

## GENERAL NEWS SECTION

The names of 21 employees were added to the pension roll of the Rock Island Lines during the month of May, increasing the total number of pensioners to 134.

The educational bureau of the Union Pacific is planning a series of motion picture exhibitions showing correct and incorrect ways in which employees do things in different branches of the service. The pictures will be accompanied by explanatory lectures to be delivered before meetings of employees at division points all over the system.

The Chicago, Milwaukee & St. Paul, and two of its employees have been indicted in connection with the collision at Odessa, Minn., last winter. The railway company and L. Gillic, conductor of the passenger train, which was struck by the following section, were indicted on a charge of manslaughter in the second degree. Robert Law, the flagman, was indicted for violation of the company's rules.

The Elgin, Joliet & Eastern Railway has had safety committees actively at work since January, 1911, and in these 16 months the local committees have sent to headquarters over 1,200 suggestions for the promotion of safety; and all but about 75 of these have proved useful. This information appears in the last accident bulletin of the Indianapolis State Railroad Commission, which has recommended that all of the roads of the state establish safety committees, and which is making inquiries to see what the roads are doing. The Elgin, Joliet & Eastern uses stereopticon pictures and other up-to-date means of informing employees concerning every-day dangers. Bulletins are issued giving notice of important discoveries and conclusions. Cases have been found where men injured but slightly had made no report to the medical officer, with unfortunate results—in one case loss of life.

Safety committees have been organized on the New York Central Lines west of Buffalo under the supervision of Vice-president A. H. Smith. A general safety committee includes the assistants to the vice-president, the general manager of the Lake Shore, the general manager of the Big Four, the general manager of the Michigan Central, the general superintendent of the Indiana Harbor Belt, the general claims attorney and the general safety agent. As previously announced, George H. Bradshaw, assistant to the claims attorney of the New York Central & Hudson River, has been appointed general safety agent, with headquarters at Chicago, and will be secretary of the general committee. In addition, a central safety committee has been appointed for each line, including the assistant general manager, general superintendent, assistant chief engineer, superintendent of motive power, signal engineer, mechanical engineer, inspector of freight transportation and chief claim agent. Division safety committees have also been appointed and shop committees will be appointed at the larger shops. The central division and shop committees will meet at least once a month.

The Chicago & Western Indiana and the Belt Railway of Chicago have recently organized safety committees, following the plan that has been put into effect on many other roads, but with a slightly different method of organization. The safety committee plan was explained at a mass meeting of the employees by officers of the company and the members of the central safety committee were nominated and elected directly by the employees. The central safety committee consists of the following: C. G. Austin, general attorney, chairman; E. H. Lee, chief engineer; R. W. Stevens, superintendent; F. E. Jacob, signal engineer; E. L. Pollock, purchasing agent; G. M. Grimes, claim agent, and L. M. Betts, car accountant, who is

secretary of the committee. The plan also includes five district committees, also elected directly by the employees, except that the chairmen were appointed by the central committee, and they comprise a division committee. The lines of the Western Indiana and of the Belt were divided into five districts, and the district committees were elected by ballot by members of the various crafts, according to a plan which insured that the different crafts would be properly represented on the committees. The district and the division committees will hold meetings once a month and make recommendations to the central committee which will also meet once a month following the meeting of the other committees. An attractive button is being prepared to be worn by members of the committee. It will be in the form of the company's trade mark, and will contain the motto "Safety Always First."

### WAGES AND EARNINGS ON THE PENNSYLVANIA

While the strike vote was being taken by the eastern enginemen, the Pennsylvania distributed among employees in train service on its Lines East a statement as to wages and earnings from which the following is extracted:

In 1890 for every dollar earned, the Pennsylvania Railroad paid to its employees 44.8 cents; in 1911, 51.7 cents. In 1890 the average annual earnings of the employees were \$570.37; in 1911, \$800.29. The employees, therefore, today are receiving 39 per cent. more than in 1890, and 15.4 per cent. more on every dollar earned than in 1890. In 1911 the enginemen received 16 per cent. more on every dollar of gross earnings than they did in 1890. The average annual earnings of all P. R. R. enginemen in 1890 were \$1,114.71; in 1911, \$1,546.34, an increase of 39 per cent. In addition to this, many of these enginemen earned wages as firemen. In 1890 the same enginemen on full time basis earned \$1,130.54, while on the same basis in 1911 the average was \$1,741.42, an increase of 54 per cent. Excluding the Pennsylvania Railroad, the increase asked for by the enginemen amounts to 20.2 per cent. for all lines interested, whereas its effect on the P. R. R. alone would be 11.8 per cent. increase, evidencing the fact that its own enginemen are now receiving nearly 8.5 per cent. more than the average wage paid enginemen on the other roads interested.

The Pennsylvania Railroad stockholder in 1890 received a dividend of 5.5 per cent. on the face value of his stock; in 1911 he received 6 per cent.; therefore, the stockholder who bought his stock in 1890 at the average market price of \$51.50 per share and continued to own his stock and allotments in addition to cash dividends would have received on his investment an average yearly return for the period 1890 to 1911 of 5.4 per cent., or practically no increase. It is apparent, therefore, that the stockholders have not profited with employees in the growth of the company. In the 1908 depression they sustained a reduction of over 14 per cent. in their dividends, while the wages of employees, then at the highest figure, remained unchanged, and in 1910 were further increased. Out of every dollar received by the company in 1890, 68.5 cents had to be spent for operation; in 1911, 78 cents. This increase in the cost of operation was due to advance in wages, increased taxation, increased cost of material and necessary items in operation and to meet legislative and public demands. Based on the 1911 operations of the company, if the 11.8 per cent. increase asked for by the P. R. R. enginemen were granted to all employees, it would entirely wipe out the surplus, necessitating the curtailing of improvements and reducing the dividends paid stockholders, and leaving the company no margin of surplus to protect its financial credit.