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LABOR RULES **BURDEN COSTS** OF R. R. SERVICE

U. S. Railroad Labor Board Asked to Stop Payments for Work Not Done.

WOULD SAVE \$300,000,000

Only by Cutting Expense, Atterbury Says.

Urging emergency action by the United States Railroad Labor Board to end "gross waste and inefficiency" prevailing under present working rules and conditions, General W. W. Atterbury, vice president of the Pennsyl vania railroad, in a statement to the board in session at Chicago said is

and with present operating costs and even their bare operating expen leaving them without any net return and unable to meet their fixed charges

and unable to meet their fixed charges.

The emergency presented can be used either by an advance in freight and passenger rates, or by a reduction in operating expenses.

With declining prices and wages in industry and agriculture, the country demands that the solvency of the railroads must be assured by a reduction in operating expenses, and not by a further advance of rates.

The National Agreements, rules and working conditions forced on the railroads as war measures cause gross waste and inefficiency.

Would Save \$300,000,000

Would Save \$300,000,000

I estimate that the elimination of this waste would reduce railway operating expenses at least \$300,000,000. It would be far better to save this sum by restoring conditions of efficient and

We believe that as the wages of rail-road employees were the last to go up they should also be the last to come down, but we do insist that for an ample wage an honest day's work shall be given. The public has the right to insist that this must be obtained. The public has also the right to ex

pect that the railway executives, with the co-operation of the regulatory bodies and the employees, will as rap-idly as possible reduce the cost of rail-way operation so as to insure eventual-

by a reduction in rates. Ultimately a readjustment of basic wages will be required. Meantime it is to the interests of all concerned, including labor, that the rules and working conditions shall be made conducive to the highest efficiency in output per man,

When wages have been too low the harm done has been offset by retroactive increases. Losses of railway net operating income are irreparable. You cannot make retroactive tomorrow the savings that should have been made

The board cannot possibly write the rules and working conditions of every railroad in this country and adjust them equitably to varying geographical, operating and social conditions. It rests entirely with the board to determine whether this whole situation shall drift into chaos, and orderly procedure become impossible exderly procedure become impossible ex-cept at the price of railroad bank-ruptcy, financial shock and still wider

The Labor Board can prevent this statistically by declaring that the National agreements, rules and working enditions coming over from the war period are terminated at ence; that the question of reasonable and eco-nomical rules and working conditions shall be remanded to negotiations be-tween each carrier and its, own em-ployees; and that as the basis for such perpetiations. negotiations, the agreements, rules, and working conditions in effect on each railroad as of December, 31, 1917,

shall be re-established.

If the board will do this, the Labor Committee of the Association of Railway Executives will urge upon every railroad company a party to Decision No. 2, that no proposal for the reduction of basic wages shall be made within the next succeeding ainety days. This will afford an opportunity to gauge the economies which can be accomplished through more efficient rules and working conditions. It also will afford additional time in which to realise the benefits of a further decline in the cost of living.

Relief imperative and Equitable

Relief imperative and Equitable The course which we are recom-mending is not only imperative but

The War Labor Board declared that the war period was an interregnum, to be used neither by employer nor employee for the purpose of bettering or impairing the position of either.

To perpetuate as the normal rules and working conditions on the railroads, the extraordinary provisions of the war period is a distinct violation of all promises. The war has now been over more than two years. The time has come when, if the railways are to be efficiently and economically operated, in accordance with the previsions of the Transportation act, normal conditions of employment and efforcing conditions must be restered and increased efficiency of labor becoured.

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JUDGMENT.

MRS. HELEN ROWAN LINDSAY. G. W. LINDSAY, HER HUSPAND. State of Louisiana, Parish of Tensas,

Tenth District Court.

This case coming on regularly for trial, after issue joined by answer of the defendant, and a trial had, the law and the evidence being in favour of the plaintiff and against the defendant, it is, therefore, undered, adjudged and decreed that there be judgment of separation of property between the plaintiff, Mrs. Helen Rowan Lindsay, and her husband, G. W. Lindsay, with all the legal consequences thereof, and that the community of acquets and gains heretofore existing between the said eretofore existing between the said

is hereby dissolved. It is further ordered, adjudged and decreed that the defendant pay all ost of this suit.

Done, read and signed in open Court, this 17th day of May, 1921. N. M. CALHOUN,

A true copy. Attest:

Dy. Clerk 10th Dist. Court, Tensas Parish, La.

PUBLIC NOTICE.

The public is tiereby notified that in accordance with the provisons of Act 300 of 1910 the Bank of Newellton, located at Newellton, Parish of Tensas, State of Louisiana, has been duly closed and is now in charge of the State Banking Department. All depositors, creditors and custo are required to make proof of their claim against the bank and likewise all parties indebted to the bank are required to make settlement with the Special Agent appointed by the Ex-aminer of State Banks, who will be found at the Banking House in the town of Newellton. All parties interested will take due notice hereof.

(Signed) L. E. THOMAS, Examiner of State Banks. June 10, 1921.

THE PARTY NAME AND POST OF