EIGHT-HOUR DAY OR STRIKE, RAILROAD MEN'S LAST WORD; LAUGH AT ARBITRATION TALK

400,000 Ready to Walk Out, Tying Up All Lines, If Demands Are Refused—Employees Charge Overwork.

It was made very clear last night that if the railroad companies of the United States do not grant the eight-hour day, with a penalty of time and a half for all overtime, the 400,000 trainmen of the country will go on strike. The Amsterdam Opera House in West Forty-fourth Street was filled last evening with trainmen, who cheered wildly every one of their chiefs who uttered this idea. They laughed at the idea of arbitration.

The meeting was held probably to give the railroad managers an idea of just how the men feel on the proposal to submit the question of the eight-hour day to arbitration. That is what they will undoubtedly learn when they meet the trainmen's representatives next Tuesday at the Engineers' Club in this city. There was no official programme, and no official would tell exactly why the mass-meeting was called. John T. Gaffney of the Brotherhood of Locomotive Engineers presided, and among those who spoke were Dudley Field Malone, Collector of the Port of New York; Representative Charles Pope Caldwell of the Second New York District, ex-Representative Lathrop Brown of Long Island and ex-Assistant District Attorney Robert Elder of Kings County.

8-HOUR DAY OR STRIKE, SAY 97 PER CENT. OF RAILROADERS.

The heads of the Big Four brotherhoods of trainmen were all there except A. B. Garretson, President of the Order of Railway Conductors. These heads of unions will meet, on Tuesday, the representatives of the railroad companies, and announce to them the result of the vote that has been taken throughout the United States on the subject. No official returns have yet been made, but it is reported by those in a position to know that 97 per cent. of the trainmen have voted for the eight-hour day or strike.

Grand Chief W. S. Stone of the Brotherhood of Locomotive Engineers got at the heart of his subject when he began to speak.

"Sixty-five directors control the 148 railroads of the United States," he said; "fifteen banks control the sixty-five directors, and three interests control the fifteen banks. The 400,000 railroad men of the United States are dependent upon the whims of twelve men in one short block in Wall Street who control the 148 railroads.

"When any of you are travelling on the Limited you feel that your lives are safe in the hands of the engineer, who is fresh and alert after a good night's sleep, and so you are safe—unless perhaps there is somewhere ahead of you some poor devil of an engineer trying to dodge out of the way of the Limited and not quite up to the mark after anywhere from sixteen to sixty hours of continuous duty."

A chorus of smothered exclamations as of doubt ran through the crowded hall.

69,000 VIOLATIONS OF THE 16-HOUR LAW IN YEAR.

"Oh, it's true," said Mr. Stone. "I'm speaking by the record of the Interstate Commerce Commission. There were 69,000 violations of the Sixteen Hour Law last year. We thought when we got the law amended so that no railroad could work its trainmen more than sixteen hours on a stretch we had done something good for the men. But the companies seem to think that it meant they must work the men at least sixteen hours a day. It is not unusual to find on the record cases of trainmen working from thirty to forty hours continuously. Cases of men working fifty, sixty or even seventy hours together are there. If the people of this country knew the true facts they would not tolerate these conditions one minute.

"I often wonder where the railroads get their figures they quote so glibly—that it would cost $100,000,000 to grant the demands of the men. I don't believe it would cost anything like that. But even if it would cost $100,000,000 that would be only 15 per cent. of the sums paid by our rich men in the last ten years for scrofulous sons-in-law and worthless titles."

There were more exclamations at this, and Mr. Stone quickly continued: "Even then they are not in the position of the yard man who heard his little daughter say: 'Mother, who is that man who gets his meals here sometimes?' The railroads quote the figures that show a trainman making a big salary—but they don't show the fact that to make it he worked an average of 14.2 hours a day.

RAILROAD MEN IN SCRAP HEAP AT EARLY AGE.

"The intensive system under which the railroad men are worked to-day causes them to be thrown on the scrap pile at a time when they ought to be at their best—forty-five, forty-six or forty-seven years of age. Out they go, and they can do what they like to keep alive. The railroad has no use for them. A million dollars a year run through my hands paying for the lives of our men who lost their lives so that the directors can show big earnings. We keep records of all our men in our own insurance plan, and those records show that after becoming engineers our average life is eleven years and seven days.

