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WAGES AND HOURS OF LABOR SERIES

**WAGES AND HOURS OF LABOR
IN GASOLINE FILLING STATIONS
AND MOTOR-VEHICLE REPAIR
GARAGES: 1931**



FEBRUARY, 1933

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WAGES AND HOURS OF LABOR IN GASOLINE FILLING STATIONS AND MOTOR VEHICLE REPAIR GARAGES : 1931

Because of the unusual hours of operation and working conditions and the large number of persons employed in gasoline filling stations and in motor vehicle repair garages in the United States, a study was made in 1931 of hours of labor, earnings, and working conditions of employees in these industrial units, the results of which are presented in this bulletin.

Filling stations and repair garages are in operation in all cities, towns, and villages, and along the public highways throughout the country. They have increased in number and in persons employed, from year to year, with the tremendous increase in the number of registered passenger cars and motor trucks up to the time of the depression.

The principal business of a filling station is the selling of gasoline and lubricating oil, and that of the garages covered in this study is the general repair of motor vehicles. In both filling stations and the garages, washing and greasing of cars and the sale of auto accessories and supplies are frequently carried on as incidental to the main business, while filling stations sometimes do tire service and make minor adjustments or repair of cars and a considerable number of garages also store cars and sell gasoline and oil in addition to their main business.

The motor-vehicle industry, according the Census of Manufactures, employed an average of 75,721 wage earners in 1909; 127,092 in 1914; 343,115 in 1919; 426,110 in 1925; 447,448 in 1929; and 287,225 in 1931. Registered cars, as reported in Facts and Figures of the Automobile Industry, by the National Automobile Chamber of Commerce, increased from 312,000 in 1909 to 1,711,339 in 1914, to 7,565,446 in 1919, to 19,937,274 in 1925, and to 26,501,443 in 1929, and decreased to 25,814,103 in 1931.

In addition to information on hours and earnings of wage earners, as given in the regular reports by the Bureau of Labor Statistics for major industries, this bulletin also gives supplementary information as to labor conditions on other subjects, such as vacations with pay; sick leave with pay; group insurance of employees by companies, based on years of service; bonding of employees to secure companies from loss or damage of property; preference for married or single men as employees; and other conditions. The supplementary information is found in but few, if any, of the major industries.

The basic figures for the report were obtained by agents of the bureau directly from the pay rolls of 736 gasoline filling stations and 344 motor-vehicle repair stations, and were for a representative pay period in April, May, June, or July, 1931.

The 736 filling stations covered were located in 2 cities in each of 8 States and in 1 city in each of 26 States and in the District of Columbia, the number of stations ranging by cities, from 9 to 20. The 344 motor-vehicle repair garages included 8 garages in each of 2 cities in each of 8 States and in 1 city in each of 26 States and in the District of Columbia. Some of the gasoline stations were privately owned and operated; some belonged to small companies with a group of stations in one city; and others were those of large refining companies operating stations in practically all of the United States. The stations of 239 different companies are represented in the report.

The wage figures and supplementary information in part 1 of this bulletin are for employees in gasoline filling stations (pp. 5 to 40), and in part 2 for employees in motor-vehicle repair garages (pp. 43 to 84).

PART 1
GASOLINE FILLING STATIONS

Part 1.—GASOLINE FILLING STATIONS, 1931

Filling-station employees earned an average of 39.3 cents per hour and \$23.39 in a representative week during the months of April to July in 1931, as shown by a study made by the Bureau of Labor Statistics covering 2,960 employees of 736 filling stations in 43 representative cities. These employees worked, on an average, 6.5 days during the week (counting as a day each whole or part day worked). The full-time hours per week for the employees covered in this study averaged 60, while the time actually worked averaged 59.5 hours, or 99.2 per cent of full time. The weekly earnings, at full time, averaged \$23.58.

The study included filling-station employees in 2 cities in each of 8 States and in 1 city in each of 26 States and in the District of Columbia. (See Table 2, p. 7.) In 1 city data were obtained for 9 filling stations; in each of 4 cities, 14 stations; in each of 2 cities, 15 stations; in each of 11 cities, 16 stations; in 1 city, 17 stations; in each of 16 cities, 18 stations; and in each of 8 cities, 20 stations. A greater number of stations and employees was covered in large than in small cities.

Data were obtained as to the individual hours of labor and earnings of employees for a representative pay-roll period (one week, nine days, a half month, or one month) during April, May, June, or July, 1931; the average hours and earnings, therefore, are as of those months. The wage figures for the stations with a pay period of more than one week were recomputed so that averages for all employees covered in the study could be shown on a uniform basis of one week.

The principal business of a filling station is the selling of gasoline and lubricating oil. Tire service, the washing and greasing of cars, the sale of accessories and supplies, and the minor adjustment or repair of cars are generally incidental. In selecting stations for inclusion in the report, an effort was made to include only typical filling stations in each city. Some of the 736 stations included were privately owned and operated; some belonged to small companies with a group of stations in one city; and others were those of large refining companies operating stations in practically all of the large cities in the United States. In this report the stations of 239 different companies are represented.

Average Days, Hours, and Earnings

By Occupation

The summary data for the industry are given in Table 1, as are also averages for eight of the most important occupations and for a group, designated as "other employees," which includes those occupations having employees too few in number to warrant separate tabulation. The averages in this and other tables in this report are for males only, as only 8 females were employed at the 736 stations included in the study. There were 198 Negroes employed mostly by stations in cities

in Southern States, who worked principally as car washers, greasers, or tire men. Operators and operators' helpers were the most important occupations, in point of numbers employed, forming approximately 75 per cent of the total number of employees in all occupations in the industry. For average days, hours, and earnings of the employees in each occupation and city, see Table A (pp. 23 to 28).

The fewest days (5.3) in one week were worked by relief men and the greatest number of days (6.9) by porters.

Average full-time hours per week in the various occupations ranged from 48.3 for relief men to 67.9 for tire men, while hours actually worked ranged from 46.6 for relief men to 67.8 for tire men.

The figures in the column headed "Per cent of full time worked in week" show that car washers worked a smaller per cent of average full-time hours per week (92.5) than the employees in any other occupation in the table. Average hours in excess of full time are shown for porters and for operators. Although some employees in these occupations worked only part time, others worked overtime, and the overtime more than counterbalanced the time lost.

Average earnings per hour ranged from 19.3 cents for porters to 63.1 cents for managers; the range in full-time earnings per week was from \$12.56 to \$36.16, and in actual earnings in one week from \$12.65 to \$36.09, for the same occupations.

In addition to earnings at regular basic wage rates, employees at a few stations had other earnings or income, or were given certain advantages or privileges, but data as to the amounts involved were not of record. These amounts, however, were probably small and so would not have affected the averages materially. It was reported at one station that extra money was received for tire-patching jobs. Employees of another station could have three meals a day without expense to them at a hotel owned by the employing company. The operator at a third station obtained his living quarters at the nominal rental of \$10 per month. At other stations employees could buy gasoline and oil for their own use at a discount.

TABLE 1.—Average days, hours, and earnings of filling-station employees in 1931, by occupation

Occupation	Number of stations	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Hours actually worked in 1 week		Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
					Average number	Per cent of full time			
Car washers.....	84	151	6.5	66.9	61.9	92.5	\$0.248	\$16.59	\$15.36
Greasers.....	164	280	6.4	59.9	59.6	99.5	.393	23.54	23.41
Managers.....	60	68	6.4	57.3	57.2	99.8	.631	36.16	36.09
Operators.....	683	1,182	6.6	61.0	61.3	100.5	.441	26.90	27.01
Operators' helpers.....	475	1,039	6.4	57.7	57.2	99.1	.362	20.89	20.71
Porters.....	55	72	6.9	65.1	65.7	100.9	.193	12.56	12.65
Relief men.....	51	52	5.3	48.3	46.6	96.5	.409	19.75	19.07
Tire men.....	35	56	6.6	67.9	67.8	99.9	.300	20.37	20.36
Other employees.....	28	60	6.4	60.0	58.5	97.5	.404	24.24	23.65
Total.....	736	2,960	6.5	60.0	59.5	99.2	.393	23.58	23.39

By City

Table 2 shows, for each of 43 cities, the average days, hours, and earnings of the 2,960 employees included in the study.

The number of stations covered ranged from 9 in Burlington, Vt., to 20 each in Philadelphia, Baltimore, Boston, Chicago, Cleveland, Detroit, St. Louis, and New York. The number of employees ranged from 23 in Burlington to 151 in Chicago.

Average full-time hours per week ranged, by cities, from a low of 51.8 to a high of 72.7, the average for all cities combined being 60 per week.

Average hours actually worked in one week ranged in the various cities from 51.3 to 72.7, while the average for all cities combined was 59.5. The per cent of full time actually worked in one week ranged from 94.0 to 101.9. In 14 cities the percentage of full time worked was over 100, showing that there was considerable overtime work in this industry.

Average earnings per hour ranged by cities from 22.6 to 60.3 cents, while the average for all cities combined was 39.3 cents.

Average full-time earnings per week ranged by cities from \$15.82 to \$32.92 and for all cities combined averaged \$23.58, while average actual earnings ranged from \$15.82 to \$30.94, with a general average of \$23.39.

TABLE 2.—Average days, hours, and earnings of filling-station employees in 1931, by city

City	Number of stations	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Hours actually worked in 1 week		Average earnings per hour	Average full-time earnings in 1 week	Average actual earnings in 1 week
					Average number	Per cent of full time			
Altoona, Pa.....	16	69	6.3	53.7	53.5	99.6	\$0.388	\$20.84	\$20.74
Philadelphia, Pa.....	20	95	6.3	53.9	53.2	98.7	.418	22.53	22.27
Altoona and Philadelphia.....	36	164	6.3	53.8	53.3	99.1	.405	21.79	21.63
Atlanta, Ga.....	18	100	6.7	64.6	60.7	94.0	.285	18.41	17.30
Austin, Tex.....	16	53	6.8	62.3	62.7	100.6	.335	20.87	21.02
Houston, Tex.....	18	85	6.7	57.3	57.3	100.0	.351	20.11	20.11
Austin and Houston.....	34	138	6.7	59.2	59.4	100.3	.345	20.42	20.47
Baltimore, Md.....	20	123	6.2	56.4	56.4	100.0	.438	24.70	24.70
Birmingham, Ala.....	18	67	6.9	64.4	64.4	100.0	.284	18.29	18.29
Boston, Mass.....	20	94	6.5	55.3	55.2	99.8	.491	27.15	27.11
Holyoke, Mass.....	14	41	6.7	59.9	60.8	101.5	.457	27.37	27.77
Boston and Holyoke.....	34	135	6.6	56.7	56.9	100.4	.480	27.22	27.31
Burlington, Vt.....	9	23	6.3	65.1	64.9	99.7	.315	20.51	20.45
Charleston, S. C.....	16	58	6.6	62.4	62.4	100.0	.354	22.09	22.09
Charlotte, N. C.....	16	57	6.5	68.4	67.5	98.7	.296	20.25	20.01
Chicago, Ill.....	20	151	6.4	54.6	51.3	94.0	.603	32.92	30.94
Danville, Ill.....	16	50	6.7	63.7	63.2	99.2	.392	24.97	24.75
Chicago and Danville.....	36	201	6.4	56.9	54.2	95.3	.542	30.84	29.40
Cleveland, Ohio.....	20	96	6.5	57.9	57.2	98.8	.470	27.21	26.91
Hamilton, Ohio.....	16	47	6.8	56.6	56.6	100.0	.413	23.58	23.58
Cleveland and Hamilton.....	36	143	6.6	57.5	57.0	99.1	.451	25.93	25.74
Des Moines, Iowa.....	18	49	6.8	63.2	63.3	100.2	.371	23.45	23.47
Detroit, Mich.....	20	114	6.3	57.8	57.7	99.8	.469	27.11	27.07
Hartford, Conn.....	18	68	6.3	53.0	53.1	100.2	.494	26.18	26.25
Huntington, W. Va.....	16	42	6.6	64.2	63.7	99.2	.319	20.48	20.80
Indianapolis, Ind.....	18	62	6.6	60.2	60.7	100.8	.412	24.80	25.01
Jacksonville, Fla.....	18	78	7.0	72.7	72.7	100.0	.264	18.47	18.47

TABLE 2.—Average days, hours, and earnings of filling-station employees in 1931, by city—Continued

City	Number of stations	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Hours actually worked in 1 week		Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
					Average number	Per cent of full time			
Joplin, Mo.....	16	38	6.9	64.1	64.4	100.5	\$0.303	\$19.42	\$19.54
St. Louis, Mo.....	20	72	6.8	62.5	62.3	99.7	.396	24.75	24.65
Joplin and St. Louis.....	36	110	6.8	63.1	63.0	99.8	.363	22.91	22.88
Kansas City, Kans.....	18	51	6.5	60.5	60.0	99.2	.371	22.45	22.26
Lincoln, Nebr.....	14	50	6.8	64.0	65.2	101.9	.329	21.06	21.48
Little Rock, Ark.....	16	77	6.8	61.7	62.1	100.6	.337	20.79	20.92
Louisville, Ky.....	18	66	5.8	57.0	56.4	98.9	.332	18.92	18.75
Manchester, N. H.....	14	37	6.6	56.7	56.3	99.3	.405	22.96	22.80
Memphis, Tenn.....	18	71	6.7	67.0	66.8	99.7	.304	20.37	20.32
Meridian, Miss.....	16	66	6.8	70.0	70.0	100.0	.226	15.82	15.82
Milwaukee, Wis.....	15	59	6.5	61.1	60.7	99.3	.399	24.38	24.20
Superior, Wis.....	16	28	6.4	68.0	66.6	97.9	.365	24.82	24.31
Milwaukee and Superior.....	31	87	6.4	63.3	62.6	98.9	.387	24.60	24.24
Minneapolis, Minn.....	18	49	6.2	58.8	59.5	101.2	.380	22.34	22.63
New Orleans, La.....	18	68	6.9	60.9	60.9	100.0	.348	21.19	21.19
New York, N. Y.....	20	92	5.9	59.9	59.8	99.8	.503	30.13	30.05
Rochester, N. Y.....	18	73	6.1	52.0	52.3	100.6	.484	25.17	25.31
New York and Rochester.....	38	165	6.0	56.4	56.5	100.2	.495	27.92	27.96
Oklahoma City, Okla.....	18	66	6.5	65.7	65.8	100.2	.352	23.13	23.19
Portland, Me.....	15	53	6.9	58.4	58.7	100.5	.432	25.23	25.35
Providence, R. I.....	18	73	6.4	54.3	54.4	100.2	.443	24.05	24.08
Richmond, Va.....	14	71	6.3	62.8	62.5	99.5	.354	22.23	22.15
Trenton, N. J.....	18	63	6.2	51.8	52.8	101.9	.439	22.74	23.19
Washington, D. C.....	17	115	6.3	60.6	57.8	95.4	.449	27.21	25.94
Total.....	736	2,960	6.5	60.0	59.5	99.2	.393	23.58	23.39

Classified Earnings per Hour, 1931

Average and classified earnings per hour are presented in Table 3 for the employees in each of the eight important occupations in the industry, for the group of "other employees," and for all occupations combined. Average earnings per hour were computed for each employee by dividing the amount earned in one week by the number of hours actually worked in that week. For a distribution, by number, of the employees in each of five of the more important occupations in each city, see Table B (pp. 29 to 34).

Each occupation group except that of the managers had a small number of employees earning an average of less than 10 cents per hour. Only three occupation groups (managers, operators, and operators' helpers) included any employees earning as much as 80 cents per hour. Among the managers, none earned less than 35 cents per hour, while 14 per cent earned an average of 80 cents or more per hour. At the other end of the scale were the porters, 8 per cent of whom earned less than 10 cents per hour and none of whom earned as much as 45 cents per hour.

Fourteen per cent of all the employees covered earned, on the average, less than 25 cents per hour and only about 8 per cent earned an average of 60 cents per hour or more.

TABLE 3.—Average and classified hourly earnings of filling-station employees in 1931, by occupation

Occupation	Number of stations	Number of employees	Average earnings per hour	Per cent of employees whose average earnings per hour were—															
				Under 10 cts.	10 and under 15 cts.	15 and under 20 cts.	20 and under 25 cts.	25 and under 30 cts.	30 and under 35 cts.	35 and under 40 cts.	40 and under 45 cts.	45 and under 50 cts.	50 and under 55 cts.	55 and under 60 cts.	60 and under 65 cts.	65 and under 70 cts.	70 and under 75 cts.	75 and under 80 cts.	80 cts. and over
Car washers.....	84	151	24.8																
Greasers.....	164	280	39.3	1	13	14	24	12	13	12	8	1	1	1					
Managers.....	60	68	63.1	1	3	6	3	7	11	11	15	16	9	8	6	1			
Operators.....	683	1,182	44.1	(¹)	(¹)	1	2	5	11	15	19	15	13	7	4	5	2	1	
Operators' helpers.....	475	1,089	36.2	(¹)	1	5	7	13	21	17	14	9	7	4	2	1	(¹)	(¹)	
Porters.....	55	72	19.3	8	10	28	35	8	3	4	1								
Relief men.....	51	52	40.9	2	2	4	4	6	13	15	8	17	12	6	2	4	6		
Tire men.....	35	56	30.0	4	9	16	18	2	14	14	5	5	4	7	2				
Other employees.....	28	60	40.4		3	7	10	15	2	20	3	13	10	3	7	2	3	2	
Total.....	736	2,960	39.3	1	2	5	6	8	14	15	15	12	9	6	3	3	1	(¹)	

¹ Includes 6 per cent earning 85 and under 90 cents and 1 per cent earning 90 cents and over.

² Less than one-half of 1 per cent.

Table 4 shows for the employees covered in the study, the number and per cent in each classified group of average earnings per hour. At one end of the scale are three employees earning 5 but less than 6 cents and at the other extreme one employee earning \$1 and under \$1.10 per hour. The greatest number of employees were in the groups receiving from 25 cents to 65 cents an hour.

TABLE 4.—Number and per cent of filling-station employees in each classified group of earnings per hour, 1931

Classified earnings per hour	Employees in all occupations		Classified earnings per hour	Employees in all occupations	
	Number	Per cent		Number	Per cent
5 and under 6 cents.....	3	(¹)	32½ and under 35 cents.....	203	7
6 and under 7 cents.....	2	(¹)	35 and under 37½ cents.....	197	7
7 and under 8 cents.....	2	(¹)	37½ and under 40 cents.....	235	8
8 and under 9 cents.....	6	(¹)	40 and under 42½ cents.....	264	9
9 and under 10 cents.....	5	(¹)	42½ and under 45 cents.....	168	6
10 and under 11 cents.....	5	(¹)	45 and under 47½ cents.....	201	7
11 and under 12 cents.....	9	(¹)	47½ and under 50 cents.....	141	5
12 and under 13 cents.....	12	(¹)	50 and under 55 cents.....	275	9
13 and under 14 cents.....	9	(¹)	55 and under 60 cents.....	165	6
14 and under 15 cents.....	17	1	60 and under 65 cents.....	100	3
15 and under 16 cents.....	13	(¹)	65 and under 70 cents.....	77	3
16 and under 17 cents.....	31	1	70 and under 75 cents.....	42	1
17 and under 18 cents.....	40	1	75 and under 80 cents.....	10	(¹)
18 and under 19 cents.....	37	1	80 and under 85 cents.....	12	(¹)
19 and under 20 cents.....	23	1	85 and under 90 cents.....	5	(¹)
20 and under 21 cents.....	62	2	90 and under 95 cents.....	2	(¹)
21 and under 22 cents.....	33	1	95 cents and under \$1.....	1	(¹)
22 and under 23 cents.....	29	1	\$1 and under \$1.10.....	1	(¹)
23 and under 24 cents.....	34	1			
24 and under 25 cents.....	29	1	Total.....	2,960	
25 and under 27½ cents.....	103	3	Average earnings per hour.....	\$0.393	
27½ and under 30 cents.....	148	5			
30 and under 32½ cents.....	209	7			

¹ Less than one-half of 1 per cent.

Regular Full-Time Hours per Week, 1931

The regular full-time hours per week of filling-station employees are not the same as the regular hours of operation of the establishment at which they are employed. A filling station could be, and many stations are, in operation 24 hours a day 7 days a week, and thus the regular hours of operation would be 168 hours per week. It was found in the bureau's study that the employees usually worked in two or more shifts, each employee having his own specified time of beginning and quitting work on each day of the week. No employee was supposed to work any but his own regular shift except in case of emergency.

The study showed that there is no uniformity in the regular daily or weekly hours of operation or of work in the stations in the different cities or even in the same city. Stations were generally in operation seven days each week, but the hours per day varied to a considerable extent with the location in the city of the individual station. A few stations did not conform to their schedule of regular hours, but remained open each night as long as there was profitable business. Others, located where there was much night traffic, were in operation 24 hours each day.

The full-time hours of labor, shown in Table 5 and in the preceding tables, are the regular scheduled shifts of employees, neither overtime nor time for meals being included.

Average full-time hours per week in each occupation were computed by dividing the total of the full-time hours of all employees in the occupation by the number of employees therein. In this computation no account was taken of overtime or part time.

The table shows for the employees in each occupation, and for the employees in all occupations combined, average full-time hours per week, also the per cent that the employees in each classified-hours group formed of the total for all groups. For a distribution, by number, of the employees of the more important occupations in each city see Table C (pp. 35 to 40).

The full-time hours of 3 per cent of the employees in all occupations were less than 40 per week; those of 10 per cent were 48 per week; those of 7 per cent were 54 per week; those of 17 per cent were 56 per week; those of 6 per cent were 70 per week; and those of 2 per cent were 84 hours per week. Of the porters only 16 per cent had a full-time week of 54 hours or less, 18 per cent had one of 70 hours, and 10 per cent one of 84 hours. Of the relief men, 23 per cent had a full-time week of less than 40 hours and 25 per cent a 48-hour week. Among the managers the largest groups were those having a full-time week of 54 or 56 hours (31 and 26 per cent, respectively). Among the operators, the occupation most important numerically, 21 per cent had a 56-hour week and 12 per cent a full-time week of over 56 but less than 60 hours.

The study revealed that 58 per cent of the 2,960 employees covered in this report had a nominal 7-day week; 6 per cent worked 7 days one week and 6 days the next; 32 per cent worked a 6-day week; 3 per cent had a nominal week of less than 6 days; and 1 per cent had a 7-day week with 1, 2, or 3 days off each month or every third or fourth Sunday off. Part of those on a schedule of less than 6 days per week

alternated, working 5 days for two weeks and 4 days the third week, or 4 days one week and 3 days the next week, or 3 days one week and 2 days the next week.

TABLE 5.—Average and classified full-time hours per week of filling-station employees in 1931, by occupation

Occupation	Number of stations	Number of employees	Average full-time hours per week	Per cent of employees whose full-time hours per week were—						
				Under 40	40 and under 48	48	Over 48 and under 54	54	Over 54 and under 56	56
Car washers.....	84	151	66.9	1		2	3	7		3
Greasers.....	164	280	59.9			9	8	16		12
Managers.....	60	68	57.3			9		31	4	26
Operators.....	683	1,182	61.0	(1)	1	9	8	4	4	21
Operators' helpers.....	475	1,039	57.7	6	2	14	3	6	(1)	10
Porters.....	55	72	65.1	3	1	1	8	3		15
Relief men.....	51	52	48.3	23		25	12	10	2	4
Tire men.....	35	56	67.9			2		2		5
Other employees.....	28	60	60.0	7	2	5		2		8
Total.....	736	2,960	60.0	3	1	10	5	7	2	17

Occupation	Per cent of employees whose full-time hours per week were—										
	Over 56 and under 60	60	Over 60 and under 63	63	Over 63 and under 66	66	Over 66 and under 70	70	Over 70 and under 84	84	Over 84
Car washers.....	8	6	8	4	10	8	1	7	25	8	
Greasers.....	5	9	2	2	3	4	7	5	10	2	
Managers.....	4	7	3	4	6	4	1	1		1	
Operators.....	12	3	3	7	2	1	4	6	9	2	4
Operators' helpers.....	8	6	5	8	2	6	4	5	6	2	1
Porters.....	10				1	6	3	18	21	10	
Relief men.....		8	2				2	2	8		4
Tire men.....	5	2		4	18	18	7	5	27	4	2
Other employees.....	5	12	18	3	5	17	7	3	7		
Total.....	9	5	4	6	3	4	4	6	10	2	2

¹ Less than one-half of 1 per cent.

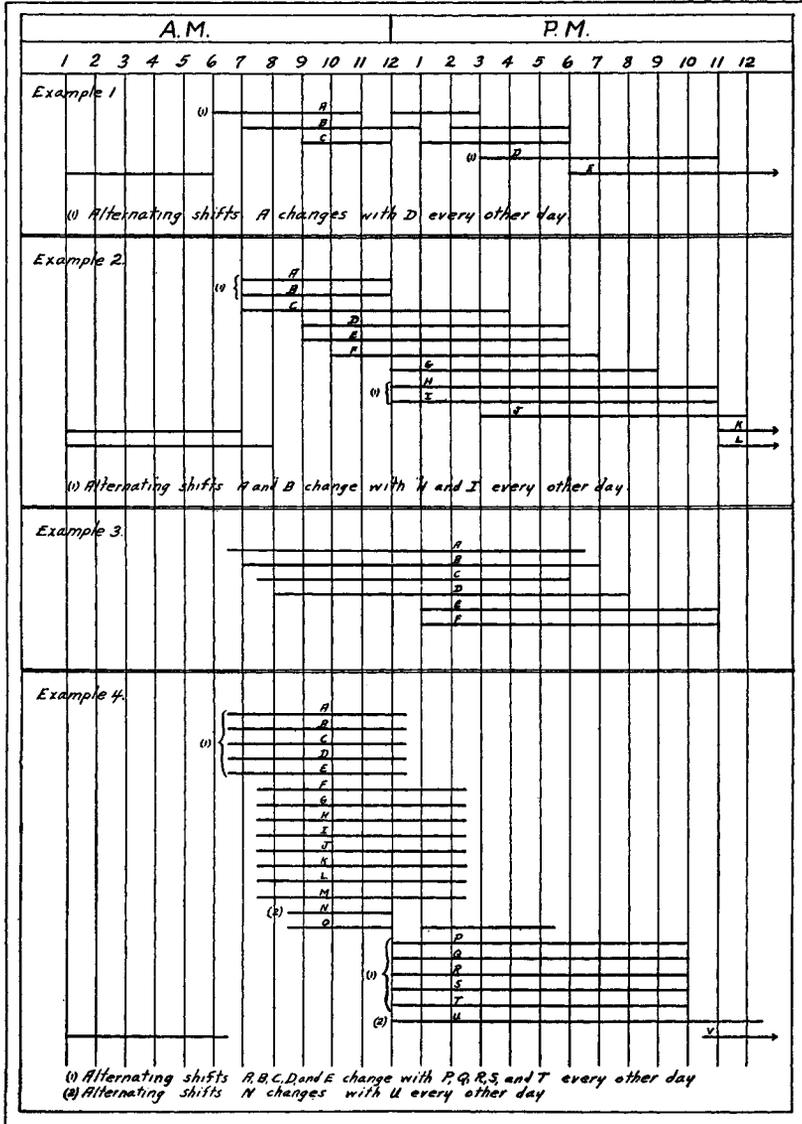
Chart I shows the daily operating schedules of the men at four representative filling stations. The variations indicated by the four are fairly representative of the operating schedules of the men employed at the stations covered by the study.

Example 1 shows the daily schedule of hours of the men at a 5-man station. Lines A, B, C, D, and E each represent a man and his hours per day. A and D alternate, beginning at 6 a. m. one day and at 3 p. m. the next day. A or D goes to work at 6 a. m., B at 7 a. m., and C at 9 a. m. Three are on duty from 9 to 11 a. m. A or D takes an hour off each day for lunch from 11 a. m. to 12 noon, C an hour from 12 noon to 1 p. m., and B an hour from 1 to 2 p. m. Three are on duty from 2 to 3 p. m., when the day for A ends and the day for D begins. The day for B and C ends at 6 p. m. when E, the night man, begins work. D and E work until 11 p. m. when the day for D ends. E is on duty alone from 11 p. m. to 6 a. m., when the schedule for the day begins.

Example 3 shows the daily schedule of hours of the men at a 6-man station which opens for business at 6.30 in the morning and is in

continuous operation until 11 p. m. A is on duty from 6.30 a. m. to 6.30 p. m. or 12 hours; B from 7 a. m. to 7 p. m. or 12 hours; C from 7.30 a. m. to 6 p. m. or 10½ hours; D from 8 a. m. to 8 p. m., or 12

Chart I
Daily operating schedules of employees in 4 stations



hours; and E and F are on duty from 1 to 11 p. m. or 10 hours. Four men are on duty from 8 a. m. to 1 p. m.; six from 1 to 6 p. m.; five from 6 to 6.30 p. m.; four from 6.30 to 7 p. m.; three from 7 to 8 p. m.; and two from 8 to 11 p. m.

Changes in Hours

Only 11 of the 736 gasoline filling stations covered in the study made changes in regular hours between January 1, 1930, and the period of the study in 1931. It was found that hours were increased at five and reduced at six stations.

Increases in hours in 1930 were from 68½ to 72 per week for all employees at one station; and in 1931 were from 78 to 84 per week for car washers at one station, and from 10 to 14 per day for operators and from 10 to 11 for car washers at another station. Due to reported lack of business, two stations reduced their force in 1931 and increased the hours of those left from 8 to 16 per day.

Reductions in hours in 1931 were from 56 to 48 per week for all employees at two stations and from 10 to 8 per day at another station. At one station in 1930 the hours of operators were reduced from 10 to 8 per day and at another station the hours of relief men were reduced from 14¼ to 13 per day and of all other employees from 13¼ to 12 per day. One station reduced the hours of all employees from 11½ to 11 per day, but the year of change was not reported.

Changes in Wage Rates

Table 6 shows for each of the 112 filling stations in which changes in wage rates were made between January 1, 1930, and the period of the 1931 study, the year (except for 6 stations in which the change was made, the employees affected, and the amount or per cent of increase or decrease.

Part of the employees of 31 stations were changed from a salary to a commission basis, or vice versa, without any material change in earnings, while 593 stations made no change in the rates of any employees.

Rates were increased in 29 and reduced in 83 stations. In 1930 rates were increased in 3 and reduced in 11 stations, and in 1931 rates were increased in 26 and reduced in 66 stations. The year in which change was made was not reported for six stations.

TABLE 6.—Changes in wage rates in 112 gasoline filling stations between January 1, 1930, and the period of the study in 1931

Number of stations in which changes were made in—		Employees affected by the change	Increase or decrease	Amount or per cent of change
1930	1931			
	6	All.....	Increase.....	Approximately 10 per cent.
	1	do.....	do.....	10 per cent.
1		do.....	do.....	Approximately 3 cents per hour.
	3	do.....	do.....	\$5 per month.
	2	25 per cent.....	do.....	Do.
	4	50 per cent.....	do.....	10 per cent.
	3	9 per cent of helpers.....	do.....	\$5 per week.
	1	50 per cent of helpers.....	do.....	Part 12½ per cent; others 14¾ per cent.
1		50 per cent of operators.....	do.....	\$5 per week.
	1	Operators.....	do.....	\$2.50 per week.
	1	do.....	do.....	\$3 per week.
	4	Managers.....	do.....	Do.
	1	Relief men.....	do.....	\$5 to \$8 per week.

