FIGURES SHOW NEW AND OLD DAY'S PAY

Change Caused by New Law in Compensation Received on Various "Runs."

BENEFITS RAILROAD MEN RECEIVE ARE ANALYZED

Concrete Examples Selected From Among Lines Entering Capital and Local Railroad Yards.

Notwithstanding the wide publicity given the merits of the controversy between the employes of the railroads of the United States and the officials of the companies as to rates of pay and hours of labor for the men, many persons not connected with the transportation industry are still unfamiliar with the details of exactly what the men are now receiving from the railroads and what they demand.

For this reason, as well as in response to many inquiries, The Star herewith presents an analysis of these details, based on concrete illustrations of railroad "runs" out of Washington and of switching work in railroad yards in and around Washington.

For the reason that timekeeping, other than yard timekeeping, on the roads that run in and out of Washington is done at other points than here, with the exception of the Southern railway, which has its headquarters here, the concrete illustrations given for railroad "runs" out of Washington are based on Southern railway timekeeping, on the "run" from Potomac yards (Alexandria) to Monroe, Va., 160 miles.

Only Freight Service Considered.

This analysis does not pretend to take into account any argumentative question as it might be presented from differing viewpoints by either the officials or the men. It is intended to be only an explanatory statement of fact. Freight service only is considered.

Generally speaking, on the road "runs" 100 miles or less and ten hours or less constitute a day's work for the men. But on specific railroads distances on "runs" from one terminal to another vary greatly. The railroads were not laid out to include a certain distance from one city to another. In some cases a terminal where a train is taken charge of by a crew is only twenty-five miles from the terminal at which it is surrendered and taken over by another crew. In other cases the distance is 150 or 160 or more miles. So that the "100 miles or less" and the "ten hours or less," which together constitute a day's work for the men, is a theoretical arrangement which is used as a basis for pay. In actual practice, to meet different conditions on different roads, there is another basis for pay founded upon the 100 miles and ten hours.

The Southern railway through freight service is established on a basis of nine hours and five minutes for a day's work, which figure has been set to meet Southern railway conditions for the purpose of computing. The men are paid overtime on a basis of a speed of trains of eleven miles an hour. The question of speed enters into the rate of pay in a manner which is explained below.

How Pay Basis Works Out.

Some concrete illustrations of how this pay basis works out are as follows:

On a "run" on the Southern railway of 100 miles or less the minimum that is now paid an engineman (on the class of engine generally used—there are different rates for different classes of engines) is $5.65 per day. This is at the pro rata rate of 70.62 cents per hour. Should this engineman be on duty longer than the nine hours and five minutes which constitutes a day's work, he receives overtime at the rate of 60 cents per hour. The first thirty minutes in excess of the day's work is paid for at one full hour.

Under the demands of the men as originally presented, namely, an eight-hour work day with payment for ten hours (and time and a half for overtime, although the latter demand was temporarily abandoned during the conferences with President Wilson), the engineman above instanced would receive $5.65 for the first eight hours on duty, as well as payment for all time in excess of eight hours, the latter at the rate of $1.06 per hour. This figure of $1.06 is made up of the 70.62 cents per hour above mentioned plus one-half of that amount, namely, 35.31 cents.

In other words, instead of receiving $5.65 for a day's work of nine hours and five minutes, this engineman, if paid for ten hours for eight hours' work would receive the same sum, $5.65, or, perhaps, a little more. If he also received the time and a half overtime which the men originally demanded he would receive $7.77, which is the above figure, $5.65, plus also the above figure of $1.06 twice, namely, $2.12 equals the $7.77.

Runs Not All 100 Miles Long.

In view of the fact that the runs are not all 100 miles in length, actually, here is another illustration:

On the through freight run from Potomac yards, Alexandria, to Monroe, Va., on the present basis of pay a through freight engineer receives the rate of 5.65 cents per mile, or $9.04, if the trip is made within fourteen hours and thirty-two minutes. If there is a delay, overtime is paid for at the rate of 60 cents per hour.

On the proposed basis of time and a half for overtime and ten hours' pay for eight hours' work this engineman would receive $9.01 straight time, and [illegible] of the rate of time and a half [illegible] on duty in excess of twelve hours and forty-eight minutes, two hours less than the above-mentioned fourteen hours and thirty-two minutes, in order to be paid at the hourly equivalent rate of $1.06 per hour also mentioned, the speed of the train being calculated to make the eleven miles per hour above mentioned over "run" such as that from Potomac yards to Monroe.

Another Illustration.