"The local railroad trouble is no affair of ours. I tried three years ago to organize those men. Well, all I have to say is that when Mr. Shonts makes those pathetic references to the 'foreigners who interfere in the affairs of our happy family' I am much interested. His 'happy family'! I know if you work on his road you must call up your despatcher on the telephone and tell him if your own brother calls on you to-night. You must tell your despatcher who he is and what he is calling on you for. And when you report for duty in the morning you must write on a card—fill out a regular form—before you can go on your platform, a complete report of who called on you and how long he stayed and what his business was. Talk about peonage in Mexico!"

THEY WON'T "FALL" FOR ARBITRATION.

Vice President L. E. Shepard of the Order of Railway Conductors spoke in place of President Garretson, who, he said, was saving his ideas to tell them to the railroad executives on Tuesday.

"They are foolish," he exclaimed, "if they think we will fall for arbitration by the Interstate Commerce Commission."

There were whoops of applause all over the hall.

"The question is frequently asked in the newspapers and elsewhere, 'Is there any possibility of a strike?' A business friend of mine told me last week that they have it in Wall Street that you men won't strike. I ask you—is it so?"

"No-o-o-o!" came thundering from all over the hall in a deep, rolling chorus.

"The conductors," Mr. Shepard continued, "struck a few years ago. It lasted only three days. We wouldn't have had to strike if the companies hadn't thought we were bluffing. Now, it may be possible that we shall have to inconvenience the public for a short time. Would it not be better for every man and woman in this country to be inconvenienced for thirty-six or forty-eight hours to break the power of this Wall Street combination?

"We are not seeking trouble. We don't want trouble. We are going to get the eight-hour day. We are like the man going against the bear, who prayed: 'Oh, Lord, if you won't help me, please don't help that bear—and you'll see the darnedest scrap you ever looked at!'"

W. G. Lee, President of the Brotherhood of Trainmen, was equally strong for the eight-hour day.

"I'm not one of those who are looking for a struggle," he said. "I have been too long in the business for that. I will fight for hours across the table, fighting honorably and looking for every door rather than vote for a strike. I believe that the history and the records of our four organizations will compare favorably with those of any labor organizations as to justice and as to results. Unless we can secure the eight-hour day and the penalization of time-and-a-half for all overtime we might as well not come here at all. We're asked every day, 'Are you going to refuse arbitration?' I didn't come to New York to give information. I came here to get information."

FEDERAL OFFICIAL IS FOR AN EIGHT-HOUR DAY.

Frank P. Walsh, Chairman of the Federal Industrial Relations Commission, declared that a working day of not more than eight hours is necessary for men's proper development.

"Your four organizations," he added, "can express their demands not only with justice but with the power to enforce them. They have the power in their brains and their arms to enforce justice, and they will not surrender the least atom of what they have to any politically appointed board on earth."

Wild hand clapping and whoops greeted this.

"Why should they," Mr. Walsh continued, "surrender what they know to be right not only for their own 400,000 men but for the entire people of the United States? The word arbitration has a delightful sound; but I'll arbitrate with no man for my life. And when it comes to a question of whether I shall have time to improve my mind so that it shall be something better than that of the animal in the fields, by the eternal gods I will die fighting for it."

Mr. Walsh declared his belief that the National Chamber of Commerce "has a design of prostituting education in the United States so that your situation will not be understood.

"We got in before us the publicity agent of the Rockefellers and we found that a man had gone to the Rockefellers and had tried to peddle for $250,000 the publicity organ of the National Chamber of Commerce. But John D. Rockefeller would not buy it. He said it was a poor bargain."

DEMANDS ARE JUST, SAYS COLLECTOR MALONE.

Dudley Field Malone eloquently hoped there will be no strike and said that the demand of the trainmen was just.