TABLE 6.—Changes in wage rates in 112 gasoline filling stations between January 1, 1930, and the period of the study in 1931—Continued

Number of stations in which changes were made in—		Employees affected by the change	Increase or decrease	Amount or per cent of change
1930	1931			
	4	All.....	Decrease..	5 per cent.
	1	do.....	do.....	8 per cent.
7	15	do.....	do.....	10 per cent.
	1	do.....	do.....	15 per cent.
(1)	(1)	do.....	do.....	Do.
(2)	(2)	do.....	do.....	20 per cent.
(3)	(3)	do.....	do.....	25 per cent.
	3	do.....	do.....	\$10 per month.
	1	do.....	do.....	\$2 per week.
1	1	do.....	do.....	Part \$65 per month; others from salary of \$130 per month to \$20 per week.
	17	Those earning \$1,200 or less per year.....	do.....	10 per cent.
	1	Those earning more than \$1,200 per year.....	do.....	10 per cent of \$1,200 and 15 per cent of any amount over \$1,200.
	1	All except car washers, polishers, and porters.....	do.....	10 per cent.
	3	All except part-time night men.....	do.....	\$10 per month.
	1	All except operators.....	do.....	From a salary of \$100 per month to \$2 per day.
	2	do.....	do.....	From a salary of \$100 per month to \$3 per day and later to \$2 per day.
	1	Operators.....	do.....	\$15 per month.
	1	All others except janitors and truck drivers.....	do.....	\$10 per month.
	2	Those earning more than \$75 per month.....	do.....	10 per cent.
	3	White employees.....	do.....	Do.
	3	Colored employees.....	do.....	12 per cent.
	3	Those earning \$95 or more per month.....	do.....	\$10 per month.
	2	Those earning less than \$95 per month.....	do.....	\$5 per month.
	3	37½ per cent.....	do.....	No change in basic rates but commission was reduced 25 per cent.
	1	25 per cent of operators.....	do.....	\$10 per month.
	1	75 per cent.....	do.....	Average of 11 per cent.
	1	Operators.....	do.....	25 per cent.
	1	do.....	do.....	\$2.50 per week.
	1	Helpers.....	do.....	Do.
	1	Car washers.....	do.....	\$3.93 per week.
	1	Operators.....	do.....	\$50 per month.
	1	Helpers.....	do.....	7½ cents per hour.
	1	Managers.....	do.....	\$20 per month.
	1	50 per cent of colored car washers.....	do.....	\$3 per week.
	1	do.....	do.....	\$2 per week.

¹ Three stations but year not reported.

³ Two stations but year not reported.

² One station but year not reported.

Overtime and Work on Sunday and Holidays

Overtime is any time worked by an employee before or after his regular established time of beginning and quitting work on each day of the week (including Sunday and holidays if his schedule provides for work on those days), or any time worked during his regular time for meals. Work on Sunday or on holidays is overtime only when done by an employee whose schedule does not provide for work on those days. Any time worked in excess of the regular working time is overtime regardless of the rate of pay for each hour of such extra work.

In part of the stations covered in the study overtime was worked during the one week for which figures are shown in this report. It was not enough, however, to counterbalance the lost time, as hours actually worked in the week were 99.2 per cent of full time. (See Table 1.)

Only 8 of the 736 stations covered in the study had provision for the payment of a higher rate for overtime and for extra work on Sunday and holidays than for regular working time. The higher rate

in each of these stations applied to all employees and was two times the regular rate in one station; one and one-half times in six stations; and one and one-fourth times in one station.

The rate for overtime and extra work in three stations was 30 cents per hour, or approximately the average rate per hour of the employees in those stations, and in one station was 45 cents per hour or slightly above the average per hour of its employees.

In 26 stations each employee who worked overtime or extra on Sunday and holidays was given an hour off duty for each hour so worked.

Overtime and extra work on Sunday and holidays was paid for at the same rate as for regular working time in 558 stations and was not paid for in 126 stations. In 14 stations operators were not paid for overtime and extra work, but other employees were paid for such work at the same rate as for regular working time.

Bonus Systems

A bonus system as applied to this report is any plan which provides an opportunity for compensation in addition to earnings at basic rates of pay per hour, day, week, or any other unit of time, or in addition to commission on sales.

Of the 736 stations from which information was collected only 47 reported such systems in operation. In each of three stations there were two bonus systems in operation—one based on length of service and the other based on efficiency. One station had two systems—one based on length of service and the other on attendance. In each of 43 stations one bonus system was in operation, based on efficiency in 32 stations, on sales contests in 5 stations, on monthly sales quotas in four stations, and on length of service in company in two stations. Profit-sharing plans which were reported for five stations are not considered as bonus systems.

Table 7 shows for each of the 47 stations that had bonus systems in operation at the time of the study the basis or kind of bonus, the employees eligible to earn bonus payments, the amount of bonus, and when earned.

TABLE 7.—*Bonus systems of 47 gasoline filling stations, 1931*

Number of stations	Kind of bonus	Employees who may earn bonus	Amount of bonus	Bonus earned
1	Oil sales contest.	Any one selling gasoline and oil.	\$10 to individual with highest record for month.	When sale of oil by an individual in a month in proportion to sale of gasoline is higher than that of any other employee.
29	Efficiency...	All.....	Equal division among employees of the difference between a set labor cost of 2 cents per gallon and the actual labor cost when the latter is less than the former.	When labor cost of selling gasoline in pay period is less than 2 cents per gallon.
13	Service.....	Those in service 1 year or more.	\$5 for each year of service...	By service of 1 year or more.
	Efficiency...	All.....	\$10 per month to each of the 5 bonus-earning stations divided equally among employees.	When the operation of a station in a month in order of efficiency is 1, 2, 3, 4, or 5 of all of the stations of the company.

¹ Stations of a company that had many other stations in operation in various localities at the time of the study.

TABLE 7.—*Bonus systems of 47 gasoline filling stations, 1931—Continued*

Number of stations	Kind of bonus	Employees who may earn bonus	Amount of bonus	Bonus earned
1	Service.....	Those in service 1 year or more.	\$5 for each year of continuous service.	By service of 1 year or more.
1	Attendance.	All.....	10 per cent of weekly earnings.	By reporting at stations 5 minutes before starting time and remaining 5 minutes after quitting time on each day of the week.
1	Service.....	Those in service 6 months or more.	4 per cent of earnings in 6 months to 1 year.	By service of 6 months or more preceding annual bonus payment.
1	.....do.....	.....do.....	10 per cent of earnings in 6 months to 1 year.	Do.
3	Profit sharing.	Operator.....	10 per cent of net yearly profit.	When station in 1 year earns net profit.
2	.....do.....	Manager.....	20 per cent of gross profit on oil sales each month. 20 per cent of net yearly profits.	When station in month earns gross profit on oil sales. When station in year earns net profit.
1	Sales contest.	All in all stations of company.	Bonus varies from month to month. For month covered by study bonuses were \$100 to station No. 1 in order of percentage increase of sales over those in preceding month, \$50 to station No. 2, and \$25 to station No. 3. Bonus of each station was divided equally among its employees.	When the percentage increase of sales of a station in a month over sales in preceding month, in regular order, is 1, 2, or 3 of those of all stations of the company.
1	Sales contest of oil, grease, tires, tubes, accessories, and greasing and service charges.	All in all stations in each district.	For month covered by study bonuses were \$25 to station with highest record and \$10 to station with next highest record in each of 3 districts, divided equally among its employees.	When the percentage increase of sales of a station in a month over sales in preceding month is highest or next highest of those of all stations in district 1, 2, or 3. The stations of the company are divided into 3 districts. A bonus is earned by 2 stations in each district.
1	.....do.....	All in station.	\$36 divided equally among the employees of station with highest record in winning team for month.	When the percentage of sales of a station on the winning team over its quota is higher than that of any other station of that team. The stations of the company are divided into 2 competing teams. A sales quota is set for each station.
1	.....do.....	.....do.....	\$24 divided equally among employees of station with highest record in losing team for month.	When the percentage of sales of a station on the losing team over its quota is higher than that of any other station on that team.
3	Sales bonus.	Car washers.	\$5 to car washer of station having highest number of washing jobs in relation to quota for month.	When the percentage of cars washed in a station over its quota for month is higher than that of any other station on either team.
1	.....do.....	Managers....	\$100 to manager of station with highest record for 7 months.	When the percentage of sales of his station over its quota is higher than that of any other station on either team during a period of 7 months.
1	.....do.....	Supervisors or captains of teams.	\$150 to supervisor or captain of team with highest record for 7 months.	When the percentage of sales of his team over its quota is higher than that of the other team during 7 months.
1	.....do.....	All in each station.	\$500 each month distributed among employees of various stations.	When sales of station are equal to or exceed the quota for month.
3	Efficiency and courtesy.	All.....	\$100 each month distributed among 13 selected employees of various stations.	When employee, for any month, is one of the 13 highest ranking men from the standpoint of efficiency and courtesy to customers.

¹ Stations of a company that had many other stations in operation in various localities at the time of the study.

² A station of a company that had approximately 20 stations in operation in various localities in the State in which this station was located.

Supplementary Information

The study of gasoline filling stations was made primarily for the purpose of the collection and publication of information covering wages and hours of labor of employees in such stations. However, in making the study supplementary information on other subjects was also secured. A brief statement covering each subject is presented below.

Vacations with Pay

All of the employees in 293 stations and part of those in 58 stations were given a vacation annually with pay. Table 8 shows that the length of service necessary to get the vacation was indefinite and at the discretion of company officials for 52 stations, and that for 299 stations it ranged from 2 months for the station with the shortest to 5 years for stations requiring the longest period of service. The length of the vacation was not definitely established for 5 stations, and for others ranged from 2 to 14 days.

TABLE 8.—*Vacation with pay in 351 gasoline filling stations, 1931*

Number of stations in which vacations with pay were given to—		Length of service required to get vacation with pay	Length of annual vacation
All employees	Part of employees		
1		Indefinite and at discretion of company officials.	2 or 3 days.
12	3	do.	7 days.
5		do.	Not definitely established.
8	5	do.	14 days.
	4	do.	7 to 14 days.
14		do.	4 hours per week.
1		2 months	7 days.
	1	6 months	3 to 7 days.
3		do.	7 days.
3		do.	10 days.
1		do.	14 days.
6		9 months	7 days.
4		1 year	2 days.
1	1	do.	6 days.
78	7	do.	7 days.
3		do.	7 to 10 days.
3		do.	8 days.
4		do.	10 days.
50	36	do.	14 days.
1		2 years	10 days.
5	1	5 years	7 days.
2		6 months	5 days.
		1 year	14 days.
1		6 months	6 days.
		1 year	12 days.
4		6 months	7 days.
		1 year	14 days.
		do.	7 days.
19		2 years	10 days.
59		1 year	7 days.
		5 years	14 days.
		do.	7 days.
5		10 years	14 days.
293	58		

Sick Leave with Pay

Inquiry concerning this subject revealed that there was provision for sick leave with pay in 387 of the 736 stations covered in this report.

Table 9 shows for the gasoline filling stations in which there was provision for sick leave with pay, the length of service required therefor, and the period of time allowed for sick leave at full pay or at half pay.

TABLE 9.—Sick leave with pay in 387 gasoline filling stations, 1931

Number of stations	Length of service required to get sick leave with pay	Time of leave at—	
		Full pay	Half pay
4	1 month	2 days	
1	2 months	3 days	
1	3 months	do	
1	6 months	do	
8	1 year	do	
1	Indefinite and at discretion of company officials	do	
5	1 month	7 days	
1	2 months	do	
4	6 months	do	
1	1 year	do	
27	Indefinite and at discretion of company officials	do	
5	1 year	10 days	
3	3 months	14 days	
10	6 months	do	
3	do		14 days.
25	1 year	14 days	
37	Indefinite and at discretion of company officials	do	
2	6 months	18 days	
2	do	14 to 21 days	
3	Indefinite and at discretion of company officials	do	
3	6 months	21 days	
7	1 year	do	
3	Indefinite and at discretion of company officials	24 days	
21	do	1 month maximum	
4	1 year	1 month ²	
11	do	do	6 months.
3	Indefinite and at discretion of company officials	do	
1	do	35 days	
2	do	36 days (3 per month)	
3	1 year		6 to 8 weeks.
1	do		6 weeks to 1 year.
2	3 months	2 months ⁴	1 month. ⁴
3	1 year	do	
3	Indefinite and at discretion of company officials	do	
3	do	75 days ⁵	
3	1 year	3 months maximum	
1	Indefinite and at discretion of company officials	18 weeks	
6	Under 1 year	2 weeks	
1	1 year	1 month	
3	Indefinite and at discretion of company officials	2 weeks for single men	
1	do	1 month for married men	
1	1 year		6 weeks. ⁶
1	1 year	4 weeks	2 weeks.
2	2 years	do	7 weeks.
3	3 years	do	12 weeks.
4	4 years	do	17 weeks.
11	5 years	8 weeks	18 weeks.
6	6 years	do	23 weeks.
7	7 years	do	28 weeks.
8	8 years	do	33 weeks.
9	9 years	12 weeks	34 weeks.
10	10 years	do	40 weeks.
1	1 year		6 weeks.
2	2 years		11 weeks.
3	3 years		16 weeks.
4	4 years		21 weeks.
21	5 years		26 weeks.
6	6 years		31 weeks.
7	7 years		36 weeks.
8	8 years		41 weeks.
9	9 years		46 weeks.
10	10 years		52 weeks. ⁷
1	Not reported	(⁹)	(⁹).
3	do	14 to 21 days. ⁸	
44	do	Not reported	Not reported.
67	do	"Reasonable time." ⁹	

¹ Including 2 stations in which operators' helpers only were entitled to leave with pay.² Including 12 stations in which operators in charge of stations were entitled to leave with pay.³ If sickness exceeds 1 month, additional time allowed depends on employee's service of from 1 to 5 years.⁴ For all except smallpox or typhoid fever.⁵ For all except diseases preventable by inoculation.⁶ And an additional 6 weeks for each year of service to a maximum of 52 weeks.⁷ And 26 additional weeks for permanent disability.⁸ As recommended by branch manager.⁹ To salaried employees only.

Group Insurance

Employees of 414 stations were reported as insured and of 287 stations as not insured. There was no report as to insurance of the employees in 35 stations.

The insurance premiums for the employees in 244 stations were paid by the companies, in 28 stations by the employees, and in 101 stations were paid jointly by employers and employees. There was no report as to who paid the premiums in 41 stations. Where the premiums were paid jointly by the employers and the employees such payments were shared equally by employees and employers in part of the stations, while in others the ratio varied.

Two examples of insurance are given below:

Example 1.—An employee after one year of service is insured for \$1,000. The insurance is increased \$250 at the end of each succeeding year to a maximum of \$2,500. The premium is paid by the company. The employee may after one year of service take an additional \$1,000 of insurance at a cost of 60 cents per month to him and 5 cents per month to the company. This type of insurance was in effect in 76 stations.

Example 2.—This type of insurance applied to the employees of the 18 stations of one company. The insurance was based on years of service in the company and on amount of full-time pay. The amount of insurance was either a minimum of \$500 or a maximum of \$2,000, or a sum equal to 3 months' full pay for service of 1 and under 2 years, to 5 months' pay for service of 2 and under 3 years, to 7 months' pay for service of 3 and under 4 years, to 9 months' pay for service of 4 and under 5 years, or to 12 months' full-time pay for service of 5 years or more.

Employees Under Bond

To bond means to furnish security through a bonding company for compensation for loss or damage of property. All employees in 247 gasoline filling stations and part of the employees in 78 were bonded. The employees in 170 stations were not bonded and no report on this subject was obtained from 241 stations.

In the 78 stations in which security covered only a part of the employees those bonded were managers in 2 stations; operators in 19 stations; all employees except porters in 13; all working on commission in 1; and not reported for 43 stations.

The bond premiums were paid by the companies in 313 stations, by employees in 3, and shared equally by companies and employees in 3, while in 3 stations the company paid the premiums for the operators and the operators paid them for their helpers. There was no report as to who paid the premiums in three stations.

Preference for Married or Single Men

Only 223 of the 736 gasoline filling stations reported preference for married or single men. The preferences were for married men as operators and managers in 5 stations and for all occupations in 115 stations; for married men as operators and managers and for single men as operators' helpers in 6 stations; and for single men as operators' helpers in 3 stations and for all occupations in 22 stations. Prior to

the current economic conditions and unemployment there was no preference in 72 stations, but in the hiring of new employees married men are now given preference.

Years of Service

A study of the average years of service reported for the employees of 425 gasoline filling stations, revealed that for the employees in 44 stations the average was less than 1 year; for 76 was 1 year and under 2 years; for 186 (including 72 stations of a large company that reported average service of 2 years), was 2 and under 3 years; for 62 was 3 and under 4 years; for 27 was 4 and under 5 years; for 14 was 5 and under 6 years; for 12 was 6 and under 7 years; for 3 was 7 years and the average for the employees of 1 station was 12 years. Years of service were not reported for the employees of 311 stations.

Lunch Periods

Information on this subject was obtained from 562 of the 736 gasoline filling stations covered in this report. Employees in each of 159 stations have a regular lunch period each day, the length of and time for the lunch period varying in different stations. In 39 stations the lunch period is "staggered," each employee of a station having lunch at different hours of the day on different days. As there is no definite provision for a lunch period in 325 stations, employees in these stations eat between jobs, having lunch brought to the station or eating at nearby restaurants when business permits. Part of the employees in 39 stations have a regular lunch period each day and others eat between jobs. There was no report on this subject from 174 stations.

Age of Employees

Based on the age reported for each of the employees in 699 of the 736 gasoline filling stations, 58.9 per cent of the employees in the industry were over 25 and 41.1 per cent under 25 years of age.

Retirement and Pension Systems

In answer to inquiry on this subject 134 stations were reported as having such systems and 363 as not having them.

Uniforms

It was reported that certain articles of clothing called uniforms were worn by all or a part of the employees in 545 of the gasoline filling stations. The uniforms ranged in the different stations from overalls or coveralls to complete outfits consisting of cap, blouse, breeches, puttees, knickers, jacket, coat, and raincoat.

There was also a wide range in the cost of uniforms in the different stations. The yearly cost of uniforms per man ranged from less than \$5 in 5 stations to over \$35 in 18 stations. The cost in 125 stations fell within the group of \$12.50 and under \$15, and in 48 stations fell within the group of \$10 and under \$12.50.

Uniforms were paid for by employees in 219 stations, by companies in 196 stations, and in 110 stations the cost was shared equally by

employers and employees. Laundered uniforms were rented in 16 stations, the rental being paid by companies in 15 stations and by employees in 1 station. There was no report as to who paid for uniforms in four stations.

Laundering of Uniforms

Information as to the cost of laundering articles of uniforms was obtained from 608 of the 736 gasoline filling stations studied. The cost was paid by companies in 262 stations, by employees in 336 stations, shared equally by companies and employees in 9 stations, and in 1 station the cost of laundering the pitman's uniform was paid by the company and of those of all other employees was paid by employees.

The average weekly cost of laundering per man ranged from a low of less than 25 cents to a high of \$1 and over.

Drivers' Permits

All employees in 79 gasoline filling stations were required by the companies to have drivers' permits, while in 626 stations they were not required to hold such permits. There was no report on this subject from 31 stations.

Drivers' permits for employees in the 79 stations in which they were required were paid for by employees in 40 stations, by companies in 11 stations, and in 28 stations there was no report as to who paid for them.

Time for Checking Stock and Cash

The stock and cash at each gasoline filling station are in charge of one or more men as long as they are on duty. When such men are relieved by men on another shift, an inventory of stock is usually made and the cash counted before men of the new shift assume charge of the stock and cash.

The time consumed in making an inventory of the stock and in counting the cash was on company time in 303 stations; on employees' time in 97, and was partly on company time and partly on employees' time in 3 stations. There was no report on this subject from 333 stations.

The average time required in checking stock and counting cash, as reported by 262 stations, was less than 15 minutes in 48 stations, 15 and under 30 minutes in 131 stations, 30 and under 45 minutes in 72 stations, 45 minutes and under 1 hour in 4 stations, and 1 hour or more in 7 stations.

Adjustments for Losses by Evaporation and in Selling

Gasoline, oil, and grease are measured when put in filling stations as stock. The amounts measured to the manager or operator are frequently more than the amounts accounted for when sales and quantity on hand are checked, although, at times, there will be an excess on hand, due to change in temperature and expansion. The shrinkage or expansion of gasoline due to changes in temperature is taken into consideration in some stations when gasoline is measured. Evaporation and selling losses, usually due to carelessness of em-

ployees or defective equipment, are the most frequent causes of shortages, however.

Information concerning the responsibility of employees in case of shortages was reported by 664 of the 736 filling stations studied, employees being held responsible in 340 and not responsible in 324 stations. In 80 of the 340 stations it was reported that adjustments would be made if the losses were due to faulty or defective equipment or to causes which were no fault of the employees.

Allowances for shrinkage or other loss of gasoline were made in many of the 324 stations in which employees were not held responsible for losses. Examples of the allowances are a shrinkage of 1, $\frac{1}{2}$, or $\frac{1}{4}$ per cent; of 1 per cent in summer and $\frac{1}{2}$ per cent in winter; or of $\frac{1}{2}$ per cent in summer and $\frac{1}{4}$ per cent in winter.

Scope and Method

The basic wage figures which were used in compiling the various wage tables in this report for filling stations were obtained by agents of the bureau from the pay rolls and other records of 736 stations. Information on other related subjects were obtained from answers by companies to inquiries on such subjects.

The wage figures were collected from the pay rolls for a representative pay period in April, May, June, or July, 1931. The length of the pay period was 1 week in 288 stations, 9 days in 1, one-half month in 354, and 1 month in 93 stations. The figures for a period of more than one week were reduced to a 1-week basis.

In computing average days on which employees worked in one week for the employees in an occupation or for the employees in all occupations in the stations covered in the study, each full day or part of a day in the week that an employee did any work was counted as a day, and the total of such days was divided by the number of employees in an occupation or in all occupations.

Average full-time hours per week for the employees in an occupation or in all occupations were computed by dividing their aggregate full-time hours per week by the number of such employees. The full-time hours per week of each employee were used in arriving at the average, even though some may have worked more or less than full time on account of overtime, sickness, disability, or other cause.

Average hours actually worked in one week for the employees in an occupation were computed by dividing the total of their hours actually worked in the week by the number of such employees.

Average earnings per hour for the employees in an occupation were computed by dividing their aggregate earnings in one week by the aggregate number of hours that were actually worked by such employees in the week.

Average full-time earnings per week for the employees in an occupation were computed by multiplying the earnings per hour for the employees in the occupation by their average full-time hours per week.

Average actual earnings in one week for the employees in an occupation or in all occupations were computed by dividing their total aggregate earnings in the week by the number of such employees.

Occupations in Filling Stations

The occupations as published in the tables in this bulletin are as follows: Car washers, greasers, managers, operators, operators' helpers, porters, relief men, tire men, and the group of "other employees." Each of the occupations found in gasoline filling stations, including those in the group of "other employees," is defined in Appendix A (pp. 85 and 86).

General Tables

In addition to the tables already given in this bulletin, three general tables are presented as follows:

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of full time worked, 1931, by occupation and city.

The arrangement of this table makes easy the comparison of averages for one city with those for another. The averages, by city, are presented for each occupation separately and, at the end of the table, for all occupations combined.

"Average full-time hours per week" and the "Average hours actually worked in one week" are presented in adjacent columns. This makes easy comparison of the average hours that would have been worked in the week had all employees in the occupation worked no more nor less than full time, with the average hours that were actually worked in the week for which data are shown. The figures in the column following these two columns shows for the employees covered in each occupation in each city the per cent of full-time actually worked in the week.

TABLE B.—Average and classified earnings per hour in five specified occupations, 1931, by city.

TABLE C.—Average and classified full-time hours per week in five specified occupations, 1931, by city.

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of full time worked, 1931, by occupation and city

Occupation and city	Number of stations	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Average hours actually worked in 1 week	Per cent of full time worked in week	Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
Car washers:									
Atlanta, Ga.....	1	(¹)	(¹)	(¹)	(¹)	(¹)	(¹)	(¹)	(¹)
Austin, Tex.....	3	3	7.0	99.0	69.0	100.0	\$0.186	\$12.83	\$12.83
Baltimore, Md.....	2	11	5.6	51.3	51.3	100.0	.319	16.36	16.36
Birmingham, Ala.....	2	2	7.0	80.0	80.0	100.0	.157	12.56	12.56
Charleston, S. C.....	7	9	6.8	62.2	62.2	100.0	.203	12.63	12.63
Charlotte, N. C.....	7	11	6.5	71.0	71.6	100.8	.165	11.72	11.79
Chicago, Ill.....	2	16	6.6	77.4	49.5	64.0	.389	30.11	19.24
Danville, Ill.....	3	3	6.7	63.3	55.6	87.8	.335	21.21	18.64
Des Moines, Iowa.....	2	2	6.5	59.0	59.0	100.0	.196	11.56	11.56
Detroit, Mich.....	3	8	6.0	61.5	61.5	100.0	.274	16.85	16.85
Holyoke, Mass.....	1	(¹)	(¹)	(¹)	(¹)	(¹)	(¹)	(¹)	(¹)
Houston, Tex.....	3	3	6.0	64.0	64.0	100.0	.237	15.17	15.17
Jacksonville, Fla.....	3	5	7.0	81.2	81.2	100.0	.148	12.02	12.02
Joplin, Mo.....	2	2	6.5	62.5	67.5	108.0	.267	16.69	18.05
Kansas City, Kans.....	2	2	7.0	64.0	64.0	100.0	.267	17.09	17.09

¹ Data included in total.

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of full time worked, 1931, by occupation and city—Continued

Occupation and city	Number of stations	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Average hours actually worked in 1 week	Per cent of full time worked in week	Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
Car washers—Continued.									
Little Rock, Ark.....	6	7	6.9	64.6	68.9	106.7	\$0.190	\$12.27	\$13.09
Louisville, Ky.....	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Memphis, Tenn.....	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Meridian, Miss.....	6	7	6.9	71.6	71.6	100.0	.145	10.38	10.38
Milwaukee, Wis.....	2	3	6.7	71.3	68.3	95.8	.248	17.68	16.92
Minneapolis, Minn.....	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
New Orleans, La.....	2	2	7.0	63.0	63.0	100.0	.227	14.30	14.30
Oklahoma City, Okla.....	2	4	6.8	63.8	63.8	100.0	.280	17.86	17.86
Philadelphia, Pa.....	2	2	6.0	57.0	57.0	100.0	.364	20.75	20.75
Portland, Me.....	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Richmond, Va.....	9	15	6.5	67.1	65.8	98.1	.257	17.24	16.91
Rochester, N. Y.....	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
St. Louis, Mo.....	5	5	7.0	64.7	64.7	100.0	.274	17.73	17.73
Washington, D. C.....	2	4	7.0	78.8	74.3	94.3	.338	26.63	25.13
Total.....	84	151	6.5	66.9	61.9	92.5	.248	16.59	15.36
Greasers:									
Altoona, Pa.....	2	2	6.0	48.0	48.0	100.0	.399	19.15	19.15
Atlanta, Ga.....	2	2	7.0	71.5	71.5	100.0	.215	15.37	15.37
Austin, Tex.....	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Baltimore, Md.....	10	19	6.2	59.9	59.9	100.0	.425	25.46	25.46
Birmingham, Ala.....	10	14	7.0	67.7	67.7	100.0	.156	10.56	10.56
Boston, Mass.....	7	12	5.9	54.5	53.8	98.7	.485	26.43	26.06
Charleston, S. C.....	5	8	6.1	60.4	60.4	100.0	.385	23.25	23.25
Charlotte, N. C.....	7	7	6.4	70.4	69.9	99.3	.175	12.32	12.20
Chicago, Ill.....	12	39	6.4	52.0	51.0	98.1	.577	30.00	29.42
Cleveland, Ohio.....	7	21	6.8	59.1	61.1	103.4	.482	28.49	29.42
Danville, Ill.....	2	2	6.0	64.0	61.7	96.4	.398	25.47	24.56
Des Moines, Iowa.....	5	5	7.0	63.5	63.1	99.4	.315	20.00	19.86
Detroit, Mich.....	3	9	6.2	61.5	62.0	100.8	.425	26.14	26.36
Hamilton, Ohio.....	3	4	6.3	59.3	60.2	101.5	.348	20.64	20.97
Hartford, Conn.....	3	3	6.0	50.0	50.0	100.0	.493	24.65	24.65
Holyoke, Mass.....	2	2	6.5	53.3	53.3	100.0	.382	20.36	20.36
Houston, Tex.....	6	7	6.6	59.4	59.4	100.0	.265	15.74	15.74
Indianapolis, Ind.....	3	5	6.4	59.3	60.2	101.5	.399	23.66	24.03
Jacksonville, Fla.....	6	7	7.0	77.5	77.5	100.0	.198	15.35	15.35
Joplin, Mo.....	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Kansas City, Kans.....	2	3	6.3	71.3	71.3	100.0	.343	24.46	24.46
Lincoln, Nebr.....	3	6	6.8	64.5	64.7	100.3	.341	21.99	22.09
Little Rock, Ark.....	6	9	6.2	56.7	56.7	100.0	.349	19.79	19.79
Louisville, Ky.....	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Manchester, N. H.....	3	3	6.0	54.0	54.0	100.0	.438	23.65	23.65
Memphis, Tenn.....	5	7	6.1	57.4	57.4	100.0	.366	21.01	21.01
Meridian, Miss.....	4	5	6.8	72.2	72.3	100.1	.176	12.71	12.73
Milwaukee, Wis.....	3	7	6.9	67.1	67.1	100.0	.353	23.69	23.69
Minneapolis, Minn.....	2	2	6.5	59.3	59.3	100.0	.385	22.83	22.83
New Orleans, La.....	2	2	7.0	56.0	56.0	100.0	.417	23.35	23.35
Oklahoma City, Okla.....	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Philadelphia, Pa.....	3	8	6.0	64.0	57.4	89.7	.334	21.38	19.17
Portland, Me.....	2	3	7.0	54.3	54.3	100.0	.460	24.98	24.98
Providence, R. I.....	8	10	6.0	54.0	54.1	100.2	.488	26.35	26.38
Richmond, Va.....	7	9	6.1	60.2	59.0	98.0	.407	24.50	24.01
Rochester, N. Y.....	2	3	6.0	52.3	52.3	100.0	.510	26.67	26.67
St. Louis, Mo.....	2	5	7.0	64.8	64.8	100.0	.311	20.15	20.15
Trenton, N. J.....	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Washington, D. C.....	10	25	6.3	60.7	59.3	97.7	.448	27.19	26.60
Total.....	164	280	6.4	59.9	59.6	99.5	.393	23.54	23.41
Managers:									
Altoona, Pa.....	4	4	6.0	52.0	50.5	97.1	.558	29.02	28.19
Atlanta, Ga.....	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Baltimore, Md.....	5	5	6.0	58.8	58.8	100.0	.587	34.52	34.52
Boston, Mass.....	4	4	6.0	54.0	54.0	100.0	.543	29.32	29.32
Charlotte, N. C.....	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Chicago, Ill.....	10	17	6.7	56.0	56.0	100.0	.702	39.31	39.31

† Data included in total.