Another concrete illustration is the following:

A southern railway engineman running from Potomac yards to Monroe, a 160 miles—at present frequently makes the trip in five hours, although he is allowed fourteen hours and thirty-two minutes in which to make it. For this he is paid at the rate of 5.65 cents per mile for the 160 miles, making $9.04. Another engineman on the same run makes the trip in six or seven or eight or nine hours. It is an exceptional thing for the men to consume the full fourteen hours and thirty-two minutes allowed them. Nevertheless, they are paid the $9.04 for the run no matter in how short a time they make the trip. In other words, the mileage paid of 5.65 cents for the 160 miles is not decreased when the men put in shorter hours on the trip.

Under the men's demand, namely, ten hours' pay for eight hours' work, they will still get the $9.04 for the trip. Under the demands of time and a half for overtime, if they should eventually be granted that demand, their overtimes would begin two hours earlier than it does now. In other words, instead of being allowed fourteen hours and thirty-two minutes to make the trip, their overtime will begin at the end of twelve hours and thirty-two minutes.

Similar on All Roads.

By obtaining information at timekeeping headquarters for other railroads, such as the Baltimore and Ohio at Baltimore, the Pennsylvania at Philadelphia, etc., other concrete illustrations could be given specifically as to the latter roads, but it is believed that the Southern railway illustration will suffice to inform the layman as to the transportation industry, information as to what the men receive and what they demand, since conditions generally on all the roads are similar.

In the railroad yards in and around Washington ten hours or less constitutes a day's work, paid for at different rates. This is practically true of all railroad yards, except those of the New York, New Haven and Hartford. The men demand that a day's work shall constitute eight hours or less, that they shall be paid ten hours' pay for this eight hours' work, and they have been demanding until within a few days ago during the conferences held in Washington with the President that they shall be paid time and a half for overtime above eight hours.

A day conductor of yard crews—which is the switching work done around terminals—now receives 37 cents an hour. He works by the necessities of the service from 7 o'clock a.m. to 7 o'clock p.m. He gets a meal hour (without pay), making his actual service eleven hours. Under the present schedule in which ten hours or less constitutes a day's work this conductor is paid ten times 37 cents, or $3.70, plus 37 cents for the hour he has worked overtime, as the men do not now receive time and a half for overtime. This makes the day's pay $4.07.

Total for Ten Hours' Work.

But this same man, under the demand that he be paid ten hours' pay for an eight-hour work day, would receive the $3.70 for eight hours of his work. This makes his pay at the rate of 46.20 cents per hour. Under the demanded schedule if he had actually worked ten hours he would be paid (at time and a half) for two hours overtime above the eight hours. This figures out 69.30 cents an hour. Thus, in addition to the $3.70, he would get two hours' overtime (at time and a half), making $1.38, or a total of $5.08 for a day's work.

But, again, as the railroad employes are not now demanding the time and a half overtime, if the two extra hours overtime are figured out on the basis of the eight hours work for ten hours pay, these two hours would be paid for at the rate of 46.20 cents per hour, otherwise, practically, 92 cents, which, added to the $3.70, would make a day's pay of $4.72.

Only one class of yard railroad employe has been used for purposes of comparison, namely, the day conductor. Other figures can easily be worked out, showing what the other changes would be. A night conductor is paid 39 cents an hour; a day brakeman, 34 cents; a night brakeman, 36 cents; an engineman, 42 cents and a fireman, 27 cents. These figures are for the Washington terminal yard, and as to conductors and brakemen they are the same as the figures in the P., W. & B. yard, the B. & O. yard, the Washington Southern (Potomac) yards and the Southern railway (Alexandria) yard. As to enginemen and firemen the figures are different for yards other than those of the Washington terminal. In the P., W. & B. yard enginemen are paid 41 and 43 cents an hour, depending on the class of engine, handled, and firemen 26 and 28 cents an hour, depending on Southern (Potomac) yards enginemen and firemen, regularly paid 45 cents and 36 cents an hour, respectively, for a ten-hour day, are paid 60 cents and 30 cents an hour overtime. There is a similar provision of 50 cents overtime in the Southern yard at Alexandria for enginemen. The firemen are paid overtime at the pro rata day rate.

TURK AVIATORS HURL BOMBS ON PORT SAID

LONDON, September 2.—A British official statement regarding the situation in Egypt says: "Hostile aeroplanes dropped bombs on Port Said on Friday. Twenty-five missiles were thrown. There were some casualties, but no property damage. In the operations near Katia last month three more machine guns and 15,000 rounds of ammunition were brought in."

ALEXANDRIA AFFAIRS

Public and Private Schools Plan for Coming Year.

TO REOPEN AT EARLY DATE

Suspension of Business Announced for Labor Day—Blaze in Oil Supply Car.