"It is not," he said, "for an increase of wages, but for a shorter period of labor with a penalty of time and a half if the railroads do not change their methods of management and their schedules so that the railroad employees who are anxious and willing may, with perfect safety, carry the freight business of this country between given points in eight hours, where now it takes ten hours' time. This would not merely mean that the men who handle the trains would get more rest and time in their homes, but it would also mean that the general public would receive its freight with faster service.

"The eight-hour day is recognized by the United States Government, by all great enterprises except the railroads, is a necessary part of social justice in the industrialism of our country, and will be sound economy for the railroads, for it will produce rested and stronger employees, better able to serve the railroads and the public with safety and expedition."

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What Sort of Wife What Sort of Hubby Do You Want?

In answering the Second Section of the Query One Woman Manifests Deep Antipathy to the Blond Man, Who Is Insipid and Conceited.

Another Cries "Excuse Me" in Considering the Average New York Young Man as a Possible Hubby.

By Marguerite Mooers Marshall.

Beware the blond!

That is the warning to young women in search of a husband contained in one of the cleverest and most amusing contributions to this discussion which I have received. The writer passes this cruel sentence on the hapless flaxen-haired male: "All blond men are devoid of the good qualities a man should possess, being either too insipid or too conceited to allow anything worth while to develop in their minds."

MARGUERITE M. MARSHALL

Now, then, what is the matter with the blond man? It's rather a delicate subject to discuss, for each of us knows one or more of him, and you remember what Cowper says about the person who needlessly sets foot upon a worm. (Oh dear, let me hasten to retrieve the implied slight by mentioning that the inventor of the superman always referred to him as "the blond beast.")

I think that this is the wrong climate for masculine blondness. We know that the lordly Norseman were, for the most part, yellow-haired and blue-eyed; we imagine a similar color scheme for the Greek gods. Yet, here in New York, the blond male suggests a floorwalker or a chorus man so much more than a viking or a divinity.

Of course there are degrees of blondness. Some of us prefer brown-eyed men; but even we would not affirm that a pair of blue eyes suggests effeminacy or narrow-mindedness. A man of sufficient inches is readily forgiven for a girlishly fair complexion. It is the yellowhead and the pinhead that are popularly synonymous, and only when a silver crest replaces the gold is intellect conceded to the man with hyacinthine locks.

Is this fair? Is the blond man likely to make a conceited or an insipid husband? How many girl readers of The Evening World would be willing to marry him? And if he is present, he's invited to speak up for himself. Also, here's another question for all young men—Do you want a blonde or a brunette for a wife? And why?

SHE DRAWS THE LINE AT THE FAIR-HAIRED BOY.

"Dear Madam: I read with interest your articles in The Evening World, and am glad to be permitted to submit my idea of a good husband.

"First. He must be brunette, as all blond men are devoid of the good qualities a man should possess, being either too insipid or too conceited to allow anything worth while to develop in their minds.

"Second. He must be able to take a joke as well as give one; take a drink without becoming intoxicated; stand a little flattering without losing his head; admit that a woman can be blessed with looks and brains at the same time; tolerate a little flirting on the part of his girl without sulking for eight hours afterward; by all means be broad-minded; not expect to be placed on a golden shrine all his life, but do a little of the worshipping himself once in a while; earn a good enough salary to permit him to buy a good dinner for two once in a fortnight without having to walk to work all the next week to make up for it.

"Lastly. He must do a few things that I don't like in order to keep me informed that he is *human*.

"Are there any men like this in the universe? V. C. B."

A "SLOW" GIRL SEEKS A SENSIBLE MAN.

"Dear Madam: Since all your articles are from the man's point of view, I should like to submit the opposite viewpoint.

"I am representative of a large class of so-called 'slow' girls, who are fond of good books, plays not suggestive—girls who have had a good education and whose principles revolt against this gay, superficial life of the young people of twenty to-day. We don't feel that it is necessary for a man to spend money on us to be entertaining, but believe that an evening spent in broadening conversation on different topics would be just as enjoyable. However, I don't think there are many young men in New York who are interested in reading good literature, or reading anything at all. We are not prudish. Still, young men don't seem to be attracted to us.