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of full time worked, 1931, by occupation and city—Continued

Occupation and city	Number of stations	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Average hours actually worked in 1 week	Per cent of full time worked in week	Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
Managers—Continued.									
Cleveland, Ohio.....	2	2	7.0	60.0	60.0	100.0	\$.685	\$41.10	\$41.10
Danville, Ill.....	3	4	6.3	62.5	62.5	100.0	.703	43.94	43.94
Detroit, Mich.....	2	2	7.0	62.6	62.6	100.0	.795	49.77	49.77
Hartford, Conn.....	2	2	6.0	54.0	54.0	100.0	.491	26.51	26.51
Indianapolis, Ind.....	2	2	7.0	59.5	59.5	100.0	.890	52.96	52.96
Little Rock, Ark.....	3	3	7.0	60.0	60.0	100.0	.664	39.84	39.84
Manchester, N. H.....	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Milwaukee, Wis.....	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Oklahoma City, Okla.....	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Philadelphia, Pa.....	3	3	6.0	54.0	54.0	100.0	.500	27.00	27.00
Providence, R. I.....	4	4	6.0	54.0	54.0	100.0	.550	29.70	29.70
Richmond, Va.....	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Rochester, N. Y.....	6	6	6.0	58.5	58.5	100.0	.590	34.52	34.52
St. Louis, Mo.....	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Washington, D. C.....	3	3	7.0	58.3	58.3	100.0	.750	43.73	43.73
Total.....	60	68	6.4	57.3	57.2	99.8	.631	36.16	36.09
Operators:									
Altoona, Pa.....	16	35	6.3	55.4	55.5	100.2	.403	22.33	22.39
Atlanta, Ga.....	18	25	7.0	68.4	68.6	100.3	.361	24.69	24.79
Austin, Tex.....	12	17	6.9	64.5	64.5	100.0	.391	25.22	25.22
Baltimore, Md.....	20	49	6.5	56.8	57.0	100.4	.461	26.18	26.24
Birmingham, Ala.....	18	30	6.9	61.6	61.6	100.0	.394	24.27	24.27
Boston, Mass.....	20	39	6.8	55.9	56.1	100.4	.524	29.29	29.42
Burlington, Vt.....	5	8	6.1	67.1	67.1	100.0	.337	22.61	22.61
Charleston, S. C.....	13	18	6.6	61.8	61.8	100.0	.504	31.15	31.15
Charlotte, N. C.....	14	21	6.7	67.4	68.2	101.2	.397	26.76	27.09
Chicago, Ill.....	20	49	6.3	51.0	51.0	100.0	.658	33.56	33.56
Cleveland, Ohio.....	19	44	6.7	59.3	58.5	98.7	.505	29.95	29.54
Danville, Ill.....	16	27	6.8	66.3	66.1	99.7	.372	24.66	24.61
Des Moines, Iowa.....	18	18	6.9	75.2	75.2	100.0	.418	31.43	31.43
Detroit, Mich.....	19	36	6.1	56.0	56.0	100.0	.517	28.95	28.95
Hamilton, Ohio.....	16	38	7.0	58.4	58.3	99.8	.425	24.82	24.81
Hartford, Conn.....	18	30	6.5	53.9	54.6	101.3	.524	28.24	28.61
Holyoke, Mass.....	10	17	6.8	58.7	60.9	103.7	.466	27.35	28.41
Houston, Tex.....	18	33	6.5	55.2	55.2	100.0	.442	24.40	24.40
Huntington, W. Va.....	15	27	6.8	73.4	73.2	99.7	.304	22.31	22.27
Indianapolis, Ind.....	18	32	6.5	60.8	61.6	101.3	.442	26.87	27.20
Jacksonville, Fla.....	15	27	7.0	67.4	67.4	100.0	.371	25.01	25.01
Joplin, Mo.....	16	19	6.9	70.7	70.7	100.0	.346	24.46	24.46
Kansas City, Kans.....	17	22	6.8	69.9	68.7	98.3	.425	29.71	29.17
Lincoln, Nebr.....	14	14	6.6	65.0	67.8	104.3	.368	23.92	24.98
Little Rock, Ark.....	15	23	6.7	59.0	59.0	100.0	.405	23.90	23.90
Louisville, Ky.....	17	34	5.9	57.7	58.3	101.0	.356	20.54	20.75
Manchester, N. H.....	10	20	7.0	59.1	59.2	100.2	.412	24.35	24.37
Memphis, Tenn.....	17	30	6.6	64.5	64.5	100.0	.308	23.74	23.74
Meridian, Miss.....	10	13	6.9	66.0	66.0	100.0	.357	23.56	23.56
Milwaukee, Wis.....	15	19	6.7	62.4	62.1	99.5	.483	30.14	29.98
Minneapolis, Minn.....	17	18	6.8	70.4	74.5	105.8	.389	27.39	29.01
New Orleans, La.....	17	25	6.8	59.8	59.8	100.0	.427	25.53	25.53
New York, N. Y.....	20	45	5.9	61.0	61.3	100.5	.543	33.12	33.29
Oklahoma City, Okla.....	17	20	6.7	70.9	70.9	100.0	.416	29.49	29.49
Philadelphia, Pa.....	20	44	6.5	55.0	55.0	100.0	.446	24.53	24.53
Portland, Me.....	13	24	6.8	59.0	59.8	101.4	.443	26.43	26.75
Providence, R. I.....	15	27	6.8	57.6	58.2	101.0	.469	27.01	27.25
Richmond, Va.....	11	22	6.6	64.1	64.9	101.2	.402	25.77	26.12
Rochester, N. Y.....	17	37	6.3	56.0	56.7	101.3	.483	27.05	27.41
St. Louis, Mo.....	20	23	7.0	68.1	68.4	100.4	.438	29.83	29.99
Superior, Wis.....	16	17	6.9	86.5	86.6	99.0	.373	32.26	31.90
Trenton, N. J.....	17	34	6.4	54.8	56.2	102.6	.455	24.93	25.58
Washington, D. C.....	14	32	6.7	59.3	58.5	98.7	.524	31.07	30.67
Total.....	683	1,182	6.6	61.0	61.3	100.5	.441	26.90	27.01
Operators' helpers:									
Altoona, Pa.....	8	26	6.3	51.5	51.1	99.2	.340	17.51	17.39
Atlanta, Ga.....	12	29	6.8	63.9	63.9	100.0	.255	16.29	16.29
Austin, Tex.....	12	31	6.8	60.2	61.0	101.3	.328	19.75	20.03

1 Data included in total.

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of actual time worked, 1931, by occupation and city—Continued

Occupation and city	Number of stations	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Average hours actually worked in 1 week	Per cent of full time worked in week	Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
Operators' helpers—Continued.									
Baltimore, Md.	11	31	6.3	56.6	56.3	99.5	\$0.440	\$24.90	\$24.75
Birmingham, Ala.	10	16	7.0	60.4	60.4	100.0	.290	17.52	17.52
Boston, Mass.	17	36	6.6	55.0	54.9	99.8	.456	25.08	25.03
Burlington, Vt.	7	12	6.2	62.5	61.7	98.7	.287	17.94	17.72
Charleston, S. C.	12	15	6.7	62.1	62.1	100.0	.341	21.18	21.18
Charlotte, N. C.	12	17	6.2	67.4	63.4	94.1	.303	20.42	19.21
Chicago, Ill.	9	17	6.3	50.2	50.4	100.4	.619	31.07	31.17
Cleveland, Ohio	12	27	6.3	56.8	54.2	95.4	.380	21.58	20.59
Danville, Ill.	6	6	7.0	52.5	53.4	101.7	.317	16.64	16.90
Des Moines, Iowa	12	19	6.8	58.8	59.2	100.7	.352	20.70	20.81
Detroit, Mich.	15	36	6.6	55.0	54.8	99.6	.494	27.17	27.04
Hamilton, Ohio	4	5	5.8	41.0	40.6	99.0	.351	14.39	14.26
Hartford, Conn.	14	30	6.2	52.4	52.0	99.2	.459	24.05	23.86
Holyoke, Mass.	8	16	6.7	59.9	59.7	99.7	.414	24.80	24.75
Houston, Tex.	13	39	6.9	57.8	57.8	100.0	.312	18.03	18.03
Huntington, W. Va.	8	14	6.1	46.4	44.8	96.6	.353	16.38	15.82
Indianapolis, Ind.	11	22	6.9	59.0	59.2	100.3	.331	19.53	19.59
Jacksonville, Fla.	8	23	7.0	81.1	81.1	100.0	.211	17.11	17.11
Joplin, Mo.	13	16	6.9	56.6	56.6	100.0	.247	13.98	13.98
Kansas City, Kans.	13	22	6.3	51.4	51.4	100.0	.309	15.88	15.88
Lincoln, Nebr.	13	27	6.9	63.0	64.0	101.6	.315	19.85	20.16
Little Rock, Ark.	9	24	7.0	67.3	67.2	99.9	.285	19.18	19.15
Louisville, Ky.	10	28	5.4	54.3	52.2	96.1	.312	16.94	16.28
Manchester, N. H.	7	13	6.2	53.9	52.5	97.4	.378	20.37	19.86
Memphis, Tenn.	8	21	6.8	66.2	64.7	97.7	.331	21.91	21.40
Meridian, Miss.	11	23	6.7	67.2	67.2	100.0	.228	15.32	15.32
Milwaukee, Wis.	11	25	6.1	57.7	57.1	99.0	.368	21.23	21.03
Minneapolis, Minn.	14	24	6.0	51.4	49.8	96.9	.387	19.89	19.28
New Orleans, La.	17	34	6.9	60.9	61.0	100.2	.322	19.61	19.64
New York, N. Y.	17	43	5.9	58.6	58.1	99.1	.465	27.25	27.01
Oklahoma City, Okla.	12	33	6.4	63.5	63.7	100.3	.332	21.08	21.14
Philadelphia, Pa.	11	34	6.2	50.4	50.2	99.6	.393	19.81	19.75
Portland, Me.	9	25	7.0	57.8	57.7	99.8	.418	24.16	24.13
Providence, R. I.	15	31	6.2	51.5	51.5	100.0	.385	19.83	19.83
Richmond, Va.	8	15	5.4	54.7	54.0	98.7	.364	19.91	19.66
Rochester, N. Y.	7	16	6.5	50.0	49.8	99.6	.483	24.15	24.09
St. Louis, Mo.	16	36	6.9	60.8	60.2	99.0	.395	24.02	23.75
Superior, Wis.	10	11	5.5	39.4	37.4	94.9	.337	13.28	12.59
Trenton, N. J.	10	27	5.9	47.9	48.1	100.4	.420	20.12	20.17
Washington, D. C.	13	44	6.0	60.1	55.3	92.0	.396	23.80	21.91
Total.....	475	1,039	6.4	57.7	57.2	99.1	.362	20.89	20.71
Porters:									
Atlanta, Ga.	10	19	7.0	62.4	63.4	101.6	.209	13.04	13.25
Austin, Tex.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Baltimore, Md.	2	3	6.3	65.7	65.7	100.0	.311	20.43	20.43
Birmingham, Ala.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Charleston, S. C.	3	3	7.0	76.5	76.5	100.0	.152	11.63	11.63
Chicago, Ill.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Danville, Ill.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Des Moines, Iowa	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Detroit, Mich.	2	2	6.5	54.0	55.1	102.0	.284	15.34	15.65
Houston, Tex.	2	2	6.0	57.0	57.0	100.0	.262	14.93	14.93
Jacksonville, Fla.	11	14	7.0	63.5	63.5	100.0	.193	12.26	12.26
Lincoln, Nebr.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Little Rock, Ark.	2	2	7.0	56.0	56.0	100.0	.251	14.06	14.06
Memphis, Tenn.	3	6	7.0	80.5	84.0	104.3	.103	8.27	8.67
Meridian, Miss.	2	2	7.0	78.8	78.8	100.0	.160	12.61	12.61
New Orleans, La.	5	5	7.0	67.2	67.2	100.0	.181	12.16	12.16
Oklahoma City, Okla.	3	3	7.0	71.6	71.6	100.0	.220	15.75	15.75
Richmond, Va.	2	3	6.7	68.7	68.7	100.0	.186	12.78	12.78
Rochester, N. Y.	2	2	6.0	39.0	39.0	100.0	.138	5.38	5.38
Total.....	55	72	6.9	65.1	65.7	100.9	.193	12.56	12.65
Relief men:									
Altoona, Pa.	2	2	6.0	60.0	60.0	100.0	.370	22.20	22.20
Atlanta, Ga.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Baltimore, Md.	5	5	5.0	42.2	42.2	100.0	.437	18.44	18.44

¹ Data included in total.

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of full time worked, 1931, by occupation and city—Continued

Occupation and city	Number of stations	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Average hours actually worked in 1 week	Per cent of full time worked in week	Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
Relief men—Continued.									
Boston, Mass.	2	3	5.7	56.0	53.0	94.6	\$0.440	\$24.64	\$23.33
Chicago, Ill.	6	6	5.7	48.0	37.9	79.0	.686	32.93	26.01
Cleveland, Ohio	2	2	3.5	28.8	28.8	100.0	.477	13.74	13.74
Des Moines, Iowa	3	3	6.3	40.7	40.7	100.0	.362	14.73	14.73
Hartford, Conn.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Indianapolis, Ind.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Kansas City, Kans.	2	2	4.0	36.8	36.8	100.0	.496	18.25	18.25
Lincoln, Nebr.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Louisville, Ky.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Meridian, Miss.	3	3	6.7	84.3	84.3	100.0	.115	9.69	9.69
Milwaukee, Wis.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Minneapolis, Minn.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
New York, N. Y.	4	4	6.0	60.8	59.8	98.4	.441	26.81	26.33
Oklahoma City, Okla.	2	2	6.0	53.5	53.5	100.0	.460	24.61	24.61
Philadelphia, Pa.	3	3	6.0	49.3	49.3	100.0	.481	23.71	23.71
Providence, R. I.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Rochester, N. Y.	7	7	4.6	33.4	33.4	100.0	.430	14.36	14.36
St. Louis, Mo.	2	2	2.0	19.5	19.5	100.0	.358	7.00	7.00
Total	51	52	5.3	48.3	46.6	96.5	.409	19.75	19.07
Tire men:									
Birmingham, Ala.	4	4	7.0	78.0	78.0	100.0	.126	9.83	9.83
Burlington, Vt.	2	3	7.0	69.9	71.9	102.9	.355	24.81	25.49
Charleston, S. C.	3	5	6.4	60.8	60.8	100.0	.222	13.50	13.50
Danville, Ill.	2	5	6.6	64.6	64.6	100.0	.361	23.32	23.32
Detroit, Mich.	3	8	6.0	62.8	62.3	99.2	.413	25.94	25.73
Hartford, Conn.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Holyoke, Mass.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Houston, Tex.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Huntington, W. Va.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Jacksonville, Fla.	2	2	7.0	73.5	73.5	100.0	.197	14.48	14.48
Little Rock, Ark.	4	4	6.5	59.0	59.0	100.0	.289	17.05	17.05
Meridian, Miss.	5	10	7.0	74.2	74.1	99.9	.170	12.61	12.56
Milwaukee, Wis.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Minneapolis, Minn.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Richmond, Va.	2	2	6.5	71.5	71.5	100.0	.229	16.37	16.37
Trenton, N. J.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Washington, D. C.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Total	35	56	6.6	67.9	67.8	99.9	.300	20.37	20.36
Other employees:									
Atlanta, Ga.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Chicago, Ill.	2	6	5.8	56.5	62.8	111.2	.546	30.85	34.30
Danville, Ill.	2	2	6.0	61.5	61.5	100.0	.538	33.09	33.09
Des Moines, Iowa	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Detroit, Mich.	3	13	6.0	62.3	62.3	100.0	.446	27.79	27.79
Hartford, Conn.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Holyoke, Mass.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Lincoln, Nebr.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Little Rock, Ark.	3	5	6.6	57.9	57.9	100.0	.398	23.04	23.04
Memphis, Tenn.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Meridian, Miss.	3	3	6.6	67.8	68.0	100.3	.338	22.92	22.95
Milwaukee, Wis.	2	2	6.0	52.3	52.3	100.0	.330	17.26	17.26
Oklahoma City, Okla.	2	2	6.0	60.0	60.0	100.0	.150	9.00	9.00
Philadelphia, Pa.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Richmond, Va.	2	4	6.5	67.1	67.9	101.2	.470	31.54	31.88
Washington, D. C.	2	5	6.8	56.4	54.5	96.6	.317	17.88	17.30
Total	28	60	6.4	60.0	58.5	97.5	.404	24.24	23.65
All occupations:									
Altoona, Pa.	16	69	6.3	53.7	53.5	99.6	.388	20.84	20.74
Atlanta, Ga.	18	100	6.7	64.6	60.7	94.0	.285	18.41	17.30
Austin, Tex.	16	53	6.8	62.3	62.7	100.6	.335	20.87	21.02
Baltimore, Md.	20	123	6.2	56.4	56.4	100.0	.438	24.70	24.70
Birmingham, Ala.	18	67	6.9	64.4	64.4	100.0	.284	18.29	18.29
Boston, Mass.	20	94	6.5	55.3	55.2	99.8	.491	27.15	27.11
Burlington, Vt.	9	23	6.3	65.1	64.9	99.7	.315	20.51	20.45

1 Data included in total

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of full time worked, 1931, by occupation and city—Continued

Occupation and city	Number of stations	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Average hours actually worked in 1 week	Per cent of full time worked in week	Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
All occupations—Continued.									
Charleston, S. C.	16	58	6.6	62.4	62.4	100.0	\$0.354	\$22.09	\$22.09
Charlotte, N. C.	16	57	6.5	68.4	67.5	98.7	.296	20.25	20.01
Chicago, Ill.	20	151	6.4	54.6	51.3	94.0	.603	32.92	30.94
Cleveland, Ohio	20	96	6.5	57.9	57.2	98.8	.470	27.21	26.91
Danville, Ill.	16	50	6.7	63.7	63.2	99.2	.392	24.97	24.75
Des Moines, Iowa	18	49	6.8	63.2	63.3	100.2	.371	23.45	23.47
Detroit, Mich.	20	114	6.3	57.8	57.7	99.8	.469	27.11	27.07
Hamilton, Ohio	16	47	6.8	56.6	56.6	100.0	.413	23.38	23.38
Hartford, Conn.	18	68	6.3	53.0	53.1	100.2	.494	26.18	26.25
Holyoke, Mass.	14	41	6.7	59.9	60.8	101.5	.457	27.37	27.77
Houston, Tex.	18	85	6.7	57.3	57.3	100.0	.351	20.11	20.11
Huntington, W. Va.	16	42	6.6	64.2	63.7	99.2	.319	20.48	20.30
Indianapolis, Ind.	18	62	6.6	60.2	60.7	100.8	.412	24.80	25.01
Jacksonville, Fla.	18	78	7.0	72.7	72.7	100.0	.254	18.47	18.47
Joplin, Mo.	16	38	6.9	64.1	64.4	100.5	.303	19.42	19.54
Kansas City, Kans.	18	51	6.5	60.5	60.0	99.2	.371	22.45	22.26
Lincoln, Nebr.	14	50	6.8	64.0	65.2	101.9	.329	21.06	21.48
Little Rock, Ark.	16	77	6.8	61.7	62.1	100.6	.337	20.79	20.92
Louisville, Ky.	18	66	5.8	57.0	56.4	98.9	.332	18.92	18.75
Manchester, N. H.	14	37	6.6	56.7	56.3	99.3	.405	22.96	22.80
Memphis, Tenn.	18	71	6.7	67.0	66.8	99.7	.304	20.37	20.32
Meridian, Miss.	16	66	6.8	70.0	70.0	100.0	.226	15.82	15.82
Milwaukee, Wis.	15	59	6.5	61.1	60.7	99.3	.399	24.38	24.20
Minneapolis, Minn.	18	49	6.2	58.8	59.5	101.2	.380	22.34	22.63
New Orleans, La.	18	68	6.9	60.9	60.9	100.0	.343	21.19	21.19
New York, N. Y.	20	92	5.9	59.9	59.8	99.8	.503	30.13	30.05
Oklahoma City, Okla.	18	66	6.5	65.7	65.8	100.2	.352	23.13	23.19
Philadelphia, Pa.	20	95	6.3	53.9	53.2	98.7	.418	22.53	22.27
Portland, Me.	15	53	6.9	58.4	58.7	100.5	.432	25.23	25.35
Providence, R. I.	18	73	6.4	54.3	54.4	100.2	.443	24.05	24.08
Richmond, Va.	14	71	6.3	62.8	62.5	99.5	.354	22.23	22.15
Rochester, N. Y.	18	73	6.1	52.0	52.3	100.6	.484	25.17	25.31
St. Louis, Mo.	20	72	6.8	62.5	62.3	99.7	.396	24.75	24.65
Superior, Wis.	16	28	6.4	68.0	66.6	97.9	.365	24.82	24.31
Trenton, N. J.	18	63	6.2	51.8	52.8	101.9	.439	22.74	23.19
Washington, D. C.	17	115	6.3	6.06	57.8	95.4	.449	27.21	25.94
Total	736	2,960	6.5	60.0	59.5	99.2	.393	23.58	23.39

TABLE B.—Average and classified earnings per hour in five specified occupations, 1931, by city

Occupation and city	Number of stations	Number of employ-ees	Average earnings per hour	Number of employees whose average earnings per hour were—																	
				Under 10 cents	10 and under 15 cents	15 and under 20 cents	20 and under 25 cents	25 and under 30 cents	30 and under 35 cents	35 and under 40 cents	40 and under 45 cents	45 and under 50 cents	50 and under 55 cents	55 and under 60 cents	60 and under 65 cents	65 and under 70 cents	70 and under 75 cents	75 and under 80 cents	80 and under 85 cents	85 and under 90 cents	90 cents and over
Car washers:																					
Atlanta, Ga.....	1	(¹)	(¹)				(¹)	(¹)	(¹)												
Austin, Tex.....	3	3	\$0.186			2	1	1	(¹)												
Baltimore, Md.....	2	11	.319								9										
Birmingham, Ala.....	2	2	.157		1	1															
Charleston, S. C.....	7	9	.203		1	1	7														
Charlotte, N. C.....	7	11	.165		5	2	3	1													
Chicago, Ill.....	2	16	.389						1												
Danville, Ill.....	3	3	.335						1		5	11									
Des Moines, Iowa.....	2	2	.196						1				1								
Detroit, Mich.....	3	8	.274	1		1	4	2	1												
Holyoke, Mass.....	1	(¹)	(¹)																		
Houston, Tex.....	3	3	.237				1			1											
Jacksonville, Fla.....	3	5	.148		4	1				1											
Joplin, Mo.....	2	2	.267						2												
Kansas City, Kans.....	2	2	.267				1			1											
Little Rock, Ark.....	6	7	.190		2	1	3	1													
Louisville, Ky.....	1	(¹)	(¹)						(¹)												
Memphis, Tenn.....	1	(¹)	(¹)	(¹)	(¹)	(¹)															
Meridian, Miss.....	6	7	.145		4	2		1													
Milwaukee, Wis.....	2	3	.248							2											
Minneapolis, Minn.....	1	(¹)	(¹)						(¹)												
New Orleans, La.....	2	2	.227			1		1													
Oklahoma City, Okla.....	2	4	.280				3				1										
Philadelphia, Pa.....	2	2	.364							1		1									
Portland, Me.....	1	(¹)	(¹)						(¹)												
Richmond, Va.....	9	15	.257			4	4	2	(¹)	3	2										
Rochester, N. Y.....	1	(¹)	(¹)									(¹)	(¹)								
St. Louis, Mo.....	5	5	.274			1		1	3												
Washington, D. C.....	2	4	.338						3		1										
Total.....	84	151	.248	2	20	21	36	18	19	18	12	2	1	2							

¹ Data included in total.

152730-33

TABLE B.—Average and classified earnings per hour in five specified occupations, 1931, by city—Continued

Occupation and city	Number of stations	Number of employees	Average earnings per hour	Number of employees whose average earnings per hour were—																
				Under 10 cents	10 and under 15 cents	15 and under 20 cents	20 and under 25 cents	25 and under 30 cents	30 and under 35 cents	35 and under 40 cents	40 and under 45 cents	45 and under 50 cents	50 and under 55 cents	55 and under 60 cents	60 and under 65 cents	65 and under 70 cents	70 and under 75 cents	75 and under 80 cents	80 and under 85 cents	85 and under 90 cents	90 cents and over
Greasers:																				
Altoona, Pa.	2	2	\$0.399							1	1									
Atlanta, Ga.	2	2	.215		1				1											
Austin, Tex.	1	(1)	(1)				(1)													
Baltimore, Md.	10	19	.425						4	3	6	4		1		1				
Birmingham, Ala.	10	14	.156	2	1	11														
Boston, Mass.	7	12	.485							1		9		2						
Charleston, S. C.	5	8	.385	1							5	2								
Charlotte, N. C.	7	7	.175		4	1		2												
Chicago, Ill.	12	39	.577								2	7	13	16	1					
Cleveland, Ohio.	7	21	.482							2	6	3	7	3						
Danville, Ill.	2	2	.398							1	1									
Des Moines, Iowa.	5	5	.315	1				1	1	1	2									
Detroit, Mich.	3	9	.425				1	2	2			1		2	1					
Hamilton, Ohio.	3	4	.348						2	2										
Hartford, Conn.	3	3	.493									1	2							
Holyoke, Mass.	2	2	.382							1	1									
Houston, Tex.	6	7	.265			1	2	1	3					1						
Indianapolis, Ind.	3	5	.399						1	1	2			1						
Jacksonville, Fla.	6	7	.198		2	1	2	2												
Joplin, Mo.	1	(1)	(1)					(1)												
Kansas City, Kans.	2	3	.343						2	1										
Lincoln, Nebr.	3	6	.341					1	3	1	1									
Little Rock, Ark.	6	9	.349					3	1	4		1								
Louisville, Ky.	1	(1)	(1)						(1)											
Manchester, N. H.	3	3	.438								2	1								
Memphis, Tenn.	5	5	.366				1			5		1								
Meridian, Miss.	4	5	.176			4		1												
Milwaukee, Wis.	3	7	.353					2	3		1		1							
Minneapolis, Minn.	2	2	.385							1		1								
New Orleans, La.	2	2	.417								2									
Oklahoma City, Okla.	1	(1)	(1)						(1)											
Philadelphia, Pa.	3	8	.334					4	1		3									
Portland, Me.	2	3	.460									3								
Providence, R. I.	8	10	.488							2						2				
Richmond, Va.	7	9	.407				1	1			1	5								
Rochester, N. Y.	2	3	.510								2		1	1	1					
St. Louis, Mo.	2	5	.311				1			4										

TABLE C.—Average and classified full-time hours per week in five specified occupations, 1931, by city

Occupation and city	Number of stations	Number of employees	Average full-time hours per week	Number of employees whose full-time hours per week were—																
				Under 40	40 and under 48	48	Over 48 and under 54	54	Over 54 and under 56	56	Over 56 and under 60	60	Over 60 and under 63	63	Over 63 and under 66	66	Over 66 and under 70	70	Over 70 and under 84	84
Car washers:																				
Atlanta, Ga.	1	(1)	(1)									(1)								
Austin, Tex.	3	3	69.0																	
Baltimore, Md.	2	11	51.3	1				9				1						1	1	
Birmingham, Ala.	2	2	80.0																1	1
Charleston, S. C.	7	9	62.2							3		1			2		1	2		
Charlotte, N. C.	7	11	71.0				2												7	1
Chicago, Ill.	2	16	77.4			1									2				14	1
Danville, Ill.	3	3	63.3												2	1				
Des Moines, Iowa	2	2	59.0									1	1							
Detroit, Mich.	3	8	61.5			2														
Holyoke, Mass.	1	(1)	(1)									(1)								
Houston, Tex.	3	3	64.0									1								
Jacksonville, Fla.	3	5	81.2																	4
Joplin, Mo.	2	2	62.5									1								
Kansas City, Kans.	2	2	64.0												1	1				
Little Rock, Ark.	6	7	64.6																	
Louisville, Ky.	1	(1)	(1)																	
Memphis, Tenn.	1	(1)	(1)												(1)					
Meridian, Miss.	6	7	71.6																(1)	2
Milwaukee, Wis.	2	3	71.3									1							3	2
Minneapolis, Minn.	1	(1)	(1)												2					1
New Orleans, La.	2	2	63.0																	
Oklahoma City, Okla.	2	4	63.8																	
Philadelphia, Pa.	2	2	57.0									1								
Portland, Me.	1	(1)	(1)					1				1								
Richmond, Va.	9	15	67.1												3	1			(1)	5
Rochester, N. Y.	1	(1)	(1)																	1
St. Louis, Mo.	5	5	64.7				(1)													
Washington, D. C.	2	4	78.8												1	1			1	3
Total	84	151	66.9	1	3	4	10	5	12	9	12	6	15	12	1	11	38	8	4	4
Greasers:																				
Altoona, Pa.	2	2	48.0			2														
Atlanta, Ga.	2	2	71.5																	
Austin, Tex.	1	(1)	(1)												1					1
Baltimore, Md.	10	19	59.9												(1)					

1 Data included in total.

TABLE C.—Average and classified full-time hours per week in five specified occupations, 1931, by city—Continued

Occupation and city	Number of stations	Number of employees	Average full-time hours per week	Number of employees whose full-time hours per week were—																	
				Under 40	40 and under 48	48	Over 48 and under 54	54	Over 54 and under 56	56	Over 56 and under 60	60	Over 60 and under 63	63	Over 63 and under 66	66	Over 66 and under 70	70	Over 70 and under 84	84	Over 84
Greasers—Continued.																					
Birmingham, Ala.	10	14	67.7							7										4	3
Boston, Mass.	7	12	54.5					11													
Charleston, S. C.	5	8	60.4										1								
Charlotte, N. C.	7	7	70.4																		
Chicago, Ill.	12	39	52.0			16	14				1		3							1	5
Cleveland, Ohio	7	21	59.1								16		1								
Danville, Ill.	2	2	64.0												1	1					
Des Moines, Iowa	5	5	63.5				1								1	1					
Detroit, Mich.	3	9	61.5			1							3								
Hamilton, Ohio	3	4	59.3										1	3							
Hartford, Conn.	3	3	50.0			2		1													
Holyoke, Mass.	2	2	53.3			1							1								
Houston, Tex.	6	7	59.4								4										
Indianapolis, Ind.	3	5	59.3								3		1								
Jacksonville, Fla.	6	7	77.5																	1	3
Joplin, Mo.	1	(1)	(1)																		
Kansas City, Kans.	2	3	71.3												(1)	1					
Lincoln, Nebr.	3	6	64.5										1	2							
Little Rock, Ark.	6	9	56.7					4		1	3				1						
Louisville, Ky.	1	(1)	(1)																		
Manchester, N. H.	3	3	54.0																		
Memphis, Tenn.	5	7	57.4																		
Meridian, Miss.	4	5	72.2																		
Milwaukee, Wis.	2	2	67.1																		
Minneapolis, Minn.	2	2	59.3										1								
New Orleans, La.	1	1	56.0																		
Oklahoma City, Okla.	3	(1)	(1)																		
Philadelphia, Pa.	2	8	64.0																		
Portland, Me.	3	3	54.3																		
Providence, R. I.	2	10	54.0			2							1								
Richmond, Va.	7	9	60.2																		
Rochester, N. Y.	2	3	52.3																		
St. Louis, Mo.	1	3	64.8																		
Trenton, N. J.	1	(1)	(1)																		
Washington, D. C.	10	25	60.7						(1)	2	11									2	
Total	164	280	59.9			25	23	46	12	34	14	25	5	7	9	11	20	14	29	6	

Managers:																
Altoona, Pa.	4		52.0													
Atlanta, Ga.	1	(1)	(1)		2			2			(1)					
Baltimore, Md.	5	5	58.8													
Boston, Mass.	4	4	54.0										2			
Charlotte, N. C.	1	(1)	(1)													
Chicago, Ill.	10	17	56.0								(1)					
Cleveland, Ohio.	2	2	60.0		4			11		1					1	
Danville, Ill.	3	4	62.5					1				1				
Detroit, Mich.	2	2	62.6							3				1		
Hartford, Conn.	2	2	54.0								1					
Indianapolis, Ind.	2	2	59.5					1				1				
Little Rock, Ark.	3	3	60.0					1		1						
Manchester, N. H.	1	(1)	(1)					1	1			1				
Milwaukee, Wis.	1	(1)	(1)				(1)			(1)						
Oklahoma City, Okla.	1	(1)	(1)										(1)			
Philadelphia, Pa.	3	3	54.0											(1)		
Providence, R. I.	4	4	54.0													
Richmond, Va.	1	(1)	(1)							(1)						
Rochester, N. Y.	6	6	58.5										1	1		
St. Louis, Mo.	1	(1)	(1)													
Washington, D. C.	3	3	58.3					2	(1)							
Total	60	68	57.3		6		21	18	3	5	2	3	4	3	1	1
Operators:																
Altoona, Pa.	16	35	55.4		2	6	4	4		6	5			6	2	
Atlanta, Ga.	18	25	68.4				3							8	3	2
Austin, Tex.	12	17	64.5			2	1							8		1
Baltimore, Md.	20	49	56.8		1	11	3	6		12	3			9	4	1
Birmingham, Ala.	18	30	61.6	1						13				9		1
Boston, Mass.	20	39	55.9			5	4			17	10			9		7
Burlington, Vt.	5	8	67.1				1									
Charleston, S. C.	13	18	61.8							6				2	1	4
Charlotte, N. C.	14	21	67.4							2	4					13
Chicago, Ill.	20	49	51.0			36	2			4	2			2		
Cleveland, Ohio.	19	44	59.3		1	4				27	2			2		
Danville, Ill.	16	27	66.3							3	5			2		5
Des Moines, Iowa.	18	18	75.2				2			1				6		
Detroit, Mich.	13	36	56.0			11				13	5			1	5	4
Hamilton, Ohio.	16	38	58.4				3		2	15	8			3		1
Hartford, Conn.	18	30	53.9			9	2	3	2	13	2				4	1
Holyoke, Mass.	10	17	58.7			1	6	1	1	2	2			2	2	1
Houston, Tex.	18	33	55.2	2		8	2			9				4	3	3
Huntington, W. Va.	15	27	73.4			3		2								
Indianapolis, Ind.	18	32	60.8							12	12			4	4	2
Jacksonville, Fla.	15	27	67.4				3			6				2	5	4
Joplin, Mo.	16	19	70.7						1	1	2			3	9	5
Kansas City, Kans.	17	22	69.9							3				1	2	1
Lincoln, Nebr.	14	14	65.0						1	1	3			1	7	6
Little Rock, Ark.	15	23	59.0					4		9	4			2	1	3

¹ Data included in total.