Special Correspondence of The Star.

ALEXANDRIA, Va., September 2.—Both public and private schools in and near Alexandria have arranged to reopen early this month. Improvements have been made at a number of the schools, and there will be new instructors in several of the departments of both public and private schools.

The public schools will reopen for studies Monday, September 11. H. D. Kirk, clerk of the city school board, will issue permits at Armory Hall Tuesday, Wednesday and Thursday to white children living east of Hooff's run, and Friday permits will be issued to colored children. Children living west of Hooff's run will obtain permits Sunday.

After securing the permits the pupils will repair to the different schools and have their book list marked so as to have all the necessary books in readiness when the schools reopen for studies September 11.

The high school at this session will have a commercial department, with C. E. Bandy in charge. A new teacher in the High School will be H. S. Nolley of Bedford City, Va., who takes the place of J. Douglas McLean, resigned.

Capt. Conrad Johnson, principal of the High School, who is now with the Virginia troops at Brownsville, Tex., will be unable to be present at the reopening, and S. G. Blanton, a teacher in the High School, will act as principal.

Other teachers in the High School are: C. T. Ryan, Miss Kroes Ficklin, Miss Mary E. Bontz, Paul S. Gilliam, J. H. Summers, H. C. Nolley, C. E. Bandy and Col. T. H. Ficklin.

St. Mary's Academy Opening.

St. Mary's Academy, conducted by the Sisters of the Holy Cross, will reopen Tuesday for studies. All of the teachers of this institution have returned from the mother house in Indiana, where they attended the summer school in their vacation period. A course in French has been added to the curriculum for the coming session.

Several new teachers have been added to the faculty of the institution for this session, among whom are Sister Immaculate, recently of Holy Cross Academy, Washington, who will teach in the high school department. The commercial department this session will be in charge of Sister M. Augusta, and Sister Dionsia will be in charge of the fifth and sixth grade work. Sister M. Osmana, recently of Los Angeles, Cal., has been returned to St. Mary's and will be in charge of the primary department. Sister M. Angella, who for the past twelve years has been teaching at St. Mary's College, Notre Dame, Ind., will be in charge of the vocal department.

The same teachers will be in charge of the academic and grade work in piano, violin, expression, rhythm, physical culture and athletics. During the summer months many improvements have been made at this institution.

Other Private Institutions.

St. Mary's Parochial School, at Royal and Wolfe streets, for boys and girls will reopen for studies Tuesday morning. The school building was remodeled during the summer months, many improvements being added.

The Episcopal Theological Seminary of Virginia and the Episcopal High School of Virginia, both of which institutions are located in Fairfax county, several miles west of Alexandria, will reopen for studies September 20. Many improvements have been made during the summer months at both of these institutions.

Labor Day Program.

Practically all business will be suspended here Labor day. Banks, city and government offices will be closed all day and a majority of the retail stores in the city will suspend business at noon.

There will be no delivery of mail from the post office, although the general delivery window will be open from 8 until 10 a.m. Hundreds of Alexandrians will spend Labor day at nearby pleasure resorts, many making their get-away this afternoon; others will go tomorrow, while many will spend the day picnicking.

Churches to Aid Evangelist.

All of the Protestant churches in the city affiliated with the evangelistic services which will be opened here at 7:45 o'clock tomorrow night in a tent in the rear of the Second Baptist Church, on King street between West and Peyton streets, will hold no night services during the progress of the revival. The evangelist will conduct a meeting each night at 7:45 o'clock excepting Monday, ending October 1.

A final rehearsal of the choir of several hundred voices was held tonight in the big tent under the direction of Prof. Forest Cole, musical director of the evangelist. Miss Laura Hoagland is the pianist.

Pleasure Club's Outing.

The Alexandria Pleasure Club during the week gave a straw ride to East Arlington, Alexandria county. There was dancing at Siegal's Hall following the arrival of the party. Afterward refreshments were served. The party was chaperoned by Mrs. Nalls, assisted by her daughter, Miss Thelma Nalls. Music was furnished by Prof. Lieberman of Washington.

Boys Suspected of Causing Fire.

Fire at 3:45 o'clock this afternoon damaged the oil supply car of the Southern Railway Company, which was on the tracks near the company paint shop, Wilkes and Alfred streets. The fire was extinguished by the Southern railway fire department, composed of employes in the different departments, before much damage had been done. A number of large tanks filled with oil were removed by the firemen. No alarm was sounded for the city department. It is believed that the car was set afire, probably the work of boys.

Chicago University will add military science to its curriculum.

