every dollar was paid for other expenses incurred by the government in the first two months of 1920."

"A total, therefore, of 82 1/2 cents out of every dollar of operating expense for 1920 was paid out at prices directly fixed by the government."

"The remainder, up to 97 1/2 cents, was for materials and supplies, purchased at prices fixed by general market conditions and beyond the power of the railroads to control."

To illustrate how labor costs were inflated by the "National Agreements" entered into during federal control, fixing rules and working conditions, the following examples were cited:

1. The Erie Railroad employees were compelled to pay \$2.04 in back pay to four employees because their titles under these agreements were changed by a decision of the Labor General, while the nature of their duties and the volume of their work remained the same.

2. A car repairer on the Virginia Railway was paid \$1,000 for work he never did. He was laid off with other employees because they were no work for him to do. When he became entitled under his "seniority rights" to be re-employed, he received back pay and overtime.

3. The Shop Crafts Agreement provides that when employees are required to work in and out on their own time they will be paid for one hour extra at the close of each week, no matter how few hours they may have worked. This rule in the first six months of 1920 cost the railways \$1,560,000, or at rate of \$11,000,000 a year.

4. On the Chesapeake & Ohio Railroad piecework car restainers decreased 41.4 per cent and airbrake restainers 31.4 per cent in efficiency under a guarantee of a fixed minimum rate per hour.

5. On the abolition of piece work on the Union Pacific Railroad in the wheel shop at Omaha, Neb., the time required for the same work was increased 21.9 per cent and the output was cut down 54 per cent; and in a coach-cleaning yard at Denver the time required was increased 38.5 per cent and the output decreased 28 per cent.

6. Southern Pacific employees, whose sole duty was to keep watch on stationary engines and to stop the engine in case anything went wrong, were reclassified by Director General as "electrical workers," one-man on the Salt Lake division being given back pay of \$2.31, another \$1.94, another \$2.09, another \$2.03, and others amounts varying from \$1.50 to \$1.93.

7. Under the present classification rules of the shop crafts in order to change a nozzle tip in the front end of a locomotive it is necessary to open the door because that is boiler maker's work; to call a pipeman and his helper to remove the boiler pipe because that is pipeman's work; and to move the tip, because that is machinist's work; also for the same force to be employed for putting in the new tip.

Questioned by Senator Poindexter, Mr. Kruttschnitt stated that these instances might be increased indefinitely and were characteristic of railroads of the country, as a result of the "Agreements" left over from federal control.

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