TABLE C.—Average and classified full-time hours per week in five specified occupations, 1931, by city—Continued

Occupation and city	Number of stations	Number of employees	Average full-time hours per week	Number of employees whose full-time hours per week were—																	
				Under 40	40 and under 48	48	Over 48 and under 54	54	Over 54 and under 56	56	Over 56 and under 60	60	Over 60 and under 63	63	Over 63 and under 66	66	Over 66 and under 70	70	Over 70 and under 84	84	Over 84
Operators—Continued.																					
Louisville, Ky.	17	34	57.7			5	2	1	6	11	6										3
Manchester, N. H.	10	20	59.1							7	8	1					4				
Memphis, Tenn.	17	30	64.5					8		7									7	4	
Meridian, Miss.	10	13	66.0	1								1		5				1	4	1	
Milwaukee, Wis.	15	19	62.4				1			3	2	3	2	1	1		5		1	4	1
Minneapolis, Minn.	17	18	70.4		1								3	2					2	2	1
New Orleans, La.	17	25	59.8					4		11	3			3					2	1	3
New York, N. Y.	20	45	61.0			6	5				8	6		8					3	9	1
Oklahoma City, Okla.	17	20	70.9				6	2		1				2			3		2	4	4
Philadelphia, Pa.	20	44	55.0				7	9		1		12	2	8							
Portland, Me.	13	24	59.0			1	4	1		11	3			5		1			1	1	
Providence, R. I.	15	27	57.6				4	2		5	11			4						1	
Richmond, Va.	11	22	64.1			1	6	1	2						2		1	2	6	1	
Rochester, N. Y.	17	37	56.0	1			8	2	14		5	1	2	1		1					
St. Louis, Mo.	20	23	68.1		1						2	7			1	3			5	2	2
Superior, Wis.	16	17	86.5							1					1			2	2		11
Trenton, N. J.	17	34	54.8			8	5	8		2	3			4			2		1	1	
Washington, D. C.	14	32	59.3					1	9	10	1					8			2	1	
Total	683	1,182	61.0	5	6	108	93	52	42	244	141	32	36	87	28	17	43	67	111	25	45
Operators' helpers:																					
Altoona, Pa.	8	26	51.5			18				4				4							
Atlanta, Ga.	12	29	63.9	1			3									22			1	1	
Austin, Tex.	12	31	60.2	1		3	1				1	3	13		5				2	2	1
Baltimore, Md.	11	31	56.6			2		15		5	2					1					
Birmingham, Ala.	10	16	60.4							6				10							
Boston, Mass.	17	36	55.0	1		1		6		19	6										
Burlington, Vt.	7	12	62.5		1						2										1
Charleston, S. C.	12	15	62.1		1					2											
Charlotte, N. C.	12	17	67.4				1				1				4				1	4	
Chicago, Ill.	9	17	50.2			11	1							4							
Cleveland, Ohio.	12	27	56.8	1		1				15	2			2		3				1	1
Danville, Ill.	6	6	52.5	2							3										
Des Moines, Iowa.	12	19	58.8	2	1		3	1		1		2	1		1	1			4	2	
Detroit, Mich.	15	36	55.0	1		6				18	5		1	4							
Hamilton, Ohio.	4	5	41.0	2	1					2											

Hartford, Conn.	14	30	52.4	1	12		9		5	2					1							
Holyoke, Mass.	8	16	59.9	2	1		1		1	2					1		2	1				
Houston, Tex.	13	39	57.8		5		2		13	2	15		4		1		2					
Huntington, W. Va.	8	14	46.4	2	1	9																
Indianapolis, Ind.	11	22	59.0	2					5	9					2		1	1				
Jacksonville, Fla.	8	23	81.1													10	11	2				
Joplin, Mo.	13	16	56.6	4	1	1			2			1	1	2				2				
Kansas City, Kans.	13	22	51.4	8	2					1	1	2			6	4	2	3				
Lincoln, Nebr.	13	27	63.0	1	1		1		1	3	2	5	2	4	4	2	3					
Little Rock, Ark.	9	24	67.3						4	2			7	2	2	1	7					
Louisville, Ky.	10	28	54.3		10				11	6												
Manchester, N. H.	7	13	53.9	2		1	1		1	2												
Memphis, Tenn.	8	21	66.2						3				12				6					
Meridian, Miss.	11	23	67.2	1						2	2		5		4		2					
Milwaukee, Wis.	11	25	57.7	2	3		2			7			1	3	2		9	1				
Minneapolis, Minn.	14	34	51.4	7	1				6		3		2				1	1				
New Orleans, La.	17	43	60.9			5		3	9	5			10		7							
New York, N. Y.	43	58.0					12			14				12								
Oklahoma City, Okla.	12	33	63.5						1	2	18	3	1	1	1	4		1				
Philadelphia, Pa.	11	34	50.4		25		3		4				2									
Portland, Me.	9	25	57.8						10	11			1									
Providence, R. I.	15	31	51.5	4			1	3	3				2									
Richmond, Va.	8	15	54.7	3		5			11				1	3	4			1				
Richmond, N. Y.	7	16	50.0																			
Rochester, N. Y.	16	36	60.8	3	2		7		9	11	1		2	4	4		6					
St. Louis, Mo.	10	11	39.4		1		2															
Superior, Wis.	16	10	47.9	1	1	24				1			1	1				1				
Trenton, N. J.	10	27	47.9																			
Trenton, N. J.	13	44	60.1	2			5	4	9		1		4		12	5	2					
Washington, D. C.	13	44	60.1	2			5	4	9		1		4		12	5	2					
Total.	475	1,039	57.7	66	17	142	26	61	4	169	88	65	52	81	23	59	41	53	67	16	9	
All occupations:																						
Altoona, Pa.	16	69	53.7		2	29	4	4		12	5			10					3			
Atlanta, Ga.	18	100	64.6	1			9		3			26		8		22		7	12	4	1	
Austin, Texas.	16	53	62.3	1		5	2		1	3	13	8		8			6	3	2		1	
Baltimore, Md.	20	123	56.4	2		5	12	40	7	17	5	6	1	13		8		2	5			
Birmingham, Ala.	18	67	64.4	1		1			26				19						15	6		
Boston, Mass.	20	94	55.3	1		5	27		36	16	8											
Burlington, Vt.	9	23	65.1	1	1			1		2	1					13			3		1	
Charleston, S. C.	16	58	62.4		1		1		13		14			9		9		4				
Charlotte, N. C.	16	57	68.4		1	5			2	5	2			1		12			20			
Chicago, Ill.	20	151	54.6	2		74	18		16	2	6	6		1	1		6	3	14	2		
Cleveland, Ohio.	20	96	57.9	3	1	6			59	5	5			6				2	3	6		
Danville, Ill.	16	50	63.7	2					3	8	4			7	12		2	10			2	
Des Moines, Iowa.	18	49	63.2	6	1		6	1	3	1	4	2		1	1	2	1	8	6	1	5	
Detroit, Mich.	20	114	57.8	1		23			31	14	1	6	1	1					1			
Hamilton, Ohio.	16	47	56.6	2	1		3		17	9	5	6	3					4	1	1	1	
Hartford, Conn.	18	68	53.0	2		24	2	15	18	2	2								1		1	
Holyoke, Mass.	14	41	59.9	2	2	1	7	1	1	6				10	2	1		2	4	1		
Houston, Tex.	18	85	57.3	2		14	2	2	26		8	15				9	3	4				
Huntington, W. Va.	16	42	64.2	2	1	12		2		2				6				5	2	2	7	
Indianapolis, Ind.	18	62	60.2	2					21	22				5				8	2	2		
Jacksonville, Fla.	18	78	72.7				5		10					5				17	22	22	2	

PART 2
MOTOR-VEHICLE REPAIR GARAGES

Part 2.—MOTOR-VEHICLE REPAIR GARAGES

Employees in motor-vehicle repair garages in the United States earned an average of 57.9 cents per hour and \$29.56 in a representative week in 1931. They worked an average of 5.8 days (counting as a day each whole or part day worked) and 51 hours in the week, and their full-time hours averaged 53.4. The average hours actually worked were 95.5 per cent of the average full-time hours in the week, thus showing 4.5 per cent of short time. With average earnings per hour the same as was earned in the 51 hours, earnings for a full-time week would have averaged \$30.92, or \$1.36 more than was actually earned. These data are for males only; in the garages covered in the study only 6 females were employed.

The summary figures quoted above are the results of a study by the Bureau of Labor Statistics in 1931 of days, hours, and earnings of 6,059 employees of 344 garages in 43 representative cities in 34 States and the District of Columbia. The study included employees of 8 garages in each of 2 cities in each of 8 States, and in 1 city in each of 26 States and in the District of Columbia. The basic wage figures used in compiling this report were collected by the Bureau of Labor Statistics directly from the pay rolls of these garages for a pay period in April, May, June, or July, 1931.

The principal business of the garages covered in this study is the general repair of motor vehicles. In a considerable number of garages washing, greasing, and storing of cars, and sale of gasoline, oil, and auto supplies is also carried on, but this is incidental to the main business.

Average Days, Hours, and Earnings

By Occupation

Table 1 shows average days, hours, and earnings for each of the important occupations found in the garages studied and for the group of "other employees," which includes a number of occupations each having employees too few in number to warrant separate tabulation. For similar figures for employees covered in each occupation in each city, see Table A (pp. 59 to 69).

It will be observed that averages are shown for each of two or more occupations separately, and then for a combination of such occupations, i. e., averages are shown separately for "battery men" and for "radiator men" and then for both occupations combined. Battery men were employed in 46 garages; battery men and radiator men in 6; and radiator men in 9; the number of garages for both occupations, however, is 49. Table 1 is the only one in which figures are shown separately for these occupations. In other tables, figures are given for the combination to avoid publishing data for a single garage and thus possibly revealing its identity.

Janitors, service men, and the group of "other employees" worked an average of 6.1 days in one week, which was higher, and wood-body workers worked an average of 5.3 days, which was lower, than the average for any other occupation in the table.

Average full-time hours per week ranged by occupations from 49.8 for machinists to 58.5 for the group of "other employees" and average hours actually worked in one week ranged from 43 for wood body workers to 58.8 for "other employees." Janitors worked an average of 57.7 hours in the week. The per cent of full time worked ranged, by occupations, from 83.8 for wood body workers to 102.1 for inspectors. Part of the inspectors worked overtime in the week covered in the report.

Average earnings per hour ranged by occupations, from 34.7 cents for mechanics' helpers to 86.7 cents for blacksmiths; full-time earnings per week from \$18.46 for mechanics' helpers to \$45.50 for diagnosticians; and average actual earnings in the week ranged from \$17.63 for mechanics' helpers to \$44.93 for diagnosticians.

TABLE 1.—Average days, hours, and earnings in repair garages, 1931, by occupation

Occupation	Number of garages	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Hours, actually worked in 1 week		Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
					Average number	Per cent of full time			
Auto mechanics, general.....	343	2,668	5.8	52.9	49.2	93.0	\$0.638	\$33.75	\$31.35
Auto mechanics, specialized ¹	47	82	5.8	52.7	48.8	92.6	.685	36.10	33.46
Battery men.....	46	51	6.0	55.7	55.1	98.9	.531	29.58	29.25
Radiator men.....	9	11	5.8	53.4	48.2	90.3	.567	30.28	27.29
Battery and radiator men.....	49	62	6.0	55.3	53.9	97.5	.536	29.64	28.90
Blacksmiths.....	14	15	5.7	50.6	45.7	90.3	.867	43.87	39.60
Machinists.....	24	31	5.9	49.8	47.5	95.4	.788	39.24	37.46
Welders.....	4	5	5.8	52.4	48.9	93.3	.793	41.55	38.77
Blacksmiths, machinists, and welders.....	33	51	5.9	50.3	47.1	93.6	.811	40.79	38.22
Body workers, metal.....	80	124	5.7	51.9	48.2	92.9	.763	39.60	36.79
Body workers, wood.....	29	42	5.3	51.3	43.0	83.8	.789	40.48	33.90
Body workers, metal and wood.....	35	44	5.7	52.7	48.8	92.6	.665	35.05	32.44
Upholsterers.....	38	61	5.5	50.8	44.2	87.0	.786	39.93	34.73
Body workers and upholsterers.....	122	271	5.6	51.7	46.6	90.1	.755	39.03	35.17
Car washers.....	227	389	5.9	54.8	53.3	97.3	.381	20.88	20.32
Polishers.....	27	58	5.8	51.6	48.7	94.4	.452	23.32	22.05
Car washers and polishers.....	230	447	5.9	54.4	52.7	96.9	.390	21.22	20.54
Chasers.....	61	105	6.0	54.8	55.6	101.5	.373	20.44	20.72
Foremen, working.....	172	228	6.0	53.2	53.6	100.8	.798	42.45	42.81
Greasers.....	144	200	5.8	53.3	50.9	95.5	.440	23.45	22.41
Helpers, mechanics'.....	145	273	5.8	53.2	50.8	95.5	.347	18.46	17.63
Inspectors.....	78	171	6.0	52.3	53.4	102.1	.737	38.55	39.35
Diagnosticians.....	40	62	6.0	53.4	52.7	98.7	.852	45.50	44.93
Inspectors and diagnosticians.....	105	233	6.0	52.6	53.2	101.1	.768	40.40	40.84
Painters.....	115	217	5.6	52.1	48.4	93.3	.682	35.53	33.05
Porters.....	128	253	6.0	54.4	53.8	98.9	.363	19.75	19.54
Janitors.....	68	97	6.1	57.1	57.7	101.1	.390	22.27	22.49
Porters and janitors.....	180	350	6.0	55.1	54.9	99.6	.371	20.44	20.36
Service men.....	59	130	6.1	55.4	54.3	98.0	.660	36.56	35.86
Stock clerks.....	142	292	6.0	52.3	52.6	100.6	.458	23.95	24.13
Stock keepers.....	199	208	6.0	53.5	53.3	99.6	.688	35.20	35.08
Other employees.....	115	242	6.1	58.5	58.8	100.5	.434	25.39	25.53
All occupations.....	344	6,059	5.8	53.4	51.0	95.5	.579	30.92	29.56

¹ Includes brake men, carburetor men, ignition men, and trouble shooters.

² Not including 1 employee whose full-time hours were not reported.

By City

Table 2 shows average days, hours, and earnings in one week for the employees covered in each of the 43 cities. The same number (8) of garages were covered in each city, but the number of employees ranged from 38 in Danville, Ill., to 430 in Boston, Mass.

Average days worked in one week ranged in the various cities from 5.4 to 6.2.

Average full-time hours per week ranged from 49.5 to 61.2 and average hours actually worked in one week ranged from 45.4 to 57.3. The per cent of full time actually worked in one week ranged from 85.8 to 101.0. The percentage of full time worked was 100 or more in each of 4 cities.

Average earnings per hour ranged in the various cities from 32.7 to 73.2 cents, full-time earnings per week from \$19.39 to \$38.36, and average actual earnings in one week ranged from \$18.72 to \$35.35.

TABLE 2.—Average days, hours, and earnings in repair garages, 1931, by city

City	Number of garages	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Hours actually worked in 1 week		Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
					Average number	Per cent of full time			
Altoona, Pa.	8	76	6.0	53.5	52.9	98.9	\$0.552	\$29.53	\$29.18
Philadelphia, Pa.	8	161	5.9	50.8	50.8	100.0	.618	31.39	31.39
Altoona and Philadelphia	16	237	6.0	51.7	51.4	99.4	.596	30.81	30.65
Atlanta, Ga.	8	136	5.9	51.1	50.2	98.2	.551	28.16	27.65
Austin, Tex.	8	85	5.9	54.0	53.1	98.3	.510	27.54	27.05
Houston, Tex.	8	127	5.9	50.8	49.6	97.6	.552	28.04	27.39
Austin and Houston	16	212	5.9	52.1	51.0	97.9	.534	27.82	27.25
Baltimore, Md.	8	260	5.8	54.0	52.9	98.0	.546	29.48	28.86
Birmingham, Ala.	8	139	5.9	57.2	55.2	96.5	.482	27.57	26.68
Boston, Mass.	8	430	5.6	51.2	48.4	94.5	.607	31.08	29.39
Holyoke, Mass.	8	57	5.9	50.4	49.9	99.0	.581	29.28	29.02
Boston and Holyoke	16	487	5.6	51.1	48.6	95.1	.604	30.86	29.34
Burlington, Vt.	8	81	5.8	54.1	53.1	98.2	.544	29.43	28.87
Charleston, S. C.	8	96	5.9	53.8	53.1	98.7	.465	25.02	24.71
Charlotte, N. C.	8	101	5.9	57.0	55.7	97.7	.485	27.65	27.05
Chicago, Ill.	8	293	5.8	52.4	48.3	92.2	.732	38.36	35.35
Danville, Ill.	8	38	6.1	55.9	52.4	93.7	.540	30.19	28.30
Chicago and Danville	16	331	5.8	52.8	48.8	92.4	.708	37.38	34.54
Cleveland, Ohio	8	203	5.8	52.9	45.4	85.8	.648	34.28	29.43
Hamilton, Ohio	8	86	5.9	56.0	54.0	96.4	.555	31.08	29.98
Cleveland and Hamilton	16	289	5.8	53.8	48.0	89.2	.617	33.19	29.69
Des Moines, Iowa	8	95	6.1	57.7	52.2	90.5	.570	32.89	29.77
Detroit, Mich.	8	104	5.7	54.2	49.9	92.1	.681	36.91	33.94
Hartford, Conn.	8	211	5.9	52.4	51.3	97.9	.646	33.85	33.10
Huntington, W. Va.	8	77	6.1	57.5	56.8	98.8	.482	27.72	27.34
Indianapolis, Ind.	8	160	5.8	53.7	48.5	90.3	.552	29.64	26.79
Jacksonville, Fla.	8	95	5.9	54.2	53.0	97.8	.508	27.53	26.92

TABLE 2.—Average days, hours, and earnings in repair garages, 1931, by city—Continued

City	Number of garages	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Hours actually worked in 1 week		Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
					Average number	Per cent of full time			
Joplin, Mo.	8	73	6.2	61.2	56.4	92.2	\$0.428	\$26.19	\$24.17
St. Louis, Mo.	8	168	5.9	149.9	48.3	197.2	.659	32.88	31.85
Joplin and St. Louis	16	241	6.0	153.4	50.8	195.3	.582	31.03	29.53
Kansas City, Kans.	8	76	6.1	57.1	55.3	96.8	.493	28.15	27.26
Lincoln, Nebr.	8	70	5.9	54.8	53.3	97.3	.507	27.78	27.01
Little Rock, Ark.	8	163	5.8	53.9	52.1	96.7	.476	25.66	24.79
Louisville, Ky.	8	122	5.8	56.7	52.4	92.4	.483	27.39	25.35
Manchester, N. H.	8	76	6.0	53.5	53.6	100.2	.531	28.41	28.48
Memphis, Tenn.	8	98	5.4	54.1	46.4	85.8	.520	28.13	24.13
Meridian, Miss.	8	58	5.9	59.3	57.3	96.6	.327	19.39	18.72
Milwaukee, Wis.	8	104	6.0	54.3	48.7	89.7	.604	32.80	29.41
Superior, Wis.	8	58	6.0	54.4	54.4	97.0	.570	31.98	31.03
Milwaukee and Superior	16	162	6.0	54.9	50.7	92.3	.591	32.45	29.99
Minneapolis, Minn.	8	173	5.9	55.1	50.5	91.7	.631	34.77	31.85
New Orleans, La.	8	112	5.9	49.5	48.0	97.0	.497	24.60	23.85
New York, N. Y.	8	358	5.8	49.7	50.2	101.0	.697	34.64	34.97
Rochester, N. Y.	8	158	5.8	51.0	49.8	97.6	.663	33.81	33.02
New York and Rochester	16	516	5.8	50.1	50.1	100.0	.687	34.42	34.42
Oklahoma City, Okla.	8	116	5.9	54.5	50.4	92.5	.598	32.59	30.19
Portland, Me.	8	186	5.9	54.7	52.7	96.3	.535	29.26	28.20
Providence, R. I.	8	187	5.8	52.3	51.1	97.7	.599	31.33	30.61
Richmond, Va.	8	142	6.0	53.3	53.3	100.0	.575	30.65	30.65
Trenton, N. J.	8	100	5.8	53.6	51.9	96.8	.584	31.30	30.33
Washington, D. C.	8	350	5.9	54.3	51.1	94.1	.593	32.20	30.32
Grand total	344	6,059	5.8	53.4	51.0	95.5	.579	30.92	29.56

¹ Not including one employee whose full-time hours were not reported.

Classified Earnings per Hour, 1931

Average and classified earnings per hour are shown in Table 3 for the employees in each of the important occupations or occupational groups, for the group of "other employees," and for the employees in all occupations in the garages covered in the study. For a distribution, by number, of employees in each of six of the more important occupations in each city, see Table B (pp. 70 to 77).

Average earnings per hour were computed for each employee by dividing the amount earned in one week by the number of hours actually worked in that week.

The average of 37.1 cents per hour for porters and janitors is less and of 81.1 cents for blacksmiths, machinists, and welders is more than the average for any occupation or other occupational group in the table.

Of the porters and janitors, 2 per cent earned, on an average, less than 15 cents per hour, 50 per cent earned less than 35 cents per hour, and only 1 per cent earned as much as 70 and under 80 cents per hour. Only 2 per cent of the group of blacksmiths, machinists, and welders earned an average as low as 45 and under 50 cents per hour, and 36 per cent earned an average of 90 cents or more per hour.

TABLE 3.—Average and classified earnings per hour in repair garages, 1931, by occupation

Occupation	Number of garages	Number of employees	Average earnings per hour	Per cent of employees whose average earnings per hour were—					
				Under 15 cents	15 and under 20 cents	20 and under 25 cents	25 and under 30 cents	30 and under 35 cents	35 and under 40 cents
Auto mechanics, general.....	343	2,668	\$0.638	(1)	(1)	(1)	1	1	2
Auto mechanics, specialized ¹	47	82	.685	1			2		1
Battery and radiator men.....	49	62	.536			2	2	10	3
Blacksmiths, machinists, and welders.....	33	51	.811						
Body workers and upholsterers.....	122	271	.755					(1)	1
Car washers and polishers.....	230	447	.390	1	5	8	13	16	12
Chasers.....	61	105	.373	1	3	11	17	9	10
Foremen, working.....	172	228	.798						(1)
Greasers.....	144	200	.440	1	5	6	8	18	13
Helpers, mechanics'.....	145	273	.347	3	6	9	15	16	22
Inspectors and diagnosticians.....	105	233	.768					(1)	(1)
Painters.....	115	217	.682				2	1	3
Porters and janitors.....	180	350	.371	2	3	7	17	21	10
Service men.....	59	130	.660		2		2	4	2
Stock clerks.....	142	292	.468	1	2	1	10	8	10
Stock keepers.....	199	208	.658			1	1	3	4
Other employees.....	115	242	.434	1	3	10	12	9	15
Total.....	344	6,059	.579	(1)	1	2	5	6	5

Occupation	Per cent of employees whose average earnings per hour were—									
	40 and under 45 cents	45 and under 50 cents	50 and under 60 cents	60 and under 70 cents	70 and under 80 cents	80 and under 90 cents	90 cents and under \$1	\$1 and under \$1.10	\$1.10 and under \$1.20	\$1.20 and over
Auto mechanics, general.....	4	7	22	28	19	10	3	2	1	1
Auto mechanics, specialized ²	4	5	13	21	28	16	2	4		2
Battery and radiator men.....	6	6	31	29	8	3				
Blacksmiths, machinists, and welders.....		2	4	22	16	22	18	14		4
Body workers and upholsterers.....	2	4	13	13	24	19	9	9	3	2
Car washers and polishers.....	13	8	15	5	2	1	1	(1)	(1)	(1)
Chasers.....	24	9	12	4	1					
Foremen, working.....	(1)	1	5	21	26	21	13	6	3	4
Greasers.....	12	13	7	4	3	3	5	3	1	1
Helpers, mechanics'.....	10	7	7	4	1	1				
Inspectors and diagnosticians.....	1	(1)	7	20	32	21	8	6	2	1
Painters.....	5	4	16	20	21	12	6	7	2	1
Porters and janitors.....	11	12	14	3	1					
Service men.....	1	1	10	27	29	17	2	2	2	
Stock clerks.....	14	14	24	11	2	2				
Stock keepers.....	2	6	15	28	21	9	4	3	(1)	2
Other employees.....	8	7	14	7	5	5	2	1	1	
Total.....	6	7	17	19	15	9	3	2	1	1

¹ Less than one-half of 1 per cent.

² Includes brake men, carburetor men, ignition men, and trouble shooters.

Table 4 shows the number and per cent of the 6,059 employees covered in this report classified according to individual average earnings per hour.

One employee, or less than 1 per cent of the 6,059 employees covered in the study, earned an average of 5 and under 6 cents per hour, 1 earned an average of \$1.80 and under \$1.90, and 660 or 11 per cent earned an average of 60 and under 65 cents per hour.

TABLE 4.—Number and per cent of garage employees in all occupations at each classified group of earnings per hour, 1931

Classified earnings per hour	Employees in all occupations		Classified earnings per hour	Employees in all occupations	
	Number	Per cent		Number	Per cent
5 and under 6 cents.....	1	(1)	45 and under 47½ cents.....	307	5
9 and under 10 cents.....	2	(1)	47½ and under 50 cents.....	100	2
10 and under 11 cents.....	3	(1)	50 and under 55 cents.....	501	8
11 and under 12 cents.....	4	(1)	55 and under 60 cents.....	516	9
12 and under 13 cents.....	4	(1)	60 and under 65 cents.....	660	11
13 and under 14 cents.....	2	(1)	65 and under 70 cents.....	504	8
14 and under 15 cents.....	10	(1)	70 and under 75 cents.....	528	9
15 and under 16 cents.....	14	(1)	75 and under 80 cents.....	386	6
16 and under 17 cents.....	19	(1)	80 and under 85 cents.....	316	5
17 and under 18 cents.....	12	(1)	85 and under 90 cents.....	209	3
18 and under 19 cents.....	24	(1)	90 and under 95 cents.....	148	2
19 and under 20 cents.....	14	(1)	95 cents and under \$1.....	62	1
20 and under 21 cents.....	17	(1)	\$1 and under \$1.10.....	146	2
21 and under 22 cents.....	22	(1)	\$1.10 and under \$1.20.....	51	1
22 and under 23 cents.....	52	1	\$1.20 and under \$1.30.....	32	1
23 and under 24 cents.....	32	1	\$1.30 and under \$1.40.....	5	(1)
24 and under 25 cents.....	27	(1)	\$1.40 and under \$1.50.....	3	(1)
25 and under 27½ cents.....	97	2	\$1.50 and under \$1.60.....	4	(1)
27½ and under 30 cents.....	186	3	\$1.60 and under \$1.70.....	3	(1)
30 and under 32½ cents.....	163	3	\$1.70 and under \$1.80.....	1	(1)
32½ and under 35 cents.....	179	3	\$1.80 and under \$1.90.....	1	(1)
35 and under 37½ cents.....	208	3			
37½ and under 40 cents.....	120	2	Total.....	6,059	
40 and under 42½ cents.....	262	4			
42½ and under 45 cents.....	102	2	Average earnings per hour.....	\$0.579	

1 Less than one-half of 1 per cent.

Classified Full-Time Hours Per Week, 1931

Full-time hours per week are the employee's prescribed hours on duty each week under normal conditions and take no account of lost time or overtime.

Table 5 shows the average and classified full-time hours per week for the employees in each of the occupations or occupational groups and for all occupations combined in the garages covered in the study.

The average full-time hours per week ranged from a low of 50.3 for blacksmiths, machinists, and welders to 58.5 for the group of "other employees." The hours of 12 per cent of the blacksmiths, machinists, and welders were under 46½ per week, those of 4 per cent were over 60 per week, and those of 32 per cent were 48 or less per week. The hours of service men averaged 55.4 per week, 1 per cent had a full-time week of less than 46½ hours, 6 per cent of over 70 hours, and 14 per cent of 48 hours or less. For a distribution, by number, of the employees covered in each of the more important occupations in each city, see Table C (pp. 78 to 84).

This table shows that 40 per cent of these garage employees had a full-time week of 54 hours, 8 per cent of 48 hours, 40 per cent of less than 54 hours, and 20 per cent of over 54 hours. The hours of 2 per cent were over 70 per week.