Suffering With Toothache All Night

Is an awful experience. Don't let it happen to you; see me before the little cavities grow big. It is better for your teeth' sake as well as your pocketbook. If you are in doubt as to what condition your teeth are in, come in and let me make an examination of them free of charge. My charges are very reasonable for superior, painless dental services.

$5 TS IN THE SOUTHERN US CAN

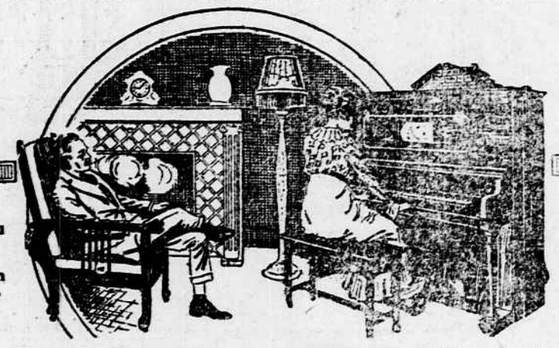
$5—A SET—$5

Sets of Teeth .....$5.00 Up
Gold Fillings ..... 75c Up
Silver Fillings ..... 50c Up
Gold Crowns $3, $4, $5

Reliable in every way. Easy payment terms to those who cannot pay cash.

Dr. Smith Dentists
Inc.
Cor. E and 7th Sts. N.W.
Over People's Drug Store.
Open daily, 8 a.m. to 8 p.m.
Sunday, 9 to 3.
Reference,
Second National Bank.
Lady attendant.

Wouldn't You Like to Try the Playola in Your Home?



Do You Know That a home without music isn't a home?

Only at Hecht & Co.'s Can You Buy the

PLAYOLA

The Playola Player Piano is the height of artistic excellence and is an art product evolved by a lifetime experience in the piano craft, and its marvelous beauty of tone is the reflection of the pride and skill of its makers. **A $750 PLAYER FOR $495.**

The Playola makes its appeal to people who are never satisfied with a musical instrument short of the best—people who appreciate real tonal beauty—people who know that only in artistic, substantial construction can they get the permanent worth which they seek.

And Here Are FIVE Big Features of the Playola and Reasons Why It Should Be Your Choice of All Player-Pianos

1. Self-tracking device
2. Transposing device
3. Direct control
4. Self-locking device
5. 10-point motor

Small Payment Terms Easily Arranged

Exchange your "silent" piano for a new player. We'll make you a liberal allowance.

Hecht & Co.
Seventh Street Near F

Tear off this coupon and mail.

Hecht & Co.,
Wash., D. C.

Gentlemen:
Please mail me a catalogue and price list of your Player-Pianos, including your easy-terms sales plan.

Name .....

Address .....

SMALL FARMS—Containing from 5 to 10 acres; within 1 mile of station, at Herndon, Va.; at auction, Monday, September 4, 10:30 a.m.; terms, ¼ cash, balance 1, 2 and 3 years. Sale conducted by Atlantic Coast Realty Co.; home office, Petersburg, Va.

Out of the High-Rent District | The Store That Saves You 25 Per Cent

September Furniture Sale

Look at These Wonderful Bargains in the Highest Grade Furniture
ON LIBERAL CREDIT TERMS

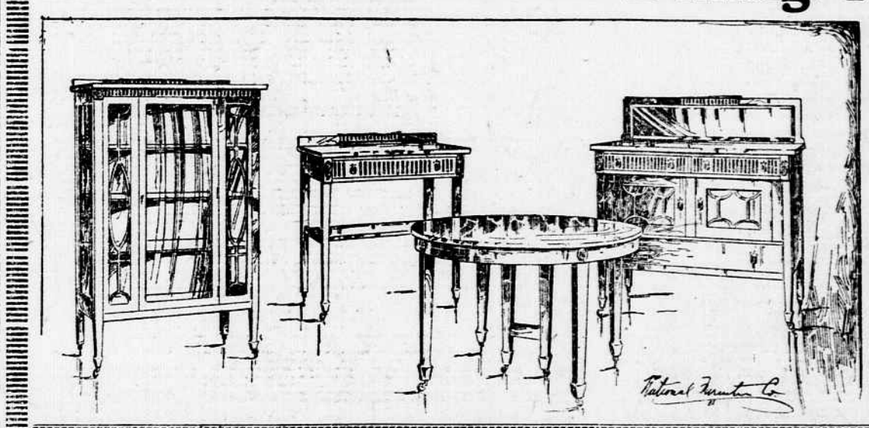
FREE

To every purchaser of furniture to the amount of $25 or more this beautifully decorated 31-piece Dinner Set.