"The type of man we would like is the intelligent man, not too carried away with his own importance—one with a sense of humor and the rare faculty of understanding that not all girls like 'kidding'—a man who is perfectly honest and genuine with himself and with others. And he need not have barrels of money.

"H. S."

KENTUCKY GIRL STANDS UP FOR THE NEW YORK SISTER.

"Dear Madam: Being from Kentucky and entirely outside the local zone, I can speak freely. I have been in your city for two weeks and can say I have met some beautiful and also very sensible young ladies, who, I'm sure, Mr. Loeb or any New York gentleman might be proud to own as his wife.

"My experience in travelling over our fair country is that unkind criticism of either sex is usually the reflection of the inner self of the critic.

"My ideal as a husband must be clean in person, honest in business, and I would rather he never had been inside a full dress suit.

BETSEY."

THIS ONE FEARS SHE'LL BE AN OLD MAID.

"Dear Madam: In reply to your question, 'What kind of a hubby do you want?' I wish to say I have reached the age of twenty-six and have not found my mate. I have had several offers of marriage, but excuse me. From what I have seen of young men and considering the qualifications I want, I suppose I'll die an 'Old Maid.' But better an old maid than a discontented, unhappy old married woman.

"I don't want a man familiar with the life of Broadway. I want a pal or mate, a good, loving and kind husband, a good provider, and one who is going to share all the pleasures, &c., with his wife and not with the boys or other women.

"What a man wants in his future wife is all right, but I guess if she starts to enumerate her wants his will fall to pieces. What right has a man to expect more than he gives, anyway? MUZZLE THE MAN."

YONKERS STRIKE PUT UP TO P. S. COMMISSION

Mayor Says Trouble Would Have Been Ended Had Action Been Taken as in New York.

The trolley strike in Yonkers was put before the Public Service Commission of the Second District to-day by Mayor James T. Lennon. He sent a letter to the Commission requesting action on a complaint filed two weeks ago by him against the Yonkers Railway Company for failure to operate its cars. The Mayor said in connection with the letter: "If the Commissioners of the Second District had acted as the Commissioners of the First District did in New York, they could have settled the strike in Yonkers two weeks ago.

SWITCHMEN AGREE TO SETTLE TROUBLES BY ARBITRATION

George W. W. Hanger of the United States Board of Conciliation and Mediation announced here to-day that as a result of a conference between representatives of the Switchmen's Union of North America and the railroads both sides had agreed to settle their differences by arbitration.

The differences between the switchmen and the railroads are in no way connected with those pending between the four railroad brotherhoods of firemen, engineers, conductors and trainmen. The demands, presented last March, are, however, virtually the same as those of the brotherhoods—an eight-hour day and time and a half for overtime. Eastern and Middle West roads are involved.

Second Double Drowning in a Day.

ROCHESTER, N. Y., Aug. 7.—A second double drowning here within twenty-four hours was revealed this morning, when the father of Neil and Charles Warring, aged fourteen and seventeen respectively, found their clothing on the banks of an abandoned stone quarry in Atlantic Avenue. The bodies of both boys were found in a pool in the quarry.

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AT ALL DRUGGISTS.

B. R. T. WILL RAISE PAY OF EMPLOYEES BEFORE MANY DAYS

Officials of the Company Are Now at Work on New Wage Schedule.

GOOD WORK REWARDED

President Hasn't Heard Any Union Demands — Complaints Being Adjusted.

The Brooklyn Rapid Transit Company will, within a very short time, raise the wages of all of its employees. This statement was made to-day to an Evening World reporter by a person whose authority is a guarantee of its accuracy.

The percentage of increase in the several departments has not yet been worked out, but officers of the road are busy to-day with the plan and are preparing a new wage scale.

It was stated explicitly that the raise is not being given by reason of the threatened strike, but as repayment for the efficient work the men are now doing and because the B. R. T. is making money. It was pointed out that the class of men now employed by the company is superior to that which ran its system at the time of the 1895 strike. It is expected that announcement of the new scale will be made within a few days.