TABLE 5.—Average and classified full-time hours per week of garage employees, 1931, by occupation

Occupation	Number of garages	Number of employees	Average full-time hours per week	Per cent of employees whose average full-time hours per week were—							
				Under 46½	46½	Over 46½ and under 48	48	Over 48 and under 50	50	Over 50 and under 51	51
Auto mechanics, general.....	343	2,668	52.9	2	6	2	9	4	9	2	6
Auto mechanics, specialized ¹	47	82	52.7	1	1	2	16	7	22	1	4
Battery and radiator men.....	49	62	55.3			5	5		3		10
Blacksmiths, machinists, and welders.....	33	51	50.3	12	10	2	8	12	20		8
Body workers and upholsterers.....	122	271	51.7	1	5	4	10	8	20	2	4
Car washers and polishers.....	230	447	54.4	1	3	2	8	3	10	2	5
Chasers.....	61	105	54.8	2	2	1	8	7	22		5
Foremen, working.....	172	228	53.2	2	2	2	8	3	11		5
Greasers.....	144	200	53.3	2	4	2	8	5	10	1	4
Helpers, mechanics ²	145	273	53.2	4	1	3	11	2	6	1	8
Inspectors and diagnosticians.....	105	233	52.6	3	5	4	8	7	9	3	7
Painters.....	115	216	52.1	3	3	2	8	9	13	2	10
Porters and janitors.....	180	350	55.1	2	(?)	1	5	4	11	1	3
Service men.....	59	130	55.4	1	5	2	6	7	8		11
Stock clerks.....	142	292	52.3	1	3	5	8	2	14	7	10
Stock keepers.....	199	208	53.5	(?)	2	3	8	2	5	1	5
Other employees.....	115	242	58.5	4	5	2	4	3	10	1	3
Total.....	344	6,058	53.4	2	4	2	8	4	10	2	6

Occupation	Per cent of employees whose average full-time hours per week were—										
	Over 51 and under 54	54	Over 54 and under 57	57	Over 57 and under 60	60	Over 60 and under 63	63	Over 63 and under 70	Over 70	
Auto mechanics, general.....	2	42	2	6	1	4	(?)	1	1	(?)	1
Auto mechanics, specialized ¹	4	22	1	2	5	4		1	4		2
Battery and radiator men.....	3	40	2	10		15	2		5		2
Blacksmiths, machinists, and welders.....	2	18		6		4					
Body workers and upholsterers.....	3	30		9		3		(?)	2		4
Car washers and polishers.....	1	40	1	8	2	5	1	3	2	1	4
Chasers.....		29	1	4	1	7	1		5		8
Foremen, working.....	2	48	(?)	9	2	3	1	(?)	2		
Greasers.....	1	44	2	10	2	5	1	1	2	1	1
Helpers, mechanics ²	1	45	1	8	1	4	1		2		1
Inspectors and diagnosticians.....	3	35	(?)	6	2	3		1	4		(?)
Painters.....	2	32		10		4	1				
Porters and janitors.....	1	44	1	8	(?)	7	2	3	1	2	5
Service men.....	1	28	3	12	3	3	1		1	3	6
Stock clerks.....	2	36	1	4	1	4	1	1	2		
Stock keepers.....	2	52	(?)	6	2	6	(?)	2	2		
Other employees.....	1	22	2	8	3	6	(?)	2	4	2	18
Total.....	2	40	1	7	1	4	1	1	2	(?)	2

¹ Includes brake men, carburetor men, ignition men, and trouble shooters.
² Less than one-half of 1 per cent.

Changes in Hours per Week

Table 6 shows that, between January 1, 1930, and the period of the 1931 study, full-time hours per week of all or a specified part of the employees in 12 garages were changed, the hours having been increased in 3 and reduced in 9. In 332 of the 344 garages covered in the study, no change of hours was made.

TABLE 6.—Changes in hours per week in 12 repair garages between January 1, 1930, and period of 1931 study

Number of garages	Employees whose hours were changed	Year of change	Hours per week—	
			Before change	After change
1	All.....	1930	48	54
1	do.....	1931	54	57
1	do.....	1931	51	54
1	do.....	(¹)	(²)	(²)
1	do.....	1930	54	48
1	do.....	1931	54	48
1	do.....	1931	57	54
1	All except janitors.....	1930	49½	46½
1	Janitors.....	1930	73½	70
1	All except service men.....	1930	56½	49
1	Mechanics and greasers.....	1931	50	44
1	All except porters.....	1930	54	49½
1	All except watchmen and night car washers.....	1930	51	48

¹ Not reported.
² Reduced 12½ per cent but hours not reported.

Changes in Wage Rates

Table 7 shows for each of the 83 garages in which changes in wage rates were made between January 1, 1930, and the period of the study in 1931, the employees whose rates were affected, the amount or per cent of increase or decrease, and the year (except for 8 garages) in which such changes were made. There was no change in rates in 261 of the 344 garages covered in this report.

Rates of all or of a specified part of the employees in 5 garages were increased and in 78 were reduced.

TABLE 7.—Changes in wage rates in 83 repair garages between January 1, 1930 and the period of the 1931 study

Number of garages	Employees affected by the change	Increase or decrease	Amount or per cent of change in—	
			1930	1931
1	All.....	Increase.....		15 per cent.
1	Those at hourly rates.....	do.....		5 cents per hour.
1	General auto mechanics.....	do.....	10 per cent.	
1	50 per cent of general auto mechanics.....	do.....		\$5 per week.
1	do.....	do.....		\$10 per week.
1	General auto mechanics, greasers, helpers, and porters.....	do.....		\$3 per week.
1	All.....	Decrease.....	5 per cent.	10 per cent.
1	do.....	do.....	do.....	
1	do.....	do.....		5 per cent.
1	do.....	do.....		5 to 10 per cent.
1	do.....	do.....		7 per cent.
1	do.....	do.....	10 per cent.	8 per cent.
8	do.....	do.....	do.....	
15	do.....	do.....		10 per cent.
3	do.....	do.....	10 per cent ¹	
1	do.....	do.....	11.1 per cent ¹	
1	do.....	do.....	15 per cent.	
2	do.....	do.....		15 per cent.
1	do.....	do.....		20 per cent.
1	do.....	do.....	25 per cent ¹	
1	do.....	do.....		10 to 25 per cent.
2	do.....	do.....	5 to 10 cents per hour.	
1	do.....	do.....	10 cents per hour.	
1	do.....	do.....	\$2 to \$5 per week ¹	
1	do.....	do.....		\$6 per week.
1	do.....	do.....		\$10 per week.

¹ Year not reported.

TABLE 7.—Changes in wage rates in 88 repair garages between January 1, 1930, and the period of the 1931 study—Continued

Number of garages	Employees affected by the change	Increase or decrease	Amount or per cent of change in—	
			1930	1931
1	(Those on productive work.....)	Decrease	10 per cent.	
	(Those on nonproductive work.....)	do.	do.	10 per cent.
2	All except general auto mechanics.....	do.		Do.
1	do.	do.	20 per cent.	
1	All except general auto mechanics, body workers, car washers, greasers, polishers, and part of service men.	do.		10 per cent.
1	Those in shop and stock room.....	do.		Do.
1	do.	do.		10 to 15 per cent.
1	Those at hourly rates or 89.3 per cent of all.	do.		2½ cents per hour.
1	Those at hourly rates or 80 per cent of all.	do.		5 cents per hour.
1	Those at hourly rates or 33½ per cent of all.	do.		Do.
1	75 per cent of general auto mechanics.....	do.	12½ per cent.	
1	33½ per cent of general auto mechanics.....	do.		Do.
1	General auto mechanics.....	do.		Bonus of 10 per cent of annual earnings reduced to 5 per cent.
1	do.	do.		\$5 per week.
1	All.....	do.		\$2 per week.
1	Working foremen.....	do.		\$2.50 per week.
1	do.	do.		\$10 per week.
1	do.	do.	\$5 per week.	\$2.50 per week.
1	General auto mechanics.....	do.		5 cents per hour.
1	Painters, upholsterers, and wood body workers.	do.		10 cents per hour.
1	Stock keepers.....	do.	\$11.67 per week ¹	
1	All except car washers and general auto mechanics.	do.		10 to 15 per cent.
1	Metal body workers.....	do.	10 per cent ¹	
1	Those in shop.....	do.		12 per cent.
1	Inspectors, diagnosticians, and janitors.	do.	\$25 per month.	
1	Painters.....	Increase.		\$10 per month.
1	Car washers and porters.....	Decrease.		\$5 per week.
1	Courtesy men, janitors, stock keepers, stock clerks, and flat-rate men who earned more than 70 cents per hour.	do.	10 per cent.	
1	All except stock keepers, porters, errand boys, painters, and inspectors.	do.		10 per cent.
1	General auto mechanics.....	do.	5 per cent.	
1	All others.....	do.	10 per cent.	
1	General auto mechanics and greasers.....	do.	7 per cent ¹	
1	All others.....	do.	10 per cent ¹	
1	General auto mechanics.....	do.		5 cents per hour.
1	Janitors, stock keepers, stock clerks, and part of inspectors.	do.		10 per cent.
1	General auto mechanics and stock keepers.	do.		5 cents per hour.
1	Working foremen.....	do.		\$10 per week.
1	do.	do.		\$55 per month.
1	Service men.....	do.		\$35 per month.
1	General auto mechanics.....	do.		10 cents per hour.
1	Mechanics, inspectors, ignition men, painters, upholsterers, and metal body workers.	do.		Pay for idle time in excess of 1-hour per day discontinued.
1	Not specified.....	do.		10 per cent.

¹ Year not reported.

Overtime and Work on Sunday and Holidays

Only 37 of the 344 garages covered in the study had provision for the payment of a higher rate for overtime and for extra work on Sunday and holidays than for regular working time. Table 8 shows for each of these garages the higher rate and the employees entitled thereto.

TABLE 8.—Pay for overtime and for work on Sunday and holidays, in repair garages; employees entitled, and rate, 1931

Number of garages	Employees entitled to higher rate for overtime and extra work	Times regular rate for—	
		Overtime	Work on Sunday and holidays
7	All	1½	1½.
1	do.	1½	1 for first 9 hours, then 1½.
2	do.	1½	No work done on Sunday; rate for holidays not reported.
1	do.	1½	No work done on Sunday or holidays.
1	do.	1	1, and in addition each employee receives \$1 for each day or part of day worked.
1	do.	1, and in addition, company pays for each man's supper on any evening worked.	1.
1	All except janitors and part of working foremen ..	1½	2
1	All except stock keepers and car washers ..	1½	1½.
1	All except inspectors, stock clerks, stock keepers, watchmen, and janitors.	1½	1½.
1	Those at hourly rates, or 12 per cent of all ..	1½	1.
1	Those at hourly rates, or 36 per cent of all ..	1½	1½.
1	Those at hourly rates, or 67 per cent of all ..	1½	1½.
1	Those at hourly rates, or 71 per cent of all ..	1½	Not reported.
1	Those at hourly rates, or 84 per cent of all ..	1½	1½.
1	General auto mechanics ..	1½	1.
2	do.	1½	1½.
1	do.	2	2.
1	General auto mechanics and porters ..	1½	1½.
1	General auto mechanics and mechanics' helpers ..	1½	1½.
1	General auto mechanics, mechanics' helpers, greasers, and part of inspectors.	1½	1½.
1	General auto mechanics, blacksmiths, welders, body workers, upholsterers, and painters.	1½	1½.
1	General auto mechanics, battery men, car washers, elevator operators, and mechanics' helpers.	1½	1½.
1	General auto mechanics, inspectors, ignition men, painters, body workers, and upholsterers.	1 for first hour, then 1½	1½.
1	General auto mechanics, ignition men, car washers, polishers, upholsterers, working foremen, and part of inspectors.	1½	1¼.
1	General auto mechanics and body workers ..	1½	2 for work on Sunday; holiday rate not reported.
1	Body workers ..	1½	1½.
1	Inspectors and working foremen ..	1½	1½.
1	General auto mechanics and mechanics' helpers ..	1½	1½.
1	Tiremen, metal body workers, and greasers ..	1½	1½.
1	Working foremen ..	1½	1½.
1	General auto mechanics ..	From 1½ to 2½	From 1½ to 2½.

Bonus Systems

Table 9 shows for each of the 10 garages that had bonus systems in operation at the time of the study in 1931, the kind or basis of the bonus, the employees entitled to it, the amount of the bonus, and when or how it could be earned. In 334 of the garages included in this report bonus systems were not in operation.

Bonuses were based on time saved in two garages, on production in two, on service in three, on efficiency in two, and on service and attendance in one garage, two systems being in operation in this garage.

TABLE 9.—*Bonus systems of 10 repair garages in 1931*

Number of garages	Kind of bonus	Employees entitled	Amount of bonus	Bonus earned
1	Time saving.	General auto mechanics, greasers, and car washers.	40 cents for each hour saved.	When job is completed in less than time allotted to it.
1	do.	General auto mechanics.	30 cents for each hour saved.	Do.
1	Production.	General auto mechanics, ignition men, car washers, and greasers.	10 per cent of the excess of receipts in one week over double the earnings at basic rate in the week.	When, in one week, receipts for work of an employee exceed double his earnings at basic rate.
1	do.	General auto mechanics.	Difference between labor cost of job, and 40 per cent of charge to customer for labor.	When labor cost of job is less than 40 per cent of charge to customer for labor.
1	{Service.....	All.....	\$5 annually for each year of continuous service.	When in service one or more years continuously.
	{Attendance.....	do.....	10 per cent of weekly earnings.	When employee reports for duty 5 minutes before starting time, and remains 5 minutes after quitting time on each day of the week.
1	Service.....	do.....	\$5 annually for each year of service to a maximum of \$25 for service of 5 years or more.	When in service one or more years.
1	do.....	General auto mechanics.	5 per cent of earnings for service any part of year immediately before payment of bonus.	When in service any time preceding date of bonus payment in year.
1	do.....	Service men and stock keepers.	10 per cent of earnings for service any part of year immediately before payment of bonus.	Do.
1	Efficiency...	General auto mechanics.	\$2 per month.....	When efficiency of employee is 100 per cent during the month.
1	do.....	do.....	\$5 per month.....	When, during the month, there is no complaint entered against work of employee.

Supplementary Information

In making the study of wages and hours of labor, supplementary information as to labor conditions on other subjects was also obtained from the garages covered in the report. A brief statement covering each subject follows.

Vacations with Pay

Table 10 shows that there was provision for vacation with pay for all of the employees in 31 garages, and for part of the employees in 77 garages; that the length of service required to get the vacation was indefinite and at the discretion of company officials for 32 garages, was 1 month for 1 garage, 6 months for 7, 1 year for 64, 2 years for 3 garages, and 5 years for 1 garage; that the annual vacation ranged by garages from 1 to 14 days or 2 days for each year of service. There was no provision for vacation with pay in 236 of the 344 garages included in the study.

TABLE 10.—*Vacations with pay in 108 repair garages, 1931*

Number of garages in which vacations with pay were given to—		Length of service required to get vacation with pay	Length of annual vacation
All employees	Part of employees		
1		6 months.....	3 days.
	1	1 year.....	6 days.
2	4	6 months.....	7 days.
17	24	1 year.....	Do.
4	12	Indefinite and at discretion of company officials.	Do.
1	1	2 years.....	Do.
	2	Indefinite and at discretion of company officials.	10 days.
	1	1 year.....	Do.
2	15	.....do.....	14 days.
1		2 years.....	Do.
1	10	Indefinite and at discretion of company officials.	Do.
	1	1 year.....	7 to 14 days.
	1	Indefinite and at discretion of company officials.	7 days for mechanics.
	1	.....do.....	
	1	1 year.....	14 days for salaried employees.
	1	.....do.....	14 days for foremen.
	1	Indefinite and at discretion of company officials if less than 1 year.	7 days for all other salaried employees.
	1	1 year.....	7 days.
	1	5 years.....	14 days.
	1	10 years.....	7 days.
	1	1 year.....	14 days.
	1	2 years.....	7 days for mechanics and salaried employees. ¹
	1	1 year.....	14 days for mechanics and salaried employees. ¹
	1	1 month.....	1 day for each month of service.
	1	1 year.....	14 days.
	1	Indefinite and at discretion of company officials if less than 1 year.	7 days for salaried employees.
	1	1 year.....	14 days for salaried employees.
	1	.....do.....	1 day, for mechanics, for each year of service.
	1	.....do.....	2 days for each year of service.
31	77		

¹ At one-half of regular rates of pay.

Sick Leave with Pay

Information obtained on this subject revealed that there was provision for yearly sick leave with pay in 104 of the 344 garages included in the study. There was no such provision in 131 and no report on this subject from 109 garages.

Table 11 shows that there was provision for sick leave with pay for all employees in 47 garages and for part of the employees in 57 garages; that the length of service necessary to get leave with pay was indefinite and at the discretion of company officials for 58 garages, and for 46 garages ranged from a low of 1 day to a high of 2 years, and that the time allowed ranged, by garages, from 2 days to 12 weeks.

In the 57 garages where only part of the employees were entitled to sick leave with pay, the specified part usually consisted of such employees as stock keepers, stock clerks, working foremen, service men, inspectors, diagnosticians and, in a number of cases, included all employees except mechanics.

TABLE 11.—Sick leave with pay in 104 repair garages, 1931

Number of garages in which sick-leave pay was granted to—		Length of service required to get sick leave with pay	Time allowed
All employees	Part of employees		
1	1	Indefinite and at discretion of company officials.....	2 days.
1		1 day.....	3 days.
2		1 year.....	2 or 3 days.
	1	Indefinite and at discretion of company officials.....	Do.
		do.....	4 days.
2		1 year.....	5 days.
1	1	1 month.....	7 days.
5	2	6 months.....	Do.
5	7	1 year.....	Do.
1		2 years.....	Do.
1	3	Indefinite and at discretion of company officials.....	Do.
1		1 year.....	12 days.
1	1	1 day.....	14 days.
1		90 days.....	Do.
	1	8 months.....	Do.
2	3	1 year.....	Do.
	5	Indefinite and at discretion of company officials.....	Do.
1		2 years.....	15 days.
1		Indefinite and at discretion of company officials.....	21 days.
	1	30 days.....	30 days.
	2	1 year.....	Do.
1		Indefinite and at discretion of company officials.....	Do.
	1	do.....	60 days.
1		6 months.....	12 weeks.
1		1 year.....	Not definitely established.
1		1 day.....	Do.
2		90 days.....	Do.
1		6 months.....	Do.
2	1	1 year.....	Do.
15	27	Indefinite and at discretion of company officials.....	Do.
47	57		

Group Insurance

Employees of 107 repair garages were reported as insured and of 231 as not insured. Six garages did not report as to insurance.

The insurance premiums were reported as paid by the employees in 14 garages, by the companies in 21, and shared by the companies and employees in 67 garages. There was no report as to who paid the premiums in five garages. Premiums were shared equally by companies and employees in 5 of the 67 garages, and in the other 62 there was great variation in the proportion paid by each, the companies having paid more in some of the garages and the employees more in others.

Employees Under Bond

To bond means to furnish security through bonding companies for loss or damage of property by employees. Information on this subject revealed that all of the employees of 10 repair garages were bonded; that a certain part of the employees in 33 garages were bonded; and that the employees in 171 garages were not bonded. There was no report on this subject from 130 garages.

The bond premiums were paid by the companies in 41 of the 43 garages in which employees were bonded. There was no report as to who paid the premiums in the other two garages.

Preference for Married or Single Men

Married men were reported as preferred in 106 repair garages, while in 238 garages there was no preference.

Years of Service

Information as to the average length of service of employees was procured from 216 of the 344 repair garages covered in this report. The average length of service of the employees in 19 garages was under 1 year; in 37 was 1 and under 2 years; in 38 was 2 and under 3; in 43 was 3 and under 4; in 18 was 4 and under 5; in 33 was 5 and under 6; in 9 was 6 and under 7; in 5 was 7 and under 8; in 6 was 8 and under 9; in 1 was 9 and under 10; in 6 was 10 and under 11; and in 1 garage was 12 and under 13 years.

Lunch Periods

Information on this subject was obtained from 261 of the 344 garages studied. It was reported that in 233 repair garages all employees had a regular lunch period each day. The length of the lunch period and hour of the day varied in the different garages. In 20 garages the lunch period was "staggered," which means that each employee of a garage had lunch at different hours of the day on different days. There was no definite provision for a lunch period in eight garages; the employees ate lunch between jobs whenever convenient. There was no report on this subject from 83 garages.

Age of Employees

Information obtained as regards age revealed that 83.3 per cent of the employees covered in the study were over 25 and 16.7 per cent were under 25 years of age.

Retirement and Pension Systems

There was no provision in any of the 344 repair garages studied for retiring employees with compensation.

Uniforms

According to the information on this subject uniforms were purchased by the companies for all or part of their employees in 42 garages, and rented by the companies for all or part in 15 garages. It is the general practice for employees to supply their own uniforms.

The so-called uniforms were generally overalls and coveralls, and ranged in cost from \$1.35 to \$6.50 per unit or garment. The prevailing cost ranged from \$2 to \$4.

Laundering of Uniforms

The cost of laundering uniforms was reported as paid by companies in 62 repair garages, by employees in 101, and as shared by companies and employees in 22 garages, the shares being equal in a majority of the garages.

The average cost per man of laundering per week was under 25 cents in 13 garages; 25 and under 50 cents in 47; 50 and under 75 cents in 54; 75 cents and under \$1 in 9 and \$1 or over in 6 garages.

Drivers' Permits

All employees in 130 and part of the employees in 4 garages were required by the companies to have drivers' permits; in 202 garages the employees were not required to hold such permits; and there was no report on this subject from 8 garages. Permits were paid for by the employees in 73 garages; by the companies in 3 garages; and by the company and employees in 1 garage. There was no expense for permits in 9 garages as they were issued free of charge in the localities where these garages were in operation. There was no report as to the expense of permits in 48 garages.

Scope and Method

The basic wage figures which were used in compiling the various wage tables in this report for repair garages were obtained by agents of the bureau directly from the pay rolls and other records of the 344 garages included in the study. Information on the other related subjects was procured from answers to inquiries made thereon.

The wage figures were collected from the pay rolls for a representative pay period in April, May, June, or July, 1931.

The length of the pay period was one week in 316 garages, 10 days in 2, 2 weeks in 1, one-half month in 24, and 1 month in 1. The figures for a pay period of more than one week were reduced to a 1-week basis.

Average days worked in one week for the employees in any occupation or in all occupations were computed by dividing the aggregate number of days on which the employees worked in the week by the number of employees in the occupation or in all occupations. In computing the average each full day or part of a day that an employee did any work in the week was counted as a day.

Average full-time hours per week for the employees in an occupation were computed by dividing the aggregate full-time hours per week for all employees in the occupation by the number of employees in the occupation. The full-time hours per week of each employee were used in arriving at the average, even though part may have worked more than full time during the week on account of overtime, or less than full time on account of sickness, disability, or other cause.

Average hours actually worked in one week for the employees in an occupation were computed by dividing the total of the hours actually worked in the week by the number of such employees.

Average earnings per hour for employees in an occupation were computed by dividing the aggregate earnings of the employees in the occupation by the aggregate number of hours actually worked by such employees in the week.

Average full-time earnings per week for the employees in an occupation were computed by multiplying the average earnings per hour for the occupation by the average full-time hours per week for the employees in the occupation.

Average actual earnings in one week for the employees in an occupation were computed by dividing the total of the earnings made by them in the week by the number of such employees.

The above methods of computing averages for the employees in an occupation or in all occupations were also used in computing averages for the employees covered in each city and in all cities combined.

Occupations in Repair Garages

The occupations as published in the tables of this bulletin (see Table 3) are as follows: Auto mechanics, general; auto mechanics, specialized; battery and radiator men; blacksmiths, machinists, and welders; body workers and upholsterers; car washers and polishers; chasers; foremen, working; helpers, mechanics'; inspectors and diagnosticians; painters; greasers; porters and janitors; service men; stock clerks; stock keepers; and other employees. Each of them, including those in the group of "other employees" is defined in the Appendix B (pp. 87 to 89).

General Tables

In addition to the summary and other tables already shown in this bulletin for repair garages, three general tables are presented as follows:

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of full time worked, 1931, by occupation and city.

The arrangement of this table makes easy the comparison of averages for one city with those for another. The averages, by city, are presented for each occupation separately and, at the end of the table, for all occupations combined.

"Average full-time hours per week" and the "average hours actually worked in one week," are presented in adjacent columns. This makes easy the comparison of the average hours that would have been worked in the week had all employees in the occupations worked no more nor less than full time with the average hours that were actually worked in the week. The figures in the column next to the right of these two columns show for the employees covered in each occupation in each city the per cent of full time actually worked in the week.

TABLE B.—Average and classified earnings per hour in six specified occupations, 1931, by city.

TABLE C.—Average and classified full-time hours per week, in six specified occupations, 1931, by city.

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of full time worked, 1931, by occupation and city

Occupation and city	Number of garages	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Average hours actually worked in 1 week	Per cent of full time worked in week	Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
Auto mechanics, general:									
Altoona, Pa.	7	29	6.0	53.5	52.2	97.6	\$.622	\$33.28	\$32.44
Atlanta, Ga.	8	56	5.9	50.8	48.6	95.7	.661	33.58	32.14
Austin, Tex.	8	33	5.8	54.0	51.8	95.9	.588	31.75	30.49
Baltimore, Md.	8	105	5.7	52.5	50.8	96.8	.623	32.71	31.65
Birmingham, Ala.	8	48	6.0	57.2	54.5	95.3	.540	30.89	29.42
Boston, Mass.	8	180	5.3	51.0	46.2	90.6	.667	33.51	30.36
Burlington, Vt.	8	45	5.7	54.0	51.7	95.7	.564	29.92	28.64
Charleston, S. C.	8	48	5.9	54.1	52.8	97.6	.521	28.19	27.50
Charlotte, N. C.	8	49	6.0	57.0	57.1	100.2	.547	31.18	31.21
Chicago, Ill.	8	105	5.6	51.3	44.1	86.0	.766	39.30	33.76
Cleveland, Ohio.	8	99	5.7	53.2	41.8	78.6	.718	38.20	30.01
Danville, Ill.	8	25	6.1	56.7	51.3	90.5	.611	34.64	31.35
Des Moines, Iowa.	8	37	5.9	55.2	43.5	78.8	.636	35.11	27.63
Detroit, Mich.	8	52	5.5	53.7	45.1	84.0	.748	40.17	33.75
Hamilton, Ohio.	8	44	5.9	55.2	52.8	95.7	.611	33.73	32.26
Hartford, Conn.	8	96	5.9	51.9	49.9	96.1	.704	36.54	35.11
Holyoke, Mass.	8	28	6.0	49.5	48.8	98.6	.606	30.00	29.60
Houston, Tex.	8	51	5.9	50.5	48.6	96.2	.660	33.33	32.08
Huntington, W. Va.	8	32	6.0	55.4	52.5	94.8	.610	33.79	32.03
Indianapolis, Ind.	8	65	5.8	52.6	48.0	91.3	.577	30.35	27.69
Jacksonville, Fla.	8	50	5.9	54.0	51.6	95.6	.552	29.81	28.53
Joplin, Mo.	8	25	6.0	60.9	49.1	80.6	.555	33.80	27.26
Kansas City, Kans.	8	37	6.0	55.2	52.4	94.9	.594	32.79	31.10
Lincoln, Nebr.	8	44	5.9	54.0	52.8	97.8	.543	29.32	28.64
Little Rock, Ark.	8	65	5.8	53.9	52.1	96.7	.537	28.94	27.96
Louisville, Ky.	8	56	5.6	55.9	49.6	88.7	.581	32.48	28.83
Manchester, N. H.	8	43	6.0	53.1	53.2	100.2	.590	31.33	31.43
Memphis, Tenn.	8	34	5.0	53.6	42.0	78.4	.688	36.88	28.93
Meridian, Miss.	8	26	5.9	59.7	58.4	97.8	.392	23.40	22.90
Milwaukee, Wis.	8	54	5.9	51.7	44.3	85.7	.633	32.73	28.06
Minneapolis, Minn.	8	92	5.8	54.9	46.2	84.2	.725	39.80	33.52
New Orleans, La.	8	50	5.7	49.1	45.9	93.5	.557	27.35	25.54
New York, N. Y.	8	159	5.6	48.5	48.4	99.8	.716	34.73	34.70
Oklahoma City, Okla.	8	53	5.8	54.5	46.6	85.5	.697	37.99	32.47
Philadelphia, Pa.	8	68	5.8	50.1	49.4	98.6	.679	34.02	33.53
Portland, Me.	8	100	5.8	55.1	52.0	94.4	.574	31.63	29.84
Providence, R. I.	8	100	5.8	52.2	50.7	97.1	.638	33.30	32.35
Richmond, Va.	8	63	6.0	53.2	53.2	100.0	.607	32.29	32.29
Rochester, N. Y.	8	60	5.8	51.1	50.4	96.6	.682	34.85	34.37
St. Louis, Mo.	8	77	5.9	50.1	48.7	97.2	.713	35.72	34.74
Superior, Wis.	8	31	5.9	56.6	53.9	95.2	.587	33.22	31.66
Trenton, N. J.	8	41	5.7	52.5	50.4	96.0	.690	36.23	34.76
Washington, D. C.	8	113	5.7	53.1	48.3	91.0	.636	36.43	33.10
Total	343	2,668	5.8	52.9	49.2	93.0	.638	33.75	31.35
Auto mechanics, specialized:²									
Altoona, Pa.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Atlanta, Ga.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Baltimore, Md.	3	6	5.5	49.0	47.8	97.6	.716	35.08	34.19
Boston, Mass.	5	16	5.6	50.8	44.3	87.2	.648	32.92	28.71
Charlotte, N. C.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Chicago, Ill.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Cleveland, Ohio.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Des Moines, Iowa.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Detroit, Mich.	2	3	6.0	52.3	39.3	75.1	.790	41.32	31.01
Hartford, Conn.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Houston, Tex.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Indianapolis, Ind.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Joplin, Mo.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Kansas City, Kans.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Lincoln, Nebr.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Memphis, Tenn.	2	3	5.3	54.0	36.8	68.1	.647	34.94	23.78
Meridian, Miss.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Milwaukee, Wis.	2	2	6.0	51.8	51.8	100.0	1.013	52.47	52.47
Minneapolis, Minn.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
New Orleans, La.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
New York, N. Y.	2	9	5.9	48.4	48.1	99.4	.930	45.01	44.75
Philadelphia, Pa.	3	3	6.0	49.7	48.3	97.2	.753	37.42	36.36
Portland, Me.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)

¹ Data included in total. ² Includes brake men, carburetor men, ignition men, and trouble shooters.

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of full time worked, 1931, by occupation and city—Continued

Occupation and city	Number of garages	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Average hours actually worked in 1 week	Per cent of full time worked in week	Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
Auto mechanics, specialized—Con.									
Providence, R. I.	2	2	6.0	49.5	48.9	98.8	\$0.659	\$32.62	\$32.21
Rochester, N. Y.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
St. Louis, Mo.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Superior, Wis.	2	3	6.0	53.3	54.2	101.7	.688	36.67	37.24
Trenton, N. J.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Washington, D. C.	5	14	5.8	57.1	50.3	88.1	.634	36.20	31.91
Total.....	47	82	5.8	52.7	48.8	92.6	.685	36.10	33.46
Battery and radiator men:									
Altoona, Pa.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Atlanta, Ga.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Austin, Tex.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Baltimore, Md.	3	3	6.0	52.5	53.0	101.0	.596	31.29	31.61
Birmingham, Ala.	2	3	6.0	57.0	57.0	100.0	.498	28.39	28.39
Boston, Mass.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Burlington, Vt.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Charlotte, S. C.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Charlotte, N. C.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Chicago, Ill.	2	3	6.0	54.0	53.2	98.5	.578	31.21	30.72
Cleveland, Ohio	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Des Moines, Iowa	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Hamilton, Ohio	3	6	6.0	53.5	52.5	98.1	.535	28.62	28.07
Hartford, Conn.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Houston, Tex.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Huntington, W. Va.	2	3	6.7	70.1	72.7	103.7	.397	27.83	28.88
Joplin, Mo.	2	2	6.5	57.0	62.9	110.4	.371	21.15	23.33
Lincoln, Nebr.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Little Rock, Ark.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Louisville, Ky.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Manchester, N. H.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Memphis, Tenn.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Meridian, Miss.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
New Orleans, La.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Oklahoma City, Okla.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Philadelphia, Pa.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Portland, Me.	2	2	6.0	54.0	57.0	105.6	.505	27.27	28.77
Richmond, Va.	2	3	6.0	56.0	55.0	98.2	.608	34.05	33.43
Rochester, N. Y.	4	4	6.0	51.4	51.8	100.8	.586	30.12	30.35
St. Louis, Mo.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Superior, Wis.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Trenton, N. J.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Washington, D. C.	4	6	6.2	55.4	55.2	99.6	.588	32.58	32.47
Total.....	49	62	6.0	55.3	53.9	97.5	.536	29.64	28.90
Blacksmiths, machinists, and welders:									
Atlanta, Ga.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Baltimore, Md.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Birmingham, Ala.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Boston, Mass.	2	5	6.0	51.6	50.6	98.1	.643	33.18	32.53
Chicago, Ill.	4	9	5.9	48.4	45.6	94.2	.999	48.35	45.59
Cleveland, Ohio	2	2	6.0	50.3	50.5	100.4	.698	35.11	35.20
Des Moines, Iowa	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Detroit, Mich.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Hartford, Conn.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Indianapolis, Ind.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Memphis, Tenn.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Minneapolis, Minn.	2	2	6.0	53.0	50.7	95.7	.739	39.17	37.46
New York, N. Y.	3	6	6.0	48.8	49.6	101.6	.831	42.99	43.73
Oklahoma City, Okla.	2	3	6.0	59.2	56.0	94.6	.680	39.07	36.98
Providence, R. I.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Richmond, Va.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Rochester, N. Y.	2	2	6.0	54.0	54.3	100.6	.750	40.50	40.68
St. Louis, Mo.	2	2	5.9	43.6	37.7	86.5	.904	39.41	34.10
Superior, Wis.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Washington, D. C.	3	3	5.7	52.8	48.0	90.9	.916	48.36	44.01
Total.....	33	51	5.9	50.3	47.1	93.6	.811	40.79	38.22

¹ Data included in total.

