

# Federal Inquiry or Railroad Strike?

Faced by demands from the conductors, engineers, firemen and brakemen that would impose on the country an additional burden in transportation costs of \$100,000,000 a year, the railroads propose that this wage problem be settled by reference to an impartial Federal tribunal.

With these employes, whose efficient service is acknowledged, the railroads have no differences that could not be considered fairly and decided justly by such a public body.

## Railroads Urge Public Inquiry and Arbitration

The formal proposal of the railroads to the employes for the settlement of the controversy is as follows:

- "Our conferences have demonstrated that we cannot harmonize our differences of opinion and that eventually the matters in controversy must be passed upon by other and disinterested agencies. Therefore, we propose that your proposals and the proposition of the railroads be disposed of by one or the other of the following methods:
1. Preferably by submission to the Interstate Commerce Commission, the only tribunal which, by reason of its accumulated information bearing on railway conditions and its control of the revenue of the railroads, is in a position to consider and protect the rights and equities of all the interests affected, and to provide additional revenue necessary to meet the added cost of operation in case your proposals are found by the Commission to be just and reasonable; or, in the event the Interstate Commerce Commission cannot, under existing laws, act in the premises, that we jointly request Congress to take such action as may be necessary to enable the Commission to consider and promptly dispose of the questions involved; or
  2. By arbitration in accordance with the provisions of the Federal law" (The Newlands Act).

## Leaders Refuse Offer and Take Strike Vote

Leaders of the train service brotherhoods, at the joint conference held in New York, June 1-15, refused the offer of the railroads to submit the issue to arbitration or Federal review, and the employes are now voting on the question whether authority shall be given these leaders to declare a nation-wide strike.

The Interstate Commerce Commission is proposed by the railroads as the public body to which this issue ought to be referred for these reasons:

No other body with such an intimate knowledge of railroad conditions has such an unquestioned position in the public confidence.

The rates the railroads may charge the public for transportation are now largely fixed by this Government board.

Out of every dollar received by the railroads from the public nearly one-half is paid directly to the employes as wages; and the money to pay increased wages can come from no other source than the rates paid by the public.

The Interstate Commerce Commission, with its control over rates, is in a position to make a complete investigation and render such decision as would protect the interests of the railroad employes, the owners of the railroads, and the public.

## A Question For the Public to Decide

The railroads feel that they have no right to grant a wage preferment of \$100,000,000 a year to these employes, now highly paid and constituting only one-fifth of all the employes, without a clear mandate from a public tribunal that shall determine the merits of the case after a review of all the facts.

The single issue before the country is whether this controversy is to be settled by an impartial Government inquiry or by industrial warfare.

## National Conference Committee of the Railroads

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| ELISHA LEE, <i>Chairman</i>   | G. H. EMERSON, <i>Gen'l Manager</i> ,<br>Great Northern Railway.               | N. D. MAHER, <i>Vice-President</i> ,<br>Norfolk & Western Railway.        |
| P. R. ALBRIGHT, <i>Gen'l Manager</i> ,<br>Atlantic Coast Line Railroad.         | C. H. EWING, <i>Gen'l Manager</i> ,<br>Philadelphia & Reading Railway.         | JAMES RUSSELL, <i>Gen'l Manager</i> ,<br>Denver & Rio Grande Railroad.    |
| L. W. BALDWIN, <i>Gen'l Manager</i> ,<br>Central of Georgia Railway.            | E. W. GRICE, <i>Gen'l Supt. Transp.</i> ,<br>Chesapeake & Ohio Railway.        | A. M. SCHOYER, <i>Resident Vice-Pres.</i> ,<br>Pennsylvania Lines West.   |
| C. L. BARDO, <i>Gen'l Manager</i> ,<br>New York, New Haven & Hartford Railroad. | A. S. GREIG, <i>Asst. to Receiver</i> ,<br>St. Louis & San Francisco Railroad. | W. L. SEDDON, <i>Vice-Pres.</i> ,<br>Seaboard Air Line Railway.           |
| B. H. COAPMAN, <i>Vice-President</i> ,<br>Southern Railway.                     | C. W. KOUNS, <i>Gen'l Manager</i> ,<br>Achtison, Topeka & Santa Fe Railway.    | A. J. STONE, <i>Vice-President</i> ,<br>Eric Railroad.                    |
| S. E. COTTER, <i>Gen'l Manager</i> ,<br>Wabash Railway.                         | H. W. McMASTER, <i>Gen'l Manager</i> ,<br>Wheeling & Lake Erie Railroad.       | G. S. WAID, <i>Vice-Pres. &amp; Gen'l Mgr.</i> ,<br>Sunset Central Lines. |
| F. E. CROWLEY, <i>Asst. Vice-President</i> ,<br>New York Central Railway.       |  |   |

## Searchlight Notes

The Big Casino has received a consignment of heavy machinery, including air compressor, engine and drills.

Wells, Ray & Lund are working their lease on the Searchlight mine as usual bringing good results.

Flook, Mapes & Lund have taken a lease on the Pompey mine and mill and have commenced developments. They are now opening up the mine at the 200 foot level.

The camp is in a good and active condition, with three mills in constant operation. More prospecting is being done at the present time than has been seen in this vicinity for the last ten years.

The election of officers for the recently formed Searchlight Automobile & Promotion Club took place last Wednesday. The officers for the year ending June 30th, 1917, are as follows:

President, Carl Hagar; Vice Pres., John E. Emerson; Secy., Ed. Prendergast; Treas., C. E. Burdick; Trustees, W. W. Wells, Con Crowley and A. S. Gaines. Although the club has been in existence but a short time, it has already brought some results. The President, Mr. Hagar, together with a representative from Needles, journeyed to San Bernardino to confer with the supervisors of that county and try to obtain an appropriation for the road between the "Old Trials highway" and the Nevada line, in which they were successful, being allotted \$5,000 for this purpose. The club starts with a membership of 35 and expects further additions at the monthly meetings that will be held regularly from now on.

## Cliff-Era Optioned

A letter from R. T. Leonards, manager of the Cliff-Era Gold Mining Co., at Eldorado Canyon, states that he has granted a two week's option on the remaining stock of the Co. Speaking of the prosperous condition of the Canyon district, Mr. Leonards says:

"The production of bullion in the Canyon is now considerably in excess of \$100,000 per month. This fact should speak for itself. Oatman with a production of one half this amount has secured millions for development and the territory tributary for a hundred miles has prospered. Las Vegas with the Canyon next door should get their shoulder to the wheel as there is no question but that much can be accomplished by continually boosting. With a production that is today twice that of the now famous Oatman district, it is not necessary to use an endless chain of arguments why Eldorado is the largest camp in the southwest today."

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W. R. BRACKEN                    ED. W. CLARK  
JOHN S. PARK, Cashier



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