They demonstrate more forcibly than words the tremendous values we are offering in our Great September Sale. Hundreds of housekeepers are profiting by these savings. Many are paying a deposit and having the goods set aside for future delivery, and they all agree that these are the lowest prices they have ever known.

We Close at 1 O'Clock Monday
But These Specials Are Good All the Week

Magnificent 4-Piece Adam Period Dining Room Suite

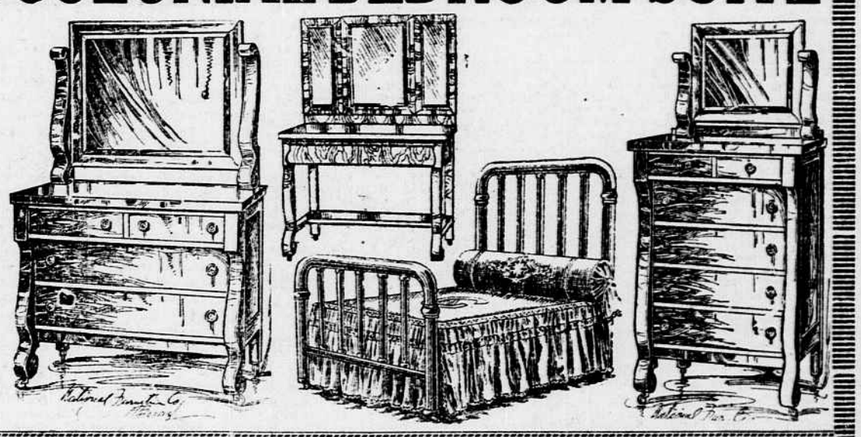


Sept. Sale Price
$69.50

A very rich and beautiful suite in the Adam period design—Jacobean finish oak—four handsome pieces—54-inch Buffet, 44-inch China Closet, 48-inch top Extension Table and artistic Serving Table; absolutely the best construction and most elegant finish; actual value, $95.00.

This Massive COLONIAL BEDROOM SUITE

September Sale Price
$69.50

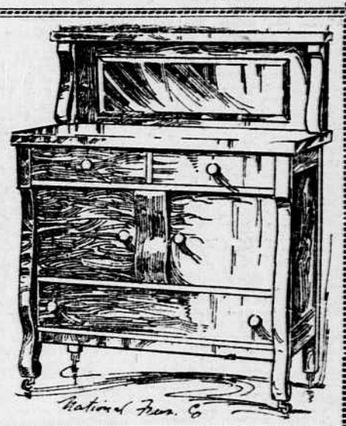


A very imposing and substantial Bedroom Suite. Large colonial Dresser and Chiffonier, with finest plate glass mirrors; large Toilet Table, with three swinging mirrors, and 2-inch continuous post Brass Bed—the whole suite easily worth $100—in this September Sale at $69.50.

"EXTRA SPECIAL!"
This Elegant Mahogany Finish Corner Reception Chair
$1.98

This Chair was never before sold under $4.00. It's the biggest value in Washington at $1.98.

This Massive Fumed Oak COLONIAL BUFFET
$16.75



A splendid Buffet of very substantial construction, 44 inches long—beautiful plate glass mirror—would be a generous value at $25.

This Magnificent 3-piece Mahogany-Finish Parlor Suite $19.75

Look at this massive rich-looking Parlor Suite, three artistic pieces, upholstered in fine grade of tapestry or velour at $19.75. This is absolutely a remarkable value. Try to match it in the high rent district at $35.

6-ft. Colonial Extension Table
September Sale Price $9.75

Best construction and finish. Easily worth $15.00.

Genuine Oak Chiffonier
$3.95

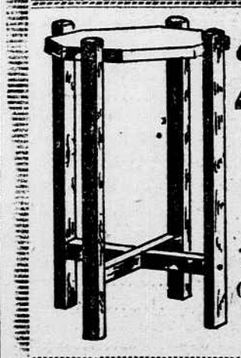
Pathephone

Brings the finest music from all the world to cheer and brighten your home. Gives perfect rendition of vocal, instrumental and dance music. Plays all disk records. Genuine sapphire stylus—no needles to change.

$15 $25 $50 up

Easy Payments
New Records Just Out

Five roomy drawers—a wonderful special. Real value, $6.50.



29c
For This Genuine Fumed Oak Tabourette Good Value at 75c

LIBERAL CREDIT TERMS

THE STORE THAT SAVES YOU 25%
National Furniture Co
OUT OF THE HIGH RENT DISTRICT

807 7th St. New Entrance to Big Store 633-635 H St.

This Rich Mahogany Lamp
$3.98

Stands 18 inches high. Complete with beautiful silk shade. Real value, $6.50.