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of full time worked, 1931, by occupation and city—Continued

Occupation and city	Number of garages	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Average hours actually worked in 1 week	Per cent of full time worked in week	Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
Body workers and upholsterers:									
Altoona, Pa.	2	2	6.0	54.0	51.1	94.6	\$0.762	\$41.15	\$38.94
Atlanta, Ga.	6	10	5.7	52.8	49.2	93.2	.646	34.11	31.80
Austin, Tex.	2	2	5.5	54.0	49.5	91.7	.606	32.72	30.00
Baltimore, Md.	5	14	5.8	52.0	49.9	96.0	.655	34.06	32.70
Birmingham, Ala.	4	10	5.5	57.0	51.2	89.8	.774	44.12	39.58
Boston, Mass.	5	28	5.4	50.4	42.4	84.1	.763	38.51	32.37
Charleston, S. C.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Charlotte, N. C.	2	2	6.0	57.0	57.0	100.0	.458	26.11	26.11
Chicago, Ill.	8	34	5.5	50.0	43.2	86.4	.941	47.05	40.71
Cleveland, Ohio	4	12	6.0	50.5	41.6	82.4	.766	38.68	31.89
Des Moines, Iowa	4	4	6.0	53.3	51.8	97.2	.705	37.58	36.47
Detroit, Mich.	2	3	4.3	50.7	38.3	75.5	1.001	50.75	38.32
Hamilton, Ohio	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Hartford, Conn.	6	8	6.0	52.5	51.6	98.3	.733	38.48	37.84
Houston, Tex.	2	3	6.0	48.8	48.9	100.2	.616	30.06	30.12
Huntington, W. Va.	2	2	6.0	54.0	62.8	116.3	.900	32.40	37.65
Indianapolis, Ind.	6	20	5.4	52.8	39.4	74.6	.684	41.40	30.86
Jacksonville, Fla.	2	4	6.0	54.0	54.0	100.0	.640	34.56	34.56
Joplin, Mo.	4	7	6.0	54.9	44.5	81.1	.554	30.41	24.70
Kansas City, Kans.	2	2	5.5	54.0	49.5	91.7	.710	38.34	35.16
Lincoln, Nebr.	2	3	6.0	54.0	54.6	101.1	.567	30.62	30.98
Little Rock, Ark.	5	6	6.0	54.0	55.0	101.9	.548	29.59	30.12
Louisville, Ky.	2	6	5.7	54.0	49.8	92.2	.547	29.54	27.28
Memphis, Tenn.	2	5	3.8	54.0	29.6	54.8	.588	31.75	17.43
Minneapolis, Minn.	2	2	6.0	55.5	56.2	101.3	.742	41.18	41.70
New Orleans, La.	4	10	6.0	49.0	48.7	99.4	.645	31.61	31.39
New York, N. Y.	6	18	5.9	49.3	50.2	101.8	.935	46.10	46.93
Oklahoma City, Okla.	4	6	6.0	53.0	53.0	100.0	.691	36.62	36.62
Philadelphia, Pa.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Portland, Me.	3	3	6.0	56.0	58.3	104.1	.585	32.76	34.09
Providence, R. I.	3	6	5.8	50.7	49.2	97.0	.905	45.88	44.56
Richmond, Va.	3	4	6.0	53.0	53.0	100.0	.578	30.63	30.63
Rochester, N. Y.	4	9	5.3	49.4	43.1	87.2	.866	42.78	37.30
St. Louis, Mo.	2	5	4.6	45.0	33.1	73.6	.570	39.15	28.80
Superior, Wis.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Trenton, N. J.	2	2	5.0	51.8	50.8	98.1	.710	36.78	36.05
Washington, D. C.	6	11	5.5	52.7	47.5	90.1	.846	44.58	40.18
Total	122	271	5.6	51.7	46.6	90.1	.755	39.03	35.17
Car washers and polishers:									
Altoona, Pa.	4	5	6.0	52.2	52.7	101.0	.319	16.65	16.80
Atlanta, Ga.	5	8	6.0	50.8	50.8	100.0	.333	16.92	16.92
Austin, Tex.	5	7	6.0	54.0	54.0	100.0	.332	17.93	17.93
Baltimore, Md.	6	17	6.0	61.1	60.5	99.0	.334	20.41	20.22
Birmingham, Ala.	5	12	5.6	57.5	52.1	90.6	.247	14.20	12.88
Boston, Mass.	7	33	5.8	50.3	53.0	105.4	.507	25.50	26.91
Burlington, Vt.	6	6	6.0	53.5	54.3	101.5	.431	23.06	23.41
Charleston, S. C.	6	12	6.0	53.5	53.5	100.0	.227	12.14	12.14
Charlotte, N. C.	6	12	4.9	57.0	46.9	82.3	.205	11.69	9.60
Chicago, Ill.	5	13	6.0	53.9	47.6	88.3	.550	29.65	26.18
Cleveland, Ohio	5	12	5.9	52.5	48.1	91.6	.504	26.46	24.25
Danville, Ill.	3	3	6.0	57.0	57.3	100.5	.340	19.38	19.50
Des Moines, Iowa	6	9	6.2	61.2	58.3	95.3	.332	20.32	19.36
Detroit, Mich.	4	5	6.2	53.6	59.0	110.1	.466	24.98	27.45
Hamilton, Ohio	5	6	6.2	55.3	55.7	100.7	.324	17.92	18.03
Hartford, Conn.	8	20	5.9	54.2	53.1	98.0	.527	28.56	27.95
Holyoke, Mass.	3	3	6.0	51.0	53.3	104.5	.449	22.90	23.94
Houston, Tex.	6	23	5.8	50.7	48.2	95.1	.373	18.91	17.98
Huntington, W. Va.	7	9	6.1	56.2	56.6	100.7	.300	16.86	16.99
Indianapolis, Ind.	6	11	5.8	54.9	46.0	83.8	.423	23.22	19.47
Jacksonville, Fla.	6	8	6.0	54.4	54.4	100.0	.277	15.07	15.07
Joplin, Mo.	3	5	6.6	71.3	70.0	98.2	.246	17.54	17.20
Kansas City, Kans.	4	7	6.1	58.6	57.1	97.4	.369	21.62	21.11
Lincoln, Nebr.	3	5	5.6	54.0	50.4	93.3	.326	17.60	16.41
Little Rock, Ark.	8	18	5.3	53.8	47.8	88.8	.270	14.53	12.92
Louisville, Ky.	4	7	6.3	58.3	59.3	101.7	.273	15.92	16.21
Manchester, N. H.	6	8	5.9	52.5	51.4	97.9	.444	23.31	22.83
Memphis, Tenn.	5	5	6.0	53.4	53.7	100.6	.282	15.06	15.14

¹ Data included in total.

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of full time worked, 1931, by occupation and city—Continued

Occupation and city	Number of garages	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Average hours actually worked in 1 week	Per cent of full time worked in week	Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
Car washers and polishers—Con.									
Meridian, Miss.	4	7	6.0	58.3	58.3	100.0	\$0.161	\$9.31	\$9.39
Milwaukee, Wis.	7	8	5.9	56.9	47.8	84.0	.497	28.28	23.76
Minneapolis, Minn.	6	8	6.0	55.9	56.5	101.1	.456	25.49	25.74
New Orleans, La.	5	8	6.0	49.9	49.9	100.0	.283	14.12	14.12
New York, N. Y.	4	12	6.0	50.2	57.9	115.3	.552	27.71	31.94
Oklahoma City, Okla.	4	7	6.0	55.6	53.6	96.4	.332	18.46	17.77
Philadelphia, Pa.	6	11	6.0	47.9	48.5	101.3	.455	21.79	22.03
Portland, Me.	8	13	6.1	54.2	55.3	102.0	.469	25.42	25.95
Providence, R. I.	7	11	5.7	53.0	50.8	95.8	.502	26.61	25.51
Richmond, Va.	6	13	5.8	52.2	51.5	98.7	.318	16.60	16.38
Rochester, N. Y.	6	11	5.7	50.2	44.3	88.2	.701	35.19	31.03
St. Louis, Mo.	4	6	6.0	52.1	52.1	100.0	.332	17.30	17.30
Superior, Wis.	3	3	6.0	56.0	56.0	100.0	.352	19.71	19.71
Trenton, N. J.	7	17	5.9	57.6	54.6	94.8	.397	22.87	21.68
Washington, D. C.	6	23	6.0	57.9	53.5	92.4	.375	21.71	20.06
Total	230	447	5.9	54.4	52.7	96.9	.390	21.22	20.54
Chasers:									
Atlanta, Ga.	3	3	6.0	52.3	52.3	100.0	.303	15.85	15.85
Baltimore, Md.	3	4	6.0	51.8	53.0	102.3	.390	20.20	20.65
Birmingham, Ala.	2	2	6.0	57.0	57.0	100.0	.300	17.10	17.10
Boston, Mass.	5	25	5.8	50.0	52.0	104.0	.424	21.20	22.06
Charlotte, N. C.	3	3	6.0	56.0	56.0	100.0	.250	14.00	14.00
Chicago, Ill.	3	5	6.0	52.0	53.9	103.7	.485	25.22	26.14
Cleveland, Ohio.	4	12	6.0	53.3	53.6	100.6	.455	24.25	24.38
Des Moines, Iowa.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Detroit, Mich.	2	2	6.5	55.5	60.3	108.6	.313	17.37	18.83
Hartford, Conn.	2	3	6.0	52.0	52.0	100.0	.465	24.18	24.18
Huntington, W. Va.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Indianapolis, Ind.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Jacksonville, Fla.	3	3	6.0	54.0	54.0	100.0	.263	14.20	14.20
Joplin, Mo.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Lincoln, Nebr.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Little Rock, Ark.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Memphis, Tenn.	2	2	6.0	52.5	52.5	100.0	.267	14.02	14.02
Milwaukee, Wis.	3	5	6.6	71.8	70.9	98.7	.342	24.56	24.27
Minneapolis, Minn.	4	8	6.0	54.4	54.3	99.8	.319	17.35	17.31
New Orleans, La.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
New York, N. Y.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Oklahoma City, Okla.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Portland, Me.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Providence, R. I.	2	2	6.0	52.0	52.0	100.0	.439	22.83	22.83
Richmond, Va.	2	2	6.0	54.0	54.0	100.0	.560	30.24	30.24
Rochester, N. Y.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
St. Louis, Mo.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Washington, D. C.	6	6	6.2	54.5	54.8	100.6	.280	15.26	15.38
Total	61	105	6.0	54.8	55.6	101.5	.373	20.44	20.72
Foremen, working:									
Altoona, Pa.	4	4	6.0	53.3	53.3	100.0	.825	43.97	43.97
Atlanta, Ga.	3	3	6.0	49.0	49.0	100.0	.867	42.48	42.48
Austin, Tex.	6	6	6.0	54.0	54.0	100.0	.790	42.66	42.66
Baltimore, Md.	2	2	6.0	49.0	49.0	100.0	.816	39.98	39.98
Birmingham, Ala.	6	7	6.1	57.0	58.0	101.8	.759	43.26	44.04
Boston, Mass.	3	5	6.0	51.3	51.7	100.8	.681	34.94	35.22
Burlington, Vt.	6	6	6.0	53.5	54.0	100.9	.872	46.65	47.08
Charleston, S. C.	6	9	6.0	54.3	54.3	100.0	.677	36.76	36.76
Charlotte, N. C.	4	5	6.0	56.9	57.7	101.4	.653	37.16	37.66
Chicago, Ill.	5	16	6.1	51.0	53.5	104.9	.905	46.16	48.47
Cleveland, Ohio.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Danville, Ill.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Des Moines, Iowa.	5	6	6.3	55.8	56.0	100.4	.695	38.22	38.36
Detroit, Mich.	3	3	6.0	53.3	54.0	101.3	.916	48.82	49.49
Hamilton, Ohio.	5	5	6.0	55.8	57.2	102.5	.836	46.65	47.84
Hartford, Conn.	3	4	6.3	51.0	56.4	110.6	.901	45.95	50.83
Holyoke, Mass.	8	8	6.0	49.5	49.5	100.0	.919	45.49	45.49
Houston, Tex.	4	4	6.0	52.9	52.9	100.0	.802	42.43	42.43

1 Data included in total.

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of full time worked, 1931, by occupation and city—Continued

Occupation and city	Number of garages	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Average hours actually worked in 1 week	Per cent of full time worked in week	Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
Foremen, working—Continued.									
Huntington, W. Va.	6	6	6.2	56.1	56.6	100.9	\$0.697	\$39.10	\$39.45
Indianapolis, Ind.	4	5	6.0	50.8	50.8	100.0	.826	41.96	41.96
Jacksonville, Fla.	3	3	6.0	55.0	55.0	100.0	.636	34.98	34.98
Joplin, Mo.	3	4	6.0	55.5	60.0	108.1	.658	36.52	29.48
Kansas City, Kans.	2	2	6.0	54.0	54.0	100.0	.694	37.48	37.48
Lincoln, Nebr.	3	4	6.0	54.0	54.0	100.0	.670	36.18	36.18
Little Rock, Ark.	7	9	6.0	54.0	54.0	100.0	.743	40.12	40.12
Louisville, Ky.	3	5	6.4	57.1	57.1	100.0	.699	39.91	39.91
Manchester, N. H.	5	5	6.0	54.0	54.0	100.0	.761	41.09	41.09
Memphis, Tenn.	2	2	6.0	54.0	54.0	100.0	.855	46.17	46.17
Meridian, Miss.	2	2	6.0	57.0	57.0	100.0	.592	33.74	33.74
Milwaukee, Wis.	4	4	6.0	56.6	55.5	98.1	.783	44.32	43.47
Minneapolis, Minn.	6	10	6.0	55.4	55.8	100.7	.730	40.44	40.69
New Orleans, La.	2	4	6.0	51.0	51.0	100.0	.650	33.15	33.15
New York, N. Y.	5	10	6.0	50.4	50.1	99.4	.953	48.03	47.70
Oklahoma City, Okla.	4	6	6.2	55.4	55.4	100.0	.750	41.55	41.55
Philadelphia, Pa.	3	5	6.0	52.1	52.1	100.0	.896	46.68	46.68
Portland, Me.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Providence, R. I.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Richmond, Va.	7	9	6.0	53.1	53.1	100.0	.838	44.50	44.50
Rochester, N. Y.	5	8	6.0	49.7	50.9	102.4	.913	45.28	46.48
St. Louis, Mo.	5	10	5.9	48.0	45.8	95.4	.913	43.82	41.80
Superior, Wis.	5	5	6.0	53.8	53.8	100.0	.790	42.50	42.50
Trenton, N. J.	3	3	6.0	53.7	53.7	100.0	.854	45.86	45.86
Washington, D. C.	6	9	6.1	54.9	55.1	100.4	.857	47.05	47.25
Total	172	228	6.0	53.2	53.6	100.8	.798	42.45	42.81
Greasers:									
Altoona, Pa.	2	2	6.0	54.0	54.0	100.0	.404	21.82	21.82
Atlanta, Ga.	3	7	6.0	49.1	49.1	100.0	.372	18.27	18.27
Austin, Tex.	3	4	6.0	54.0	53.8	99.6	.355	19.17	19.06
Baltimore, Md.	5	8	5.6	52.5	50.6	96.4	.436	22.89	22.05
Birmingham, Ala.	3	7	6.0	56.6	56.6	100.0	.303	17.15	17.15
Boston, Mass.	8	18	4.4	50.8	38.7	76.2	.658	33.43	25.47
Burlington, Vt.	3	3	6.0	56.0	57.7	103.0	.341	19.10	19.64
Charleston, S. C.	5	5	6.0	53.4	53.4	100.0	.275	14.69	14.69
Charlotte, N. C.	5	6	6.0	55.6	55.6	100.0	.245	13.62	13.62
Chicago, Ill.	5	8	6.0	51.6	50.5	97.9	.656	33.85	33.11
Cleveland, Ohio	5	6	6.0	52.8	52.4	99.2	.730	38.54	38.24
Des Moines, Iowa	5	5	6.4	62.2	64.5	103.7	.426	26.50	27.45
Detroit, Mich.	2	4	6.0	51.5	38.4	74.6	.825	42.49	31.65
Hamilton, Ohio	2	2	4.0	55.5	30.5	55.0	.439	24.36	13.38
Hartford, Conn.	5	6	5.8	53.0	50.1	94.5	.562	29.79	28.17
Holyoke, Mass.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Houston, Tex.	6	8	6.0	50.3	51.4	102.2	.371	18.66	19.03
Huntington, W. Va.	3	4	6.0	55.5	58.4	105.2	.365	20.26	21.32
Indianapolis, Ind.	2	2	6.0	54.0	48.5	89.8	.560	30.24	27.18
Jacksonville, Fla.	4	4	6.0	55.5	55.5	100.0	.323	17.93	17.93
Joplin, Mo.	3	5	6.4	63.9	64.6	101.1	.302	19.30	19.51
Kansas City, Kans.	3	4	6.0	54.0	54.0	100.0	.257	13.88	13.88
Little Rock, Ark.	6	10	5.5	54.0	49.1	90.9	.327	17.66	16.03
Louisville, Ky.	2	3	6.0	58.0	56.2	96.9	.391	22.68	21.96
Manchester, N. H.	2	2	6.0	51.0	53.5	104.9	.335	17.09	17.93
Memphis, Tenn.	5	5	6.0	53.4	51.7	96.8	.298	15.91	15.37
Meridian, Miss.	3	3	4.7	60.0	45.0	75.0	.163	9.78	7.33
Milwaukee, Wis.	2	2	6.5	58.5	39.5	67.5	.278	16.26	11.00
Minneapolis, Minn.	6	12	6.1	55.1	55.9	101.5	.431	23.75	24.08
New Orleans, La.	3	4	6.0	48.5	47.4	97.7	.312	15.13	14.78
New York, N. Y.	3	4	6.0	48.8	48.6	99.6	.779	38.02	37.86
Oklahoma City, Okla.	4	5	6.0	55.6	54.7	98.4	.382	21.24	20.91
Philadelphia, Pa.	3	4	6.0	49.1	49.1	100.0	.542	26.61	26.61
Portland, Me.	4	4	6.3	54.0	55.8	103.3	.376	20.30	21.01
Providence, R. I.	3	3	6.0	51.3	53.8	104.9	.556	28.52	29.93
Richmond, Va.	2	2	6.0	52.0	52.0	100.0	.393	20.44	20.44
Rochester, N. Y.	3	6	6.0	49.7	49.6	99.8	.746	37.08	37.03
St. Louis, Mo.	2	4	6.0	45.9	48.8	106.3	.453	20.79	22.07
Superior, Wis.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Trenton, N. J.	4	4	5.5	52.5	47.3	90.1	.364	19.11	17.20
Washington, D. C.	3	3	6.0	54.0	51.5	95.4	.384	20.74	19.79
Total	144	200	5.8	53.3	50.9	95.5	.440	23.45	22.41

¹ Data included in total.

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of full time worked, 1931, by occupation and city—Continued

Occupation and city	Number of garages	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Average hours actually worked in 1 week	Per cent of full time worked in week	Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
Helpers, mechanics:									
Altoona, Pa.	4	6	6.0	51.0	51.0	100.0	\$0.317	\$16.17	\$16.17
Atlanta, Ga.	3	9	5.8	50.6	49.2	97.2	.450	21.76	21.17
Austin, Tex.	5	10	6.0	54.0	54.0	100.0	.284	15.34	15.34
Baltimore, Md.	5	8	5.4	51.0	48.3	94.7	.334	17.03	16.13
Birmingham, Ala.	5	5	6.0	55.8	54.2	97.1	.208	11.61	11.27
Boston, Mass.	2	4	6.0	49.1	52.9	107.7	.401	19.69	21.20
Burlington, Vt.	2	2	6.0	55.5	57.2	103.1	.289	16.04	16.50
Charleston, S. C.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Charlotte, N. C.	1	(3)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Chicago, Ill.	6	14	5.8	51.5	47.8	92.8	.548	28.22	26.17
Cleveland, Ohio.	3	4	5.8	55.5	51.6	93.0	.453	25.14	23.39
Danville, Ill.	5	5	5.8	55.8	53.8	96.4	.365	20.37	19.60
Des Moines, Iowa.	2	3	6.0	54.0	54.0	100.0	.321	17.33	17.33
Hamilton, Ohio.	3	4	6.0	55.5	51.4	92.6	.283	15.71	14.52
Hartford, Conn.	4	8	5.6	51.8	48.3	93.2	.322	16.68	15.57
Holyoke, Mass.	5	6	5.5	49.5	46.8	94.5	.337	16.68	15.76
Houston, Tex.	3	4	5.8	50.8	48.8	96.1	.338	17.17	16.50
Huntington, W. Va.	2	3	6.0	55.0	56.3	102.4	.276	15.18	15.57
Indianapolis, Ind.	2	2	6.0	55.5	49.0	88.3	.341	18.93	16.70
Jacksonville, Fla.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Joplin, Mo.	2	4	5.8	62.3	58.6	94.1	.333	20.75	19.52
Kansas City, Kans.	2	8	5.9	54.0	53.0	98.1	.321	17.33	17.02
Lincoln, Nebr.	2	2	6.0	54.0	54.0	100.0	.352	19.01	19.01
Little Rock, Ark.	3	7	5.9	54.0	52.1	96.5	.269	14.53	14.01
Louisville, Ky.	7	17	5.7	55.6	52.1	93.7	.289	16.07	15.06
Manchester, N. H.	2	4	6.0	53.3	54.6	102.4	.316	16.84	17.23
Memphis, Tenn.	5	6	5.5	54.0	46.9	86.9	.301	16.25	14.10
Meridian, Miss.	6	7	6.1	59.7	59.6	99.8	.188	10.03	9.99
Milwaukee, Wis.	2	3	6.0	53.0	36.9	69.6	.399	21.15	14.71
Minneapolis, Minn.	3	3	6.0	52.9	53.3	100.8	.402	21.27	21.44
New Orleans, La.	5	9	6.0	50.9	51.5	101.2	.266	13.54	13.71
New York, N. Y.	4	9	5.8	48.7	47.1	96.7	.479	23.33	22.55
Oklahoma City, Okla.	4	3	5.7	59.2	53.3	90.0	.289	17.11	15.40
Philadelphia, Pa.	2	6	5.7	53.3	47.8	89.7	.385	20.52	18.38
Portland, Me.	2	7	6.1	53.8	52.1	96.8	.340	18.29	17.69
Providence, R. I.	4	9	5.7	49.8	48.3	97.0	.417	20.77	20.14
Richmond, Va.	3	5	6.0	50.0	50.0	100.0	.340	17.00	17.00
Rochester, N. Y.	2	4	6.0	52.0	52.6	101.2	.443	23.04	23.29
St. Louis, Mo.	4	10	5.7	44.3	44.4	100.2	.468	20.73	20.79
Superior, Wis.	2	5	6.2	63.9	63.0	98.6	.311	19.87	19.58
Trenton, N. J.	4	5	5.8	50.5	50.1	99.2	.353	17.83	17.71
Washington, D. C.	7	29	5.7	54.2	48.3	89.1	.358	19.40	17.28
Total	145	273	5.8	53.2	50.8	95.5	.347	18.46	17.63
Inspectors and diagnosticians:									
Altoona, Pa.	4	5	6.0	53.1	53.1	100.0	.804	42.69	42.69
Atlanta, Ga.	4	5	6.2	53.0	53.0	100.0	.840	44.52	44.52
Baltimore, Md.	4	10	6.0	54.6	55.0	100.7	.738	40.29	40.62
Birmingham, Ala.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Boston, Mass.	1	19	5.9	51.3	52.8	102.9	.701	35.96	37.03
Burlington, Vt.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Charleston, S. C.	1	2	6.0	54.0	54.0	100.0	.792	42.77	42.77
Charlotte, N. C.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Chicago, Ill.	1	12	6.1	54.0	54.5	100.9	.864	46.66	47.12
Cleveland, Ohio.	5	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Des Moines, Iowa.	2	4	6.0	54.0	54.0	100.0	.783	42.28	42.28
Detroit, Mich.	2	2	6.0	51.5	59.3	115.1	.775	39.91	45.94
Hartford, Conn.	7	15	6.0	53.6	54.6	101.9	.744	39.88	40.58
Houston, Tex.	3	3	6.0	51.2	51.2	100.0	.786	40.24	40.24
Jacksonville, Fla.	2	2	6.0	55.5	55.5	100.0	.766	42.51	42.51
Joplin, Mo.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Kansas City, Kans.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Little Rock, Ark.	4	7	6.0	54.0	54.0	100.0	.681	36.77	36.77
Memphis, Tenn.	2	3	6.0	53.0	53.0	100.0	.744	39.43	39.43
Meridian, Miss.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Milwaukee, Wis.	3	6	6.0	51.3	52.1	101.6	.706	36.22	36.75
Minneapolis, Minn.	3	5	6.0	54.4	55.0	101.1	.776	42.21	42.70
New Orleans, La.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)

1 Data included in total.

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of full time worked, 1931, by occupation and city—Continued

Occupation and city	Number of garages	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Average hours actually worked in 1 week	Per cent of full time worked in week	Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
Inspectors and diagnosticians—Continued.									
New York, N. Y.	6	20	6.0	49.7	52.2	105.0	\$0.830	\$41.25	\$43.31
Oklahoma City, Okla.	2	4	6.0	51.0	51.0	100.0	.824	42.02	42.02
Philadelphia, Pa.	5	10	6.0	49.2	53.1	107.9	.699	34.39	37.09
Portland, Me.	6	15	6.0	53.8	53.8	100.0	.653	35.13	35.13
Providence, R. I.	5	12	5.7	51.5	49.4	95.9	.701	36.10	34.68
Richmond, Va.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Rochester, N. Y.	5	6	6.0	49.9	53.2	106.6	.720	35.93	38.33
St. Louis, Mo.	3	10	6.1	51.5	50.8	98.6	.806	41.51	40.99
Superior, Wis.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Trenton, N. J.	4	6	6.2	54.1	54.1	100.0	.792	42.85	42.85
Washington, D. C.	6	29	6.0	54.2	53.4	98.5	.849	46.02	45.34
Total	105	233	6.0	52.6	53.2	101.1	.768	40.40	40.84
Painters:									
Altoona, Pa.	2	3	6.0	53.0	53.0	100.0	.506	26.82	26.82
Atlanta, Ga.	3	3	6.0	51.2	50.3	98.2	.605	30.98	30.47
Austin, Tex.	2	2	6.0	54.0	54.0	100.0	.505	27.27	27.27
Baltimore, Md.	5	9	5.7	53.8	51.1	95.0	.650	34.97	33.22
Birmingham, Ala.	3	10	5.2	57.6	54.4	94.4	.432	24.88	23.52
Boston, Mass.	6	16	5.9	50.4	50.5	100.2	.747	37.65	37.74
Burlington, Vt.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Charleston, S. C.	2	2	6.0	54.0	54.0	100.0	.421	22.73	22.75
Charlotte, N. C.	2	2	5.5	57.0	52.0	91.2	.623	35.51	32.39
Chicago, Ill.	8	19	5.5	50.1	48.2	96.2	.849	42.53	40.92
Cleveland, Ohio	5	16	5.6	51.5	44.6	86.6	.663	34.14	29.53
Danville, Ill.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Des Moines, Iowa	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Detroit, Mich.	2	2	5.0	53.0	48.3	91.1	.813	43.09	39.25
Hamilton, Ohio	2	2	6.0	50.0	57.7	115.4	.820	41.00	47.28
Hartford, Conn.	5	11	5.4	51.8	45.0	86.9	.705	36.52	31.75
Holyoke, Mass.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Houston, Tex.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Huntington, W. Va.	2	2	6.0	55.5	57.5	103.6	.523	29.03	30.07
Indianapolis, Ind.	5	9	5.7	51.7	43.9	84.9	.682	35.26	29.94
Jacksonville, Fla.	2	3	6.0	54.0	54.0	100.0	.724	39.10	39.10
Joplin, Mo.	2	2	6.0	52.5	52.3	99.6	.587	30.82	30.68
Little Rock, Ark.	6	6	6.0	54.0	54.5	100.9	.394	21.28	21.46
Louisville, Ky.	4	6	4.5	56.0	40.3	72.0	.490	27.44	19.73
Manchester, N. H.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Memphis, Tenn.	2	3	5.7	54.0	60.6	112.2	.665	35.91	40.30
Meridian, Miss.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Milwaukee, Wis.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Minneapolis, Minn.	3	6	5.8	55.5	52.1	93.9	.641	35.58	33.38
New Orleans, La.	2	2	6.0	52.0	46.6	89.6	.590	30.68	27.50
New York, N. Y.	4	15	5.8	49.4	47.1	95.3	.861	42.53	40.51
Oklahoma City, Okla.	4	8	6.0	53.5	52.7	98.5	.578	30.92	30.46
Philadelphia, Pa.	2	5	6.0	51.9	51.9	100.0	.608	31.56	31.56
Portland, Me.	4	4	6.0	53.3	51.5	96.6	.672	35.82	34.58
Providence, R. I.	2	5	4.8	53.6	43.4	81.0	.975	52.26	42.35
Richmond, Va.	2	2	6.0	52.0	52.0	100.0	.593	30.84	30.84
Rochester, N. Y.	4	11	5.3	50.8	43.8	86.2	.643	32.65	28.19
St. Louis, Mo.	3	7	5.1	44.8	38.0	82.0	1.028	47.04	39.08
Trenton, N. J.	2	2	4.5	50.3	42.4	84.3	.600	30.18	25.41
Washington, D. C.	5	13	5.2	52.2	45.5	87.2	.763	39.83	34.75
Total	115	217	5.6	52.1	48.4	93.3	.682	35.53	33.05
Porters and janitors:									
Altoona, Pa.	4	4	6.0	52.5	52.5	100.0	.404	21.21	21.21
Atlanta, Ga.	4	17	6.0	50.3	50.3	100.0	.312	15.69	15.69
Austin, Tex.	5	7	6.0	54.0	54.0	100.0	.298	16.09	16.09
Baltimore, Md.	5	15	6.1	54.2	54.8	101.1	.347	18.81	19.03
Birmingham, Ala.	6	12	6.0	57.5	57.5	100.0	.247	14.20	14.20
Boston, Mass.	7	22	6.0	56.8	57.0	100.4	.475	26.98	27.12
Burlington, Vt.	3	4	6.0	53.3	57.3	107.5	.376	20.00	21.55
Charleston, S. C.	3	3	6.0	54.0	54.0	100.0	.238	12.85	12.85

¹ Data included in total.