Col. Timothy S. Williams, President of the B. R. T., said to-day that he had not yet received any demands or ultimatums or anything else from any labor organization concerning the men of his company. He said also that he had not heard that any labor men had come over to Brooklyn to organize his men.

"John J. Dempsey, superintendent of the subway and elevated lines, and William Siebert, superintendent of the surface lines, went out yesterday and Saturday to talk with the men," he said, "to find out what they want, because I am still receiving letters from them complaining about certain phases of their work.

"Some complain about the demerit system, others about the ten hours work and four hours 'swing,' saying that a two-hour 'swing' would be better. So we are trying our best to improve conditions and give the men what they want.

"The majority of the letters I receive say that the men don't want a strike of any kind. So I really don't believe there will be one. Our men are well treated and well paid. On our elevated system the motormen make as high as $4 a day. We select these men from surface car work, taking those who have received no demerits, are punctual, and have not had accidents. As surface motormen they receive from $2.50 to $3 per day; when we put them on the elevated they can make $4."

WHITRIDGE GAVE PLEDGE IN FAVOR OF ARBITRATION

Yonkers Strike Record of 1913 Produced to Show Promise Made Then.

AGREEMENT WAS SIGNED

In It Third Avenue President Said He Would Arbitrate All Future Difficulties.

A record of the Public Service Commission of the Second District, showing how President Frederick W. Whitridge of the Third Avenue Railway Company violated his promised to arbitrate all future differences between his company and the employees, was made public to-day by the Public Service Commission of the First District.

Before 1913, Leslie Southerland, as receiver of the Yonkers Railroad, now part of the Third Avenue System, entered into a written agreement to deal with the men on the line through their organization and with committees of the men employed on the line. Similar agreement was made with Mr. Maher, then manager of the Westchester lines.

In 1913, the men claiming that these agreements had been in certain respects violated, a strike took place in Yonkers, resulting in tying up the entire street car system for a period of fourteen days. On January 15, 1913, the Public Service Commission of the Second District, having jurisdiction over these railway lines, summoned both the President of the road, Frederick W. Whitridge, and the men. The men were urged to return to work immediately and President Whitridge was urged to arbitrate all future differences that might arise between the company and the men.

Chairman Oscar Straus of the Public Service Commission of the First District, openly accuses Whitridge of having brought about the Yonkers strike by violating the arbitration agreement. Mr. Straus says the Yonkers strike brought on the Third Avenue and the Bronx strikes and that therefore Mr. Whitridgfie was the primary cause of the big tieup.

The record of the Second District Public Service Commission's meeting at which Mr. Whitridge agreed to arbitrate shows that Chairman Stevens of the Commission said:

"Mr. Whitridge has agreed, if I understand it, and he will correct me, if not, to accept the proposition which the Public Service Commission has here and now made."

Another part of the record shows Chairman Stevens talking again as follows:

"And the part of our recommendation, whicsh I understand Mr. Whitridge to accept, and as I say, again, if I don't state it fairly, he is right here to correct me, and what I want him to accept is that immediately, upon the resumption of work, that those matters and how the relations between the men and the company are to be carried on in the future, be at once the subject of discussion.

"I think you have expanded my statement a little," Mr. Whitridge replied. "But I shall let it go.

After a three-fold arbitration agreement had been read, Mr. Whitridge is reported to have said to Chairman Stevens:

"I have not only accepted your proposition, but I have asked these men to return to work and I have urged them to return to work. * * * but I accept your proposition as you asked me to do, because you made it."

Thereupon the railway men, through W. H. Fitzgerald acting as their spokesman, urged that for their protection the agreement should be reduced to writing and actually signed by Mr. Whitridge, to which Chairman Stevens said:

"If Mr. Whitridge does not stand by what the Commission has said to-day he could not exist or live in a civilized community for five minutes. He could not do it. He has got to stand by what he has said here to-day, and it is not a matter of personal recollection, it is a matter that will be recorded here and you will have a copy of it just exactly as it stood, and if he should retract or withdraw one hair from it his position in this community in the City of New York would be absolutely intolerable and he could not live here. The finger of scorn would be pointed at him and he would be ostracized by all decent men."

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