



GRACE CAMERON, A BLUE STREAK OF VIVACITY AT PANTAGES

The Perfection of Union Pacific System Service



Is not a chance—it is the result of the expenditure of millions of dollars in money and the working-out of a positive plan of betterments, which has extended over a period of many years.—

As a consequence, the Union Pacific System has been brought to a state of operating regularity—the effects of which are felt through every channel of the service; the work goes on from day to day, and the public is assured of the full benefits resulting therefrom—

When you buy transportation, you buy it with the same economic conservatism you would use in purchasing government bonds or other dependable securities—

In traveling you are entitled to stability-service, and protection, for every dollar you expend.

The Union Pacific System has been termed "The Standard Road of the West"; it is "standard" in everything the word implies.

Six trains east daily; two trains north and northwest.

CITY TICKET OFFICE

Hotel Utah Salt Lake City

Cafe Maxim

— UNDER NEW MANAGEMENT —

SPECIALIZING THEIR
MERCHANT'S LUNCH

25 Cents

FROM 11:30 TO 2:30 O'CLOCK

FINEST MUSIC :: BEST of CUISINE



FRANK MALONEY - *Manager*

Not only do the trainmen and enginemen constitute the highest-paid class of railway employes, but their average earnings per year greatly exceed the average earnings of those who furnish the money to pay railway wages.

Their average earnings for the year 1914, as shown by the Interstate Commerce Commission statistics, were as follows:

Engineers	\$1,771.80
Firemen	1,037.49
Conductors	1,533.62
Trainmen	1,023.26

The average for these four classes was \$1,253.

The average for all the other 1,381,000 railway employes was \$684.78.

Can the railways, without arbitration, advance the wages of their highest paid employes by 25 per cent without also advancing the pay of the others?

The total net dividends paid by the railways of the United States considered as a system, in 1914 amounted to \$339,000,000, according to the Inter-

state Commerce Commission. Thirty-five per cent of the railway stock paid no dividends. A wage increase of \$332,000,000 would wipe out over 97 per cent of all that 600,000 stockholders received as a return on their investment.

The public should not be misled by statements of the brotherhood leaders that are asking for an eight hour day. Thousands of train service employes now work less than eight hours for a day's pay and those who work more receive pay not only for all the time they work but for every mile they run.

The proposed rules would simply change from a ten-hour to an eight-hour basis of computing wages, so that one hour's work shall be paid for as one-eighth rather than as one-tenth of a day's pay, or as 12½ miles instead of 10 miles.

In railroad train service a day's work cannot be arbitrarily fixed. The employes know this, and they have no intention of changing their working day. They are asking only the enormous increase in wages which would