² Not including 1 employee whose full-time hours were not reported.

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of full time worked, 1931, by occupation and city—Continued

Occupation and city	Number of garages	Number of employees	Average days on which employees worked in 1 week	Average full-time hours worked per week	Average hours actually worked in 1 week	Per cent of full time worked in week	Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
Porters and janitors—Continued.									
Charlotte, N. C.	4	5	6.0	55.2	54.8	99.3	\$0.275	\$15.18	\$15.06
Chicago, Ill.	5	11	6.2	58.0	58.0	100.0	.481	27.90	27.90
Cleveland, Ohio	3	12	6.0	55.5	54.6	98.4	.442	24.53	24.15
Danville, Ill.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Des Moines, Iowa	2	3	6.0	54.0	54.0	100.0	.475	25.65	25.65
Detroit, Mich.	5	11	6.1	58.3	63.4	108.7	.453	26.41	28.75
Hamilton, Ohio	4	4	5.8	56.8	54.5	96.0	.376	21.36	20.50
Hartford, Conn.	6	10	6.2	54.1	54.7	101.1	.464	25.10	25.40
Holyoke, Mass.	4	4	5.3	53.5	53.5	100.0	.395	21.13	21.13
Houston, Tex.	4	10	6.0	51.9	52.5	101.2	.280	15.05	15.20
Huntington, W. Va.	3	6	5.8	55.5	54.0	97.3	.300	16.65	16.18
Indianapolis, Ind.	6	16	6.0	52.9	52.5	99.2	.362	19.15	19.03
Jacksonville, Fla.	5	6	6.0	54.5	54.5	100.0	.269	14.66	14.66
Joplin, Mo.	3	5	6.0	57.6	57.6	100.0	.240	13.82	13.82
Kansas City, Kans.	3	6	7.0	67.7	67.7	100.0	.325	22.00	22.00
Lincoln, Nebr.	2	2	6.0	54.0	54.0	100.0	.383	20.68	20.68
Little Rock, Ark.	7	15	5.9	54.0	52.8	97.8	.280	15.12	14.81
Louisville, Ky.	3	7	6.6	61.3	63.1	102.9	.279	17.10	17.61
Manchester, N. H.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Memphis, Tenn.	6	12	5.3	54.0	46.9	86.9	.235	12.69	11.03
Meridian, Miss.	3	3	6.0	58.0	54.9	94.7	.168	9.74	9.25
Milwaukee, Wis.	3	3	6.0	58.2	56.6	97.3	.468	27.24	26.52
Minneapolis, Minn.	4	6	6.5	58.2	58.2	100.0	.409	23.80	23.80
New Orleans, La.	4	5	6.0	51.8	51.8	100.0	.322	16.68	16.68
New York, N. Y.	7	21	6.0	54.9	55.2	100.5	.499	27.40	27.56
Oklahoma City, Okla.	6	8	6.0	54.0	54.5	100.9	.326	17.60	17.78
Philadelphia, Pa.	4	9	6.1	57.0	57.0	100.0	.412	23.48	23.48
Portland, Me.	6	7	5.7	54.9	51.0	92.9	.413	22.67	21.07
Providence, R. I.	5	11	6.0	52.3	52.5	100.4	.418	21.86	21.93
Richmond, Va.	3	5	6.0	52.2	52.2	100.0	.306	15.97	15.97
Rochester, N. Y.	5	9	5.7	51.3	49.2	95.9	.509	26.11	25.04
St. Louis, Mo.	4	9	6.2	57.4	57.4	100.0	.380	21.81	21.81
Trenton, N. J.	4	4	6.3	58.4	60.9	104.3	.361	21.08	21.98
Washington, D. C.	8	19	6.2	55.5	54.5	98.2	.354	19.65	19.30
Total	180	350	6.0	55.1	54.9	99.6	.371	20.44	20.36
Service men:									
Atlanta, Ga.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Austin, Tex.	3	5	6.0	54.0	54.5	100.9	.627	33.86	34.14
Baltimore, Md.	3	11	6.0	51.6	51.6	100.0	.783	40.40	40.40
Birmingham, Ala.	2	3	6.0	57.0	57.0	100.0	.623	35.51	35.51
Boston, Mass.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Charlotte, N. C.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Chicago, Ill.	2	9	5.9	56.7	53.2	93.8	.700	39.69	37.20
Cleveland, Ohio	3	9	5.6	50.7	45.4	89.5	.762	38.63	34.57
Des Moines, Iowa	3	7	6.1	72.1	67.6	93.8	.430	31.00	29.03
Detroit, Mich.	4	6	6.0	57.0	56.3	98.8	.761	43.38	42.86
Hamilton, Ohio	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Indianapolis, Ind.	3	7	6.0	51.4	51.4	100.0	.683	35.11	35.11
Kansas City, Kans.	2	2	6.5	69.0	64.0	92.8	.418	28.84	26.75
Lincoln, Nebr.	2	2	6.0	72.5	72.5	100.0	.382	27.70	27.70
Louisville, Ky.	4	6	6.3	55.8	56.3	100.9	.556	31.02	31.29
Memphis, Tenn.	2	2	6.0	54.0	46.1	85.4	.519	28.03	23.94
Milwaukee, Wis.	2	5	6.6	64.8	61.6	95.1	.658	42.64	40.53
Minneapolis, Minn.	3	5	6.2	58.0	57.6	99.3	.742	43.04	42.78
New Orleans, La.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
New York, N. Y.	3	11	6.0	49.6	49.5	99.8	.877	43.50	43.40
Richmond, Va.	5	12	6.0	54.4	54.7	100.6	.685	37.26	37.46
Rochester, N. Y.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
St. Louis, Mo.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Superior, Wis.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Trenton, N. J.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Washington, D. C.	4	10	6.3	53.6	54.6	101.9	.669	35.86	36.47
Total	59	130	6.1	55.4	54.3	98.0	.660	36.56	35.86

1 Data included in total.

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of full time worked, 1931, by occupation and city—Continued

Occupation and city	Number of ga-rages	Number of em-ployees	Average days on which em-ployees worked in 1 week	Average full-time hours per week	Average hours actually worked in 1 week	Per cent of full time worked in week	Average earnings per hour	Average full-time earnings per week	Average actual earning in 1 week
Stock clerks:									
Altoona, Pa.	2	2	6.0	52.5	52.5	100.0	\$0.337	\$17.69	\$17.69
Atlanta, Ga.	2	2	6.5	54.5	60.5	111.0	.413	22.51	25.00
Austin, Tex.	2	2	6.0	54.0	54.0	100.0	.447	24.14	24.14
Baltimore, Md.	6	15	6.0	51.0	52.0	102.0	.377	19.23	19.58
Birmingham, Ala.	3	3	6.0	58.0	58.0	100.0	.484	28.07	28.07
Boston, Mass.	7	37	5.9	50.4	50.2	99.6	.493	24.85	24.72
Burlington, Vt.	3	3	6.0	53.0	52.3	98.7	.366	19.40	19.17
Charleston, S. C.	3	3	6.0	40.0	40.0	100.0	.292	11.68	11.68
Charlotte, N. C.	2	3	6.0	56.0	56.0	100.0	.522	29.23	29.23
Chicago, Ill.	4	7	6.0	51.4	51.1	99.4	.544	27.96	27.81
Cleveland, Ohio.	2	5	6.0	55.6	54.5	98.0	.574	31.91	31.30
Des Moines, Iowa.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Detroit, Mich.	4	6	6.2	54.3	60.2	110.9	.550	29.87	33.09
Hartford, Conn.	7	11	6.0	51.8	53.0	102.3	.478	24.76	25.29
Holyoke, Mass.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Houston, Tex.	4	5	6.0	50.9	50.9	100.0	.463	23.57	23.57
Huntington, W. Va.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Indianapolis, Ind.	2	2	6.5	55.7	56.3	101.1	.480	26.74	27.00
Jacksonville, Fla.	4	5	6.0	54.3	54.3	100.0	.442	24.00	24.00
Joplin, Mo.	4	5	6.6	63.1	65.4	103.6	.265	16.72	17.32
Kansas City, Kans.	2	2	6.5	59.0	61.0	103.4	.369	21.77	22.50
Lincoln, Nebr.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Little Rock, Ark.	5	5	6.0	54.0	54.0	100.0	.375	20.25	20.25
Louisville, Ky.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Manchester, N. H.	2	2	6.0	51.0	51.0	100.0	.353	18.00	18.00
Memphis, Tenn.	3	3	6.0	54.0	54.0	100.0	.346	18.68	18.68
Meridian, Miss.	2	2	6.0	60.0	55.4	92.3	.280	16.80	15.53
Milwaukee, Wis.	4	4	6.0	55.1	53.9	97.8	.503	27.72	27.09
Minneapolis, Minn.	2	6	6.2	55.2	55.2	100.0	.449	24.78	24.78
New Orleans, La.	3	6	6.0	49.3	49.3	100.0	.393	19.37	19.37
New York, N. Y.	7	31	6.0	49.6	49.6	100.0	.514	25.49	25.49
Oklahoma City, Okla.	5	7	6.0	53.1	53.1	100.0	.472	25.06	25.06
Philadelphia, Pa.	4	21	6.0	50.6	51.1	101.0	.549	27.78	28.04
Portland, Me.	6	11	5.8	54.5	53.1	97.4	.375	20.44	19.94
Providence, R. I.	6	10	6.0	52.5	57.1	108.8	.429	22.52	24.48
Richmond, Va.	4	7	6.0	55.6	55.6	100.0	.434	24.13	24.13
Rochester, N. Y.	3	10	6.1	49.7	50.6	101.8	.593	29.47	29.98
St. Louis, Mo.	3	6	6.2	50.2	51.2	102.0	.416	20.88	21.27
Superior, Wis.	2	2	6.0	53.5	53.5	100.0	.636	34.03	34.03
Trenton, N. J.	5	5	6.0	52.8	52.8	100.0	.384	20.28	20.28
Washington, D. C.	8	28	5.9	53.8	52.9	98.3	.408	21.95	21.56
Total	142	292	6.0	52.3	52.6	100.6	.458	23.95	24.13
Stock keepers:									
Altoona, Pa.	7	7	6.0	54.0	54.0	100.0	.625	33.75	33.75
Atlanta, Ga.	5	5	6.0	52.2	52.2	100.0	.592	30.90	30.90
Austin, Tex.	6	6	6.0	54.0	54.0	100.0	.626	33.80	33.80
Baltimore, Md.	6	7	6.0	53.1	53.1	100.0	.811	43.06	43.06
Birmingham, Ala.	4	4	6.0	57.8	57.8	100.0	.720	41.62	41.62
Boston, Mass.	6	6	6.0	50.9	51.0	100.2	.834	42.45	42.50
Burlington, Vt.	6	6	6.0	53.5	54.0	100.9	.664	35.52	35.83
Charleston, S. C.	6	6	6.0	53.5	53.5	100.0	.614	32.85	32.85
Charlotte, N. C.	4	4	6.0	57.0	57.0	100.0	.681	38.82	38.82
Chicago, Ill.	3	6	6.2	54.5	55.5	101.8	.630	34.34	34.97
Cleveland, Ohio.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Danville, Ill.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Des Moines, Iowa.	4	4	6.0	54.0	54.0	100.0	.702	37.91	37.91
Detroit, Mich.	2	2	6.0	54.0	54.3	100.6	.590	31.86	32.00
Hamilton, Ohio.	3	3	6.0	54.0	54.0	100.0	.538	29.05	29.05
Hartford, Conn.	7	7	6.0	52.3	54.0	103.3	.750	39.23	40.52
Holyoke, Mass.	4	4	6.0	49.5	51.2	103.4	.571	28.26	29.22
Houston, Tex.	6	6	6.0	51.7	51.7	100.0	.679	35.10	35.10
Huntington, W. Va.	3	3	4.7	54.0	42.0	77.8	.467	25.22	19.61
Indianapolis, Ind.	3	4	6.3	54.6	54.3	99.5	.539	29.43	29.25
Jacksonville, Fla.	6	6	6.0	54.3	54.3	100.0	.686	37.25	37.25
Joplin, Mo.	3	3	6.3	61.3	60.2	98.2	.506	31.02	30.42

1 Data included in total.

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of full time worked, 1931, by occupation and city—Continued

Occupation and city	Number of garages	Number of employees	Average days on which employees worked in 1 week	Average full-time hours per week	Average hours actually worked in 1 week	Per cent of full time worked in week	Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
Stock keepers—Continued.									
Kansas City, Kans.	2	2	6.0	59.0	57.0	96.6	\$0.680	\$40.12	\$38.75
Lincoln, Nebr.	3	3	6.0	54.0	54.0	100.0	.623	28.24	28.24
Little Rock, Ark.	7	7	6.0	54.0	54.0	100.0	.703	37.96	37.96
Louisville, Ky.	2	2	6.0	53.6	58.5	100.0	.451	26.38	26.38
Manchester, N. H.	7	7	6.0	54.0	54.0	100.0	.495	28.53	28.53
Memphis, Tenn.	5	5	6.0	58.0	54.0	100.0	.693	37.42	37.42
Meridian, Miss.	3	3	6.0	58.0	54.9	94.7	.390	22.62	21.40
Milwaukee, Wis.	4	4	6.0	55.1	55.1	100.0	.743	40.94	40.94
Minneapolis, Minn.	4	4	6.0	54.6	54.6	100.0	.654	35.71	35.71
New Orleans, La.	5	5	6.0	51.4	51.4	100.0	.557	28.63	28.63
New York, N. Y.	8	10	6.0	48.6	48.6	100.0	.775	37.67	37.67
Oklahoma City, Okla.	3	3	6.0	52.0	52.0	100.0	.711	36.97	36.97
Philadelphia, Pa.	6	6	6.0	50.5	50.5	100.0	.798	40.30	40.30
Portland, Me.	8	8	6.0	54.4	54.4	100.0	.595	32.37	32.37
Providence, R. I.	6	6	6.0	51.4	51.5	100.0	.704	36.26	36.26
Richmond, Va.	7	7	6.0	53.9	53.9	100.0	.600	32.34	32.34
Rochester, N. Y.	4	4	6.0	51.4	51.4	100.0	.723	37.16	37.16
St. Louis, Mo.	2	2	6.0	52.0	52.0	100.0	.438	22.78	22.78
Superior, Wis.	2	2	6.0	55.9	54.0	96.6	.499	27.89	26.92
Trenton, N. J.	7	7	6.0	52.6	52.6	100.0	.689	36.24	36.24
Washington, D. C.	8	10	6.2	55.1	54.7	99.3	.766	42.21	41.84
Total	199	208	6.0	53.5	53.3	99.6	.658	35.20	35.08
Other employees:									
Altoona, Pa.	3	5	6.2	59.0	59.0	100.0	.304	17.94	17.94
Atlanta, Ga.	3	4	6.5	52.8	57.8	109.5	.447	23.60	25.79
Baltimore, Md.	6	24	6.1	63.8	62.2	97.5	.339	21.63	21.08
Birmingham, Ala.	2	7	6.0	56.6	58.8	103.9	.352	19.92	20.73
Boston, Mass.	5	11	6.1	58.0	59.1	101.9	.405	23.49	23.94
Burlington, Vt.	2	3	6.0	58.0	58.0	100.0	.437	25.35	25.35
Charleston, S. C.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Charlotte, N. C.	4	5	6.2	63.6	63.6	100.0	.618	39.30	39.30
Chicago, Ill.	8	21	6.0	61.1	58.8	96.2	.497	30.37	29.22
Cleveland, Ohio.	3	7	5.1	51.9	46.8	90.2	.431	22.37	20.17
Danville, Ill.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Des Moines, Iowa.	3	4	6.3	69.0	69.3	100.4	.801	55.27	55.48
Detroit, Mich.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Hamilton, Ohio.	2	5	6.2	60.0	59.0	98.3	.555	33.30	32.75
Hartford, Conn.	3	8	6.1	53.6	60.3	112.5	.555	29.75	33.48
Holyoke, Mass.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Houston, Tex.	2	2	6.0	48.8	48.8	100.0	.530	25.86	25.86
Huntington, W. Va.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Indianapolis, Ind.	5	14	6.2	61.6	60.9	98.9	.366	22.55	22.28
Joplin, Mo.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Kansas City, Kans.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Lincoln, Nebr.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Little Rock, Ark.	4	6	5.3	52.5	52.5	100.0	.559	29.25	29.35
Louisville, Ky.	2	3	6.3	66.0	66.0	100.0	.407	26.86	26.86
Manchester, N. H.	2	2	6.5	69.0	69.0	100.0	.246	16.97	16.97
Memphis, Tenn.	3	4	6.3	61.5	61.5	100.0	.498	30.63	30.63
Meridian, Miss.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Milwaukee, Wis.	2	2	6.5	43.9	46.3	105.5	.357	15.67	16.52
Minneapolis, Minn.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
New Orleans, La.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
New York, N. Y.	6	22	6.0	55.6	58.2	104.7	.428	23.80	24.93
Oklahoma City, Okla.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Philadelphia, Pa.	6	8	6.1	55.0	57.2	104.0	.435	23.93	24.87
Providence, R. I.	5	8	6.3	59.6	58.9	98.8	.332	19.79	19.52
Richmond, Va.	4	6	6.3	54.3	57.3	105.5	.674	36.60	38.67
Rochester, N. Y.	5	9	5.6	51.9	55.1	106.2	.454	23.58	24.99
St. Louis, Mo.	5	9	6.1	58.9	57.8	98.1	.430	25.33	24.88
Superior, Wis.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Trenton, N. J.	1	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Washington, D. C.	6	24	6.3	57.0	57.2	100.4	.435	24.80	24.88
Total	115	242	6.1	58.5	58.8	100.5	.434	25.39	25.53

1 Data included in total.

TABLE A.—Average number of days on which employees worked, average full-time and actual hours and earnings per week, average earnings per hour, and per cent of full time worked, 1931, by occupation and city—Continued

Occupation and city	Number of ga-rages	Number of em- ployees	Average days on which em- ployees worked in 1 week	Average full-time hours per week	Average hours actually worked in 1 week	Per cent of full time worked in week	Average earnings per hour	Average full-time earnings per week	Average actual earnings in 1 week
All occupations:									
Altoona, Pa.	8	76	6.0	53.5	52.9	98.9	\$0.552	\$29.53	\$29.18
Atlanta, Ga.	8	136	5.9	51.1	50.2	98.2	.551	28.16	27.65
Austin, Tex.	8	85	5.9	54.0	53.1	98.3	.510	27.54	27.05
Baltimore, Md.	8	260	5.8	54.0	52.9	98.0	.546	29.48	28.86
Birmingham, Ala.	8	139	5.9	57.2	55.2	96.5	.482	27.57	26.58
Boston, Mass.	8	430	5.6	51.2	48.4	94.5	.607	31.08	29.39
Burlington, Vt.	8	81	5.8	54.1	53.1	98.2	.544	28.43	28.37
Charleston, S. C.	8	96	5.9	53.8	53.1	98.7	.465	25.02	24.71
Charlotte, N. C.	8	101	5.9	57.0	55.7	97.7	.485	27.65	27.05
Chicago, Ill.	8	293	5.8	52.4	48.3	92.2	.732	38.36	35.35
Cleveland, Ohio	8	203	5.8	52.9	45.4	85.8	.648	34.28	29.43
Danville, Ill.	8	38	6.1	55.9	52.4	93.7	.540	30.19	28.30
Des Moines, Iowa	8	95	6.1	57.7	52.2	90.5	.570	32.89	29.77
Detroit, Mich.	8	104	5.7	54.2	49.9	92.1	.681	36.91	33.94
Hamilton, Ohio	8	86	5.9	56.0	54.0	96.4	.555	31.08	29.98
Hartford, Conn.	8	211	5.9	52.4	51.3	97.9	.646	33.85	33.10
Holyoke, Mass.	8	57	5.9	50.4	49.9	99.0	.581	29.28	29.02
Houston, Tex.	8	127	5.9	50.8	49.6	97.6	.552	28.04	27.39
Huntington, W. Va.	8	77	6.1	57.5	56.8	98.8	.482	27.72	27.34
Indianapolis, Ind.	8	160	5.8	53.7	48.5	90.3	.552	29.64	26.79
Jacksonville, Fla.	8	95	5.9	54.2	53.0	97.8	.508	27.53	26.92
Joplin, Mo.	8	73	6.2	61.2	56.4	92.2	.428	26.19	24.17
Kansas City, Kans.	8	76	6.1	57.1	55.3	96.8	.493	28.15	27.26
Lincoln, Nebr.	8	70	5.9	54.8	53.3	97.3	.507	27.78	27.01
Little Rock, Ark.	8	163	5.8	53.9	52.1	96.7	.476	25.66	24.79
Louisville, Ky.	8	122	5.8	56.7	52.4	92.4	.483	27.39	25.35
Manchester, N. H.	8	76	6.0	53.5	53.6	100.2	.531	28.41	28.48
Memphis, Tenn.	8	98	5.4	54.1	46.4	85.8	.520	28.13	24.13
Meridian, Miss.	8	58	5.9	50.3	57.3	96.6	.327	19.39	18.72
Milwaukee, Wis.	8	104	6.0	54.3	48.7	89.7	.604	32.80	29.41
Minneapolis, Minn.	8	173	5.9	55.1	50.5	91.7	.631	34.77	31.85
New Orleans, La.	8	112	5.9	49.5	48.0	97.0	.497	24.60	23.85
New York, N. Y.	8	358	5.8	49.7	50.2	101.0	.697	34.64	34.97
Oklahoma City, Okla.	8	116	5.9	54.5	50.4	92.5	.598	32.59	30.19
Philadelphia, Pa.	8	161	5.9	50.8	50.8	100.0	.618	31.39	31.39
Portland, Me.	8	186	5.9	54.7	52.7	96.3	.535	29.26	28.20
Providence, R. I.	8	187	5.8	52.3	51.1	97.7	.599	31.33	30.61
Richmond, Va.	8	142	6.0	53.3	53.3	100.0	.575	30.65	30.65
Rochester, N. Y.	8	158	5.8	51.0	49.8	97.6	.663	33.81	33.02
St. Louis, Mo.	8	168	5.9	49.9	48.3	97.2	.659	32.88	31.85
Superior, Wis.	8	58	6.0	56.1	54.4	97.0	.570	31.98	31.03
Trenton, N. J.	8	100	5.8	53.6	51.9	96.8	.584	31.30	30.33
Washington, D. C.	8	350	5.9	54.3	51.1	94.1	.593	32.20	30.32
Total	344	6,059	5.8	53.4	51.0	95.5	.579	30.92	29.56

¹ Data included in total.

² Not including 1 man whose full-time hours were not reported.

TABLE B.—Average and classified earnings per hour in six specified occupations, 1931, by city

Occupation and city	Number of garages	Number of employees	Average earnings per hour	Number of employees whose average earnings per hour were—																	
				Under 15 cents	15 and under 20 cents	20 and under 25 cents	25 and under 30 cents	30 and under 35 cents	35 and under 40 cents	40 and under 45 cents	45 and under 50 cents	50 and under 60 cents	60 and under 70 cents	70 and under 80 cents	80 and under 90 cents	90 cents and under \$1	\$1 and under \$1.10	\$1.10 and under \$1.20	\$1.20 and over		
Auto mechanics, general:																					
Altoona, Pa.	7	29	\$.622								1	18	6	1	1	1	1	1			
Atlanta, Ga.	8	56	.661				1			1	5	14	11	11	9	3	1				
Austin, Tex.	8	33	.588			1			2	1	3	7	10	6	1	1					
Baltimore, Md.	8	105	.623				1	1	3	1	6	24	44	16	7	1	1				
Birmingham, Ala.	8	48	.540					3	3	6	6	13	8	4	4						
Boston, Mass.	8	180	.657				1			13	15	27	47	43	20	7	5	2			
Burlington, Vt.	8	45	.554		1		1		3	1	2	14	18	4							
Charleston, S. C.	8	48	.521		2	3	4	3	2	5	17	7	1	4							
Charlotte, N. C.	8	49	.547			1	5	4	3	4	19	5	4	2	2						
Chicago, Ill.	8	105	.766				1	1			9	17	31	29	4	8	3			2	2
Cleveland, Ohio	8	99	.718				1	2	3	2	3	2	11	44	17	10	2			2	
Danville, Ill.	8	25	.611			1				1	5	11	7								
Des Moines, Iowa	8	37	.636		1				2	2	4	7	6			2				2	3
Detroit, Mich.	8	52	.748								7	15	10	12	3	2	1				2
Hamilton, Ohio	8	44	.611							1	2	11	25	5							
Hartford, Conn.	8	96	.704			1					3	13	30	28	14	6	1				
Holyoke, Mass.	8	28	.606						1	2	2	4	11	5	3						
Houston, Tex.	8	51	.660							1	2	14	19	9	4	1				1	
Huntington, W. Va.	8	32	.610							1		12	9	9	1						
Indianapolis, Ind.	8	65	.577				1			5	5	19	30	3	2						
Jacksonville, Fla.	8	50	.552			2	3		2	7	3	10	16	5	1	1					
Joplin, Mo.	8	25	.555				1		2	2	1	7	11			1					
Kansas City, Kans.	8	37	.594			1	2		1		3	6	15	9							
Lincoln, Nebr.	8	44	.543				1	1			9	19	14								
Little Rock, Ark.	8	65	.537		1		2	1	4	17	26	10	2	2							
Louisville, Ky.	8	56	.581		1		1		3		4	14	21	12							
Manchester, N. H.	8	43	.590								14	14	8	3	3						1
Memphis, Tenn.	8	34	.688								3	5	11	16	1						1
Meridian, Miss.	8	26	.392	1	1	1	1	5	4	3	3	5	2								
Milwaukee, Wis.	8	54	.633							1	1	13	27	11	1						
Minneapolis, Minn.	8	92	.725							2	1	4	12	19	16	18	10	8	1		1
New Orleans, La.	8	50	.557						5	12	2	10	2	15	1						
New York, N. Y.	8	159	.716			2			2	5	4	20	38	37	33	11	5	1			1
Oklahoma City, Okla.	8	53	.697							2	2	11	16	3	7	8	2				2
Philadelphia, Pa.	8	68	.679							2	2	19	15	14	12		3	1			
Portland, Me.	8	100	.574						1	3	18	40	31	6	2						

Providence, R. I.	8	100	.638					3	1	1	3	14	52	17	7		1		1
Richmond, Va.	8	63	.607						4	5	9	15	14	10	3	1	2		
Rochester, N. Y.	8	60	.682								2	21	18	8	2	3	2	2	2
St. Louis, Mo.	8	77	.713						3	2	1	8	22	15	11	9	2	3	1
Superior, Wis.	8	31	.587		1	1		1			2	8	3	13	2				
Trenton, N. J.	8	41	.690							1		6	14	14	4	2			
Washington, D. C.	8	113	.686					1		6	2	17	27	42	15		3		
Total	343	2,668	.638	1	2	10	19	40	57	98	175	576	746	516	255	87	50	19	17
Body workers and upholsterers:																			
Altoona, Pa.	2	2	.762											1	1				
Atlanta, Ga.	6	10	.646							1		4	1	3			1		
Austin, Tex.	2	2	.606								1			1					
Baltimore, Md.	5	14	.655			1						2	4	4	3				
Birmingham, Ala.	4	10	.774									3	1	2	2	1		1	
Boston, Mass.	5	28	.763						1		1		1	14	9	2			
Charleston, S. C.	1	(1)	(1)								(1)								
Charlotte, N. C.	2	2	.458			1						1							
Chicago, Ill.	8	34	.941									1		2	8	12	6	2	3
Cleveland, Ohio	4	12	.766									2		4	5			1	
Des Moines, Iowa	4	4	.705							1	1				1	1			
Detroit, Mich.	2	3	1.001														3		
Hamilton, Ohio	1	(1)	(1)											(1)	(1)				
Hartford, Conn.	6	8	.733								1	1	1	4	1	1			
Houston, Tex.	2	3	.616							1				1	1				
Huntington, W. Va.	2	2	.600									2							
Indianapolis, Ind.	6	20	.784									6	6	4	1			3	
Jacksonville, Fla.	2	4	.640								1		2						
Joplin, Mo.	4	7	.554					1	1		1	1	3	1					
Kansas City, Kans.	2	2	.710						1								1		
Lincoln, Nebr.	2	3	.567							1		1	1	1					
Little Rock, Ark.	5	6	.548								2	3	1	1					
Louisville, Ky.	2	6	.547				1					2	2	1					
Memphis, Tenn.	2	5	.588							3				1					1
Minneapolis, Minn.	2	2	.742										1		1				
New Orleans, La.	4	10	.645							1		2	4	1	1	1			
New York, N. Y.	6	18	.935									1	1	1	4	1	2	7	2
Oklahoma City, Okla.	4	6	.691								1	1	1	4					
Philadelphia, Pa.	1	4	.794											2	2				
Portland, Me.	3	3	.585									1	2						
Providence, R. I.	3	6	.905												3	2		1	
Richmond, Va.	3	4	.578							1		2		1					
Rochester, N. Y.	4	9	.866									2	1		3		2	1	
St. Louis, Mo.	2	5	.870										1		1		3		
Superior, Wis.	1	(1)	(1)									(1)							
Trenton, N. J.	2	2	.710											2					
Washington, D. C.	6	11	.846									2		2	4	1	2		
Total	122	271	.755				2	1	3	6	10	34	36	64	51	25	24	9	6

¹ Data included in total.

TABLE B.—Average and classified earnings per hour in six specified occupations, 1931, by city—Continued

Occupation and city	Number of garages	Number of employ-ees	Average earnings per hour	Number of employees whose average earnings per hour were—															
				Under 15 cents	15 and under 20 cents	20 and under 25 cents	25 and under 30 cents	30 and under 35 cents	35 and under 40 cents	40 and under 45 cents	45 and under 50 cents	50 and under 60 cents	60 and under 70 cents	70 and under 80 cents	80 and under 90 cents	90 cents and under \$1	\$1 and under \$1.10	\$1.10 and under \$1.20	\$1.20 and over
				Car washers and polishers:															
Altoona, Pa.	4	5	\$0.319		2					2	1								
Atlanta, Ga.	5	8	.333				3	3			2								
Austin, Tex.	5	7	.332				1	5		1									
Baltimore, Md.	6	17	.334		1	1	3	4	2	5		1							
Birmingham, Ala.	5	12	.247		3	1	7	1											
Boston, Mass.	7	33	.507							11	2	15	3	1				1	
Burlington, Vt.	6	6	.431					1		4		1							
Charleston, S. C.	6	12	.227	1	2	7	2												
Charlotte, N. C.	6	12	.205		5	5	2												
Chicago, Ill.	5	13	.550						2	3		1		2				1	
Cleveland, Ohio.	5	12	.504							5	2	3		2		2			
Danville, Ill.	3	3	.340				1	1											
Des Moines, Iowa.	6	9	.332			2		3		1		1			1				
Detroit, Mich.	4	5	.466						2	2				2	1				
Hamilton, Ohio.	5	6	.324		1	1			2	2									
Hartford, Conn.	8	20	.527					1		1	4	11		2			1		
Holyoke, Mass.	3	3	.449						1		1	1							
Houston, Tex.	6	23	.373									3							
Huntington, W. Va.	7	9	.300	1		1	1	11	3	5		1							
Indianapolis, Ind.	6	11	.423		1		2	3	1	2	2	1		3					
Jacksonville, Fla.	6	8	.277			3	2	2		1	1								
Joplin, Mo.	3	5	.246			3	1		1										
Kansas City, Kans.	4	7	.369			2		1		1	2	2							
Lincoln, Nebr.	3	5	.326		1	1		1				1							
Little Rock, Ark.	8	18	.270		2	2	11	2	1										
Louisville, Ky.	4	7	.273			1	5	1											
Manchester, N. H.	6	8	.444						3	1	1	1			1				
Memphis, Tenn.	5	5	.282			1	2	2											
Meridian, Miss.	4	7	.161	1	5					1	2		2		1				
Milwaukee, Wis.	7	8	.497			1		1	1	2		1			1				
Minneapolis, Minn.	6	8	.456				1	1	1		3	1	1						
New Orleans, La.	5	8	.283			1	4	2	1										
New York, N. Y.	4	12	.552								1	4	5	2				1	
Oklahoma City, Okla.	4	7	.332				2	4											
Philadelphia, Pa.	6	11	.455						4		1	4	1						
Portland, Me.	8	13	.469						3	2	3	4	1						
Providence, R. I.	7	11	.502				2	1	1			4	2				1		
Richmond, Va.	6	13	.318			3	1	6	1	1	2								
Rochester, N. Y.	6	11	.701					1				3	2				1		1

St. Louis, Mo.	4	6	.332		1	1			3			1					
Superior, Wis.	3	3	.352					2	1								
Trenton, N. J.	7	17	.397					4	4	3	3	5					
Washington, D. C.	6	23	.375				2	6	11	2	1	1					
Total	230	447	.390	3	24	37	57	72	52	57	35	69	22	8	5	3	1
Helpers, mechanics':																	
Altoona, Pa.	4	6	.317		1		1			3	1						
Atlanta, Ga.	3	9	.430	1			3		3			1	3	1			
Austin, Tex.	5	10	.284		1	2	4	1		1							
Baltimore, Md.	5	8	.334				3	2		3							
Birmingham, Ala.	5	5	.206	1	1	1	1	1									
Boston, Mass.	2	4	.401						2	1	1						
Burlington, Vt.	2	2	.289			1			1								
Charleston, S. C.	1	(1)	(1)		(1)		(1)										
Charlotte, N. C.	1	(1)	(1)			(1)											
Chicago, Ill.	6	14	.548					1	3			2	4	3	1		
Cleveland, Ohio.	3	4	.453						1		2	1					
Danville, Ill.	5	5	.365			1		1	1	1	1						
Des Moines, Iowa.	2	3	.321			1			2								
Hamilton, Ohio.	3	4	.283		1	1			2								
Hartford, Conn.	4	8	.322			1	1	2	4								
Holyoke, Mass.	5	6	.337	1		1		1	2	1		1					
Houston, Tex.	3	4	.338		1				2	1							
Huntington, W. Va.	2	3	.276		1				2	1							
Indianapolis, Ind.	2	2	.341						1								
Jacksonville, Fla.	1	(1)	(1)						(1)								
Joplin, Mo.	2	4	.333				1		3								
Kansas City, Kans.	3	8	.321	1		2			1	4							
Lincoln, Nebr.	2	2	.352				1			1							
Little Rock, Ark.	3	7	.269			4		3									
Louisville, Ky.	7	17	.289	2	1		6	4	2	1		1					
Manchester, N. H.	2	4	.316				2	2									
Memphis, Tenn.	5	6	.301			2		2	2								
Meridian, Miss.	6	7	.168	2	3	2											
Milwaukee, Wis.	2	3	.399						1	2							
Minneapolis, Minn.	3	3	.402					1	1			1					
New Orleans, La.	5	9	.266		3	1		2	3								
New York, N. Y.	4	9	.479					1	2	1	2	1	1		1		
Oklahoma City, Okla.	2	3	.289				2	1									
Philadelphia, Pa.	2	6	.385		1				2		1	2					
Portland, Me.	7	16	.340		1		4	6	4	1		1					
Providence, R. I.	4	9	.417				2	1	1	1	1	3					
Richmond, Va.	3	5	.340			1		1	2	1							
Rochester, N. Y.	2	4	.443					1	1		1		1				
St. Louis, Mo.	4	10	.468					1		1	5	2	1				
Superior, Wis.	2	5	.311			1	1	2		1							
Trenton, N. J.	4	5	.353				1	2		1		1					
Washington, D. C.	7	29	.358		1	2	6	2	8	4	4	1	1				
Total	145	273	.347	8	17	24	41	44	59	27	18	18	11	4	2		

¹ Data included in total.

Painters:																		
Altoona, Pa.	2	3	.506					1	1		1							
Atlanta, Ga.	3	3	.605							1								
Austin, Tex.	2	2	.605					1			1							
Baltimore, Md.	5	9	.650					1		1	5	1		1				
Birmingham, Ala.	3	10	.432		1	2	1	3		2	1							
Boston, Mass.	6	16	.747								7	5	1	1	1			1
Burlington, Vt.	1	(1)	(1)										(1)					
Charleston, S. C.	2	2	.421			1				1								
Charlotte, N. C.	2	2	.623															
Chicago, Ill.	8	19	.849							1	1	5	7	3	2	1		
Cleveland, Ohio.	5	16	.663						1	6	1	5	1	1	1			
Danville, Ill.	1	(1)	(1)								(1)							
Des Moines, Iowa.	1	(1)	(1)								(1)							
Detroit, Mich.	2	2	.813									1			1			
Hamilton, Ohio	2	2	.820									1						
Hartford, Conn.	5	11	.705			1				2	2	3	1	1	1			
Holyoke, Mass.	1	(1)	(1)								(1)							
Houston, Tex.	1	(1)	(1)									(1)						
Huntington, W. Va.	2	2	.523						1	1								
Indianapolis, Ind.	5	9	.682							2	3	1	2		1			
Jacksonville, Fla.	2	3	.724							1		1	1					
Joplin, Mo.	2	2	.587							1	1							
Little Rock, Ark.	6	6	.394		2		1	1	1	1								
Louisville, Ky.	4	6	.490				1	2	2	2			1					
Manchester, N. H.	1	(1)	(1)					(1)										
Memphis, Tenn.	2	(1)	.665							1	1		1					
Meridian, Miss.	1	(1)	(1)					(1)										
Milwaukee, Wis.	1	(1)	(1)									(1)	(1)					
Minneapolis, Minn.	3	6	.641						1		2	3						
New Orleans, La.	2	2	.590			1				1				1				
New York, N. Y.	4	15	.861							1	1	5	2	1	2	3		
Oklahoma City, Okla.	4	8	.578			1				4	1	2						
Philadelphia, Pa.	2	5	.608		1					1	1	1	1					
Portland, Me.	4	4	.672								3	1						
Providence, R. I.	2	5	.975									1	3					1
Richmond, Va.	2	2	.593						1			1						
Rochester, N. Y.	4	11	.643			1	1			2	3	2		1	1			
St. Louis, Mo.	3	7	1.028									1			5			1
Trenton, N. J.	2	2	.600							1		1						
Washington, D. C.	5	13	.763								6	2	2	1	1	1		
Total.....	115	217	.682		4	3	7	10	8	34	44	46	25	12	16	5		3

¹ Data included in total.

TABLE B.—Average and classified earnings per hour in six specified occupations, 1931, by city—Continued

Occupation and city	Number of garages	Number of employ-ees	Average earnings per hour	Number of employees whose average earnings per hour were—															
				Under 15 cents	15 and under 20 cents	20 and under 25 cents	25 and under 30 cents	30 and under 35 cents	35 and under 40 cents	40 and under 45 cents	45 and under 50 cents	50 and under 60 cents	60 and under 70 cents	70 and under 80 cents	80 and under 90 cents	90 cents and under \$1	\$1 and under \$1.10	\$1.10 and under \$1.20	\$1.20 and over
All occupations:																			
Altoona, Pa.	8	76	\$.552	1	6	2		6	8	4	22	11	6	5	2	3			
Atlanta, Ga.	8	136	.551	1		14	20	4	4	8	21	24	17	12	4	5			
Austin, Tex.	8	85	.510		1	3	11	11	3	7	5	11	17	11	2	3			
Baltimore, Md.	8	260	.546	1	6	7	17	25	9	15	13	37	66	34	23	4	2		1
Birmingham, Ala.	8	139	.482	3	5	11	20	11	5	11	7	22	22	7	12	2		1	2
Boston, Mass.	8	430	.607			3	4	3	11	59	44	71	80	84	39	15	12	3	2
Burlington, Vt.	8	81	.544			3	5	3	4	8	4	19	23	6	3	2			1
Charleston, S. C.	8	96	.465	3	6	11	8	7	5	3	6	21	13	7	6				
Charlotte, N. C.	8	101	.485	1	7	11	6	10	6	3	4	26	10	9	5	2	1	7	
Chicago, Ill.	8	293	.732			1	3	6	11	8	6	34	36	53	66	29	24	7	9
Cleveland, Ohio.	8	203	.648			1	5	2	6	21	13	23	19	63	31	11	3	4	1
Danville, Ill.	8	38	.540		1	2	2	2	1	3	5	13	8						3
Des Moines, Iowa	8	95	.570			4	6	5	8	3	9	17	12	13	8	4	1	2	2
Detroit, Mich.	8	104	.681				2	1	4	2	4	17	20	20	17	7	7	1	2
Hamilton, Ohio	8	86	.555		5	3			5	8	4	16	31	9	2	2	1		
Hartford, Conn.	8	211	.646			3	2	5	8	2	16	41	49	47	23	10	3	2	
Holyoke, Mass.	8	57	.581	1	1		1	2	6	3	6	6	14	5	8	2	1	1	
Houston, Tex.	8	127	.552		1	2	6	16	9	12	5	21	24	21	5	1	3	1	
Huntington, W. Va.	8	77	.482	1	1	1	9	12	7	1	3	15	14	11	1				
Indianapolis, Ind.	8	160	.552		3	1	6	10	11	11	9	26	49	17	9	3	2	3	
Jacksonville, Fla.	8	95	.608	1	1	6	5	11	7	7	4	14	21	10	4				
Joplin, Mo.	8	73	.428	1	2	7	7	5	11	7	1	11	17	3			1		
Kansas City, Kans.	8	76	.493	1	2	5	4	5	9	6	1	6	22	10		1			
Lincoln, Nebr.	8	70	.607			2	3	4	2	1	14	24	17	2					
Little Rock, Ark.	8	163	.476	1	3	15	22	14	7	7	25	34	18	12	5	3			
Louisville, Ky.	8	122	.483	2	2	3	16	11	7	1	8	26	29	16	1	1			
Manchester, N. H.	8	76	.531			2	5	4	3	3	19	19	9	6	4	1			1
Memphis, Tenn.	8	98	.520	1	4	8	10	9	5	5		9	16	23	5	2			2
Meridian, Miss.	8	58	.327	6	14	5	1	7	2	3		8	4						
Milwaukee, Wis.	8	104	.604		1			2	3	10	2	18	36	24	5				1
Minneapolis, Minn.	8	173	.631			2	4	8	12	6	16	20	32	30	20	10	9	3	1
New Orleans, La.	8	112	.497		5	3	12	7	13	15	5	15	12	17	3	4			1
New York, N. Y.	8	358	.697			2	9	3	9	13	22	61	55	66	57	23	24	8	6
Oklahoma City, Okla.	8	116	.598				8	11	3	6	7	19	24	15	10	9	2		2
Philadelphia, Pa.	8	161	.618		1	1	4	3	8	7	10	43	31	25	20	2	3	1	

Portland, Me.....	8	186	.535	1	6	12	16	8	26	57	44	10	5	1	1	1	2		
Providence, R. I.....	8	187	.599		8	10	13	4	9	27	66	26	17	3	1	1	2		
Richmond, Va.....	8	142	.575	5	2	12	10	11	16	19	28	24	7	4	3	1			
Rochester, N. Y.....	8	158	.663	1	1	4	5	7	8	39	34	14	17	10	8	5	4		
St. Louis, Mo.....	8	168	.659	2	4	3	3	9	11	16	29	26	17	16	13	4	5		
Superior, Wis.....	8	58	.570	2	3	5	1	2	5	11	5	16	8	2					
Trenton, N. J.....	8	100	.584	1	4	10	6	8	4	14	19	20	6	5	2	1			
Washington, D. C.....	8	350	.593	1	5	18	31	36	24	16	36	49	71	36	11	11	3	2	
Total.....	344	6,059	.579	26	83	150	283	342	328	364	407	1,017	1,164	914	525	210	146	62	48

TABLE C.—Average and classified full-time hours per week in six specified occupations, 1931, by city

Occupation and city	Number of garages	Number of employees	Average full-time hours per week	Number of employees whose average full-time hours per week were—																		
				Under 46½	46½	Over 46½ and under 48	48	Over 48 and under 50	50	Over 50 and under 51	51	Over 51 and under 54	54	Over 54 and under 57	57	Over 57 and under 60	60	Over 60 and under 63	63	Over 63 and under 70	70	Over 70
Auto mechanics, general:																						
Altoona, Pa.	7	29	53.5				4															
Atlanta, Ga.	8	56	50.8			2	13	18	4													
Austin, Tex.	8	32	54.0																			
Baltimore, Md.	8	105	52.5				21		26		21								15			1
Birmingham, Ala.	8	48	57.2												40				1			
Boston, Mass.	8	180	51.0				17		93		14	26									1	
Burlington, Vt.	8	45	54.0				7				6								10			
Charleston, S. C.	8	49	54.1								4	2										1
Charlotte, N. C.	8	48	57.0								2	2										1
Chicago, Ill.	8	105	51.3		31				31			6										
Cleveland, Ohio	8	99	53.2					46			25								4	9	14	
Danville, Ill.	8	25	56.7								6											1
Des Moines, Iowa	8	37	55.2								3	1							2			1
Detroit, Mich.	8	52	53.7					10														
Hamilton, Ohio	8	44	55.2								3	2										1
Hartford, Conn.	8	96	51.9				33															
Holyoke, Mass.	8	28	49.5				18				6											
Houston, Tex.	8	51	50.5				22	4		8												
Huntington, W. Va.	8	32	55.4																			
Indianapolis, Ind.	8	65	52.6	1			17		8													2
Jacksonville, Fla.	8	50	54.0						4			1										
Joplin, Mo.	8	25	60.9				1															2
Kansas City, Kans.	8	37	55.2				1															1
Lincoln, Neb.	8	44	54.0																			1
Little Rock, Ark.	8	65	53.9								3											
Louisville, Ky.	8	56	55.9	1																		
Manchester, N. H.	8	43	53.1			4					5											
Memphis, Tenn.	8	34	53.6								4											
Meridian, Miss.	8	26	59.7																			2
Milwaukee, Wis.	8	54	51.7	1	14						12											
Minneapolis, Minn.	8	92	54.9					4														1
New Orleans, La.	8	50	49.1				38		6													
New York, N. Y.	8	159	48.5		62	23	23	8			28											
Oklahoma City, Okla.	8	53	54.5				12															2
Philadelphia, Pa.	8	68	50.1	10	8				1	30												
Portland, Me.	8	100	55.1								8											3
Providence, R. I.	8	100	52.2				9	9	31													

Richmond, Va.	8	63	53.2				6	14				20		14								
Rochester, N. Y.	8	60	51.1		2	11		3	17			2										
St. Louis, Mo.	8	77	50.1	29	23										2	5	1		2	2	4	
Superior, Wis.	8	31	56.6									3		4							1	
Trenton, N. J.	8	41	52.5		7				4			9		7							14	
Washington, D. C.	8	113	53.1	1		19				11	24		1	3	9					10	1	
Total	343	2,668	52.9	43	147	55	246	102	239	49	173	60	1,126	42	161	34	107	11	14	33	4	22
Body workers and upholsterers:																						
Altoona, Pa.	2	2	54.0										2									
Atlanta, Ga.	6	10	52.8			2		2					4							2		
Austin, Tex.	2	2	54.0										2									
Baltimore, Md.	5	14	52.0				4		4				4							2		
Birmingham, Ala.	4	10	57.0												10							
Boston, Mass.	5	28	50.4										2									
Charleston, S. C.	1	(1)	(1)										1									
Charlotte, N. C.	2	2	57.0										(1)									
Chicago, Ill.	8	34	50.0		6			8	11				5							1		
Cleveland, Ohio.	4	12	50.5					8					3									
Des Moines, Iowa.	4	4	53.3										1									
Detroit, Mich.	2	3	50.7					2					1									
Hamilton, Ohio.	1	(1)	(1)										(1)									
Hartford, Conn.	6	8	52.5				2					(1)										
Houston, Tex.	2	3	48.8							1			6									
Huntington, W. Va.	2	2	54.0										2									
Indianapolis, Ind.	6	20	52.8				3	1	5				2									
Jacksonville, Fla.	2	4	54.0										4									
Joplin, Mo.	4	7	54.9				3								1					2		
Kansas City, Kans.	2	2	54.0										2									
Lincoln, Nebr.	2	3	54.0										3									
Little Rock, Ark.	5	6	54.0										6									
Louisville, Ky.	2	6	54.0										6									
Memphis, Tenn.	2	5	54.0										5									
Minneapolis, Minn.	2	2	55.5										1									
New Orleans, La.	4	10	49.0					7	2				1									
New York, N. Y.	6	18	49.3		4	1		6					4									
Oklahoma City, Okla.	4	6	53.6					1					5									
Philadelphia, Pa.	1	(1)	(1)								(1)											
Portland, Me.	3	3	56.0										2									
Providence, R. I.	3	6	50.7						5				1							1		
Richmond, Va.	3	4	53.0						1				3									
Rochester, N. Y.	4	9	49.4						2				2									
St. Louis, Mo.	2	5	45.0		3	2																
Superior, Wis.	1	(1)	(1)										(1)									
Trenton, N. J.	2	2	51.8			1																
Washington, D. C.	6	11	52.7				3						2									
Total	122	271	51.7	3	13	11	28	23	53	6	11	8	81	25	8					1		

¹ Data included in total.

TABLE C.—Average and classified full-time hours per week in six specified occupations, 1931, by city—Continued

Occupation and city	Number of garages	Number of employees	Average full-time hours per week	Number of employees whose average full-time hours per week were—																	
				Under 46½	46½	Over 46½ and under 48	48	Over 48 and under 50	50	Over 50 and under 51	51	Over 51 and under 54	54	Over 54 and under 57	57	Over 57 and under 60	60	Over 60 and under 63	63	Over 63 and under 70	70
Car washers and polishers:																					
Altoona, Pa.	4	5	52.2				1				1		3								
Atlanta, Ga.	5	8	50.8			2	2	1				3									
Austin, Tex.	5	7	54.0									7									
Baltimore, Md.	6	17	61.1			1		2		3		4			1						6
Birmingham, Ala.	5	12	57.5										11				1				
Boston, Mass.	7	33	50.3			2		26		1	1	3									
Burlington, Vt.	6	6	53.5			1				1		3			1						
Charleston, S. C.	6	12	53.5							2		10			4	3					
Charlotte, N. C.	6	12	57.0					1				5									
Chicago, Ill.	5	13	53.9		6			1				4									2
Cleveland, Ohio.	5	12	52.5				6				3				3						
Danville, Ill.	3	3	57.0									1		1	1						
Des Moines, Iowa.	6	9	61.2									6							1		2
Detroit, Mich.	4	5	53.6					1				3			1						
Hamilton, Ohio.	5	6	55.3						1			2			2	1					
Hartford, Conn.	8	20	54.2			5						13						1			1
Holyoke, Mass.	3	3	51.0			1				1		1									
Houston, Tex.	6	23	50.7				10	3				9									
Huntington, W. Va.	7	9	56.2									5		3						1	
Indianapolis, Ind.	6	11	54.9			1			1			3		2							1
Jacksonville, Fla.	6	8	54.4									8		1							2
Joplin, Mo.	3	5	71.3																		
Kansas City, Kans.	4	7	58.6									5									
Lincoln, Nebr.	3	5	54.0									5									
Little Rock, Ark.	8	18	53.8								1	17									
Louisville, Ky.	4	7	58.3									2		1	2				2		
Manchester, N. H.	6	8	52.5				1				2	5									
Memphis, Tenn.	5	5	53.4								1	4									
Meridian, Miss.	4	7	58.3									2									
Milwaukee, Wis.	7	8	56.9		1						1	2				5					
Minneapolis, Minn.	6	8	55.9									5		1		2		1	2		
New Orleans, La.	5	8	49.9					6				1		1							
New York, N. Y.	4	12	50.2		2	2					6	2									
Oklahoma City, Okla.	4	7	55.6					2				1						3			
Philadelphia, Pa.	6	11	47.9	3					1	4		3									
Portland, Me.	8	13	54.2								1	11				1					
Providence, R. I.	7	11	53.0				2		4			3		1							1
Richmond, Va.	6	13	52.2				1		5			6			1						
Rochester, N. Y.	6	11	50.2		1	4			2			4									

St. Louis, Mo.	4	6	52.1		3				1					1				1				
Superior, Wis.	3	3	56.0									2										
Trenton, N. J.	7	17	57.6	1					1			2			5	1	2			2		
Washington, D. C.	6	23	57.9							3					4				9			
Total	230	447	54.4	4	13	7	35	12	46	8	24	6	180	4	37	7	21	3	14	7	3	16
Helpers, mechanics ¹ :																						
Altoona, Pa.	4	6	51.0				2				2		2									
Atlanta, Ga.	3	9	50.6			1	6				2						2					
Austin, Tex.	5	10	54.0										10									
Baltimore, Md.	5	8	51.0				1		3		2		2									
Birmingham, Ala.	5	5	55.8										2		3							
Boston, Mass.	2	4	49.1				3					1	2									
Burlington, Vt.	2	2	55.5								1							1				
Charleston, S. C.	1	(1)	(1)										(1)									(1)
Charlotte, N. C.	1	(1)	(1)										(1)									
Chicago, Ill.	6	14	51.5	2				1	3			2	6									
Cleveland, Ohio	3	4	55.5								1		1		1		1					
Danville, Ill.	5	5	55.8										3		1		1					
Des Moines, Iowa	2	3	54.0										3									
Hamilton, Ohio	3	4	55.5								1					3						
Hartford, Conn.	4	8	51.8				3						5									
Holyoke, Mass.	5	6	49.5				4				1		1									
Houston, Tex.	3	4	50.8				1			2			1									
Huntington, W. Va.	2	3	55.0										2		1							
Indianapolis, Ind.	2	2	55.5										1		1							
Jacksonville, Fla.	1	(1)	(1)										(1)									
Joplin, Mo.	2	4	62.3			1									1		1					1
Kansas City, Kans.	3	8	54.0										8									
Lincoln, Nebr.	2	2	54.0										2									
Little Rock, Ark.	3	7	54.0										7									
Louisville, Ky.	7	17	55.6										11	2		1	3					
Manchester, N. H.	2	4	53.3								1		3									
Memphis, Tenn.	5	6	54.0										6									
Meridian, Miss.	6	7	59.7										2				3				2	
Milwaukee, Wis.	2	3	53.0								1		2									
Minneapolis, Minn.	3	3	52.9					1					1		1							
New Orleans, La.	5	9	50.9			4		1					4									
New York, N. Y.	4	9	48.7			4	1	2			2		1									
Oklahoma City, Okla.	2	3	59.2										1				2					
Philadelphia, Pa.	2	6	53.3						1				5									
Portland, Me.	7	16	53.8								1		15									
Providence, R. I.	4	9	49.8				2	2	4				1									
Richmond, Va.	3	5	50.0				2		2				1									
Rochester, N. Y.	2	4	52.0						2				2									
St. Louis, Mo.	4	10	44.3	9	1																	
Superior, Wis.	2	5	63.9										2								2	1
Trenton, N. J.	4	5	50.5			2			1						1							
Washington, D. C.	7	29	54.2								8		8		9	1					1	
Total	145	273	53.2	11	3	7	30	6	17	2	21	4	124	3	21	2	12	2			5	3

¹ Data included in total.

TABLE C.—Average and classified full-time hours per week in six specified occupations, 1931, by city—Continued

Occupation and city	Number of garages	Number of employ-ees	Average full-time hours per week	Number of employees whose average full-time hours per week were—																	
				Under 46½	46½	Over 46½ and under 48	48	Over 48 and under 50	50	Over 50 and under 51	51	Over 51 and under 54	54	Over 54 and under 57	57	Over 57 and under 60	60	Over 60 and under 63	63	Over 63 and under 70	70
Inspectors and diagnosticians:																					
Altoona, Pa.	4	5	53.1							1	1	3									
Atlanta, Ga.	4	5	53.0			1	2					1							1		
Baltimore, Md.	4	10	54.6			2					2	2						4			
Birmingham, Ala.	1	(1)	(1)										(1)		(1)						
Boston, Mass.	6	19	51.3						10		4	5									
Burlington, Vt.	1	(1)	(1)									(1)	2								
Charleston, S. C.	2	2	54.0									(1)	2								
Charlotte, N. C.	1	(1)	(1)									(1)	5								1
Chicago, Ill.	5	12	54.0					4	1			5									
Cleveland, Ohio	1	(1)	(1)					(1)				4									
Des Moines, Iowa	2	4	54.0									4									
Detroit, Mich.	2	2	51.5					1				1						1			
Hartford, Conn.	7	15	53.6			4						9							1		1
Houston, Tex.	3	8	51.2			2					3	3									
Jacksonville, Fla.	2	2	55.5									1		1							
Joplin, Mo.	1	(1)	(1)																		
Kansas City, Kans.	1	(1)	(1)									(1)	7								
Little Rock, Ark.	4	7	54.0									2									
Memphis, Tenn.	2	3	53.0								1	2									
Meridian, Miss.	1	(1)	(1)																(1)		
Milwaukee, Wis.	3	6	51.3		3							1		2							
Minneapolis, Minn.	3	5	54.4						1			2		1	1						
New Orleans, La.	1	(1)	(1)					(1)				4									
New York, N. Y.	6	20	49.7		4	1		5	1		5	4									
Oklahoma City, Okla.	2	4	51.0				2					2									
Philadelphia, Pa.	5	10	49.2	2	2						4	2									
Portland, Me.	6	15	53.8								1	14									
Providence, R. I.	5	12	51.5									1		3							
Richmond, Va.	1	(1)	(1)				(1)					2									
Rochester, N. Y.	5	6	49.9		1	2						2									
St. Louis, Mo.	3	10	51.5							6				1							
Superior, Wis.	1	(1)	(1)									(1)									
Trenton, N. J.	4	6	54.1		1							3								1	7
Washington, D. C.	6	29	54.2	4		7						3	1		3					1	
Total	105	233	52.6	6	11	10	19	16	20	7	17	7	82	1	13	4	7		2	10	1

Painters:																		
Altoona, Pa.	2	3	53.0							1		2						
Atlanta, Ga.	3	3	51.2			1						2						
Austin, Tex.	2	2	54.0									2						
Baltimore, Md.	5	9	53.8				1		2			4			2			
Birmingham, Ala.	3	10	57.6											9			1	
Boston, Mass.	6	16	50.4				1		11		1	3						
Burlington, Vt.	1	(1)	(1)									(1)						
Charleston, S. C.	2	2	54.0									2						
Charlotte, N. C.	2	2	57.0									1			1			
Chicago, Ill.	8	19	50.1		2				5	8		1	3					
Cleveland, Ohio.	5	16	51.5						7							1	1	
Danville, Ill.	1	(1)	(1)									(1)						
Des Moines, Iowa.	1	(1)	(1)									(1)						
Detroit, Mich.	2	2	53.0						1					1				
Hamilton, Ohio	2	2	50.0		1									1		1		
Hartford, Conn.	5	11	51.8					4				7						
Holyoke, Mass.	1	(1)	(1)			(1)												
Houston, Tex.	1	(1)	(1)							(1)								
Huntington, W. Va.	2	2	55.5									1		1				
Indianapolis, Ind.	5	9	51.7		1			2		2		1		3				
Jacksonville, Fla.	2	3	54.0									3						
Joplin, Mo.	2	2	52.5				1							1				
Little Rock, Ark.	6	6	54.0									6						
Louisville, Ky.	4	6	56.0									4				2		
Manchester, N. H.	1	(1)	(1)									(1)						
Memphis, Tenn.	2	3	54.0									3						
Meridian, Miss.	1	(1)	(1)												(1)			
Milwaukee, Wis.	1	(1)	(1)								(1)							
Minneapolis, Minn.	3	6	55.5									3		3				
New Orleans, La.	2	2	52.0						1			1						
New York, N. Y.	4	15	49.4		2		5			8								
Oklahoma City, Okla.	4	8	53.5				2					5				1		
Philadelphia, Pa.	2	5	51.9							3		2						
Portland, Me.	4	4	53.3							1		3						
Providence, R. I.	2	5	53.6						2			2			1			
Richmond, Va.	2	2	52.0									1						
Rochester, N. Y.	4	11	50.8					7		1		3						
St. Louis, Mo.	3	6	44.8		4		2											
Trenton, N. J.	2	2	50.3			1						1						
Washington, D. C.	5	13	52.2			4					2	4		3				
Total	115	216	52.1	6	7	5	17	20	28	4	22	5	69	21	9	2	1	
All occupations:																		
Altoona, Pa.	8	76	53.5				11				17	1	36		9		1	1
Atlanta, Ga.	8	136	51.1			6	33	39	9				36		12		1	
Austin, Tex.	8	85	54.0										85					
Baltimore, Md.	8	260	54.0			7	39		63		34		61		38		5	13
Birmingham, Ala.	8	139	57.2										14	114	1		10	
Boston, Mass.	8	430	51.2				37		250		28	38	67		1		1	3

¹ Data included in total.

Appendixes

APPENDIX A.—Filling Station Terms of Occupations, with Definitions and Classification by Bureau of Labor Statistics

Filling station term	Definition	Classified by bureau under—
Air and water boy.....	Adjusts air pressure in automobile tires and puts water in radiators.	Other employees.
Automobile mechanic.....	Makes adjustments and minor repairs on automobiles and trucks.	Do.
Automobile washer.....	(See Car washer).....	Car washers.
Battery man.....	Tests battery to determine its condition, removes it from automobile when discharged, replaces it with a fully charged one, and charges or repairs displaced battery when necessary.	Other employees.
Brake man.....	Tests, adjusts, relines, and repairs brakes, depending upon their condition.	Do.
Car greaser.....	(See Greaser).....	Greasers.
Car washer.....	Uses water under high pressure with a brush or chamois to wash and rub dirt loose from outside of automobile; also generally uses a brush, broom, or vacuum to clean inside of car.	Car washers.
Car-washing inspector.....	(See Inspector, car washing).....	Other employees.
Cleaner, cushions.....	(See Cleaner, upholstery).....	Do.
Cleaner, floors.....	(See Porter).....	Porters.
Cleaner, upholstery.....	Uses a small vacuum cleaner to remove dust and dirt from cushions and other upholstered parts of automobiles.	Other employees.
Cushion cleaner.....	(See Cleaner, upholstery).....	Do.
Extra man.....	(See Utility man).....	Do.
Foreman, car washers.....	Supervises the car washers and assists them in the washing and polishing of cars.	Do.
Foreman, greasers.....	Supervises the greasers and assists them in the greasing of automobile chassis and the changing of motor oil.	Do.
Generator man.....	(See Ignition man).....	Do.
Greaser.....	Oils and greases automobiles, which are usually placed on a lift or over a pit, and changes motor oil. Also known as a pitman.	Greasers.
Helper, operator's.....	(See Operator's helper).....	Operators' helpers.
Ignition man.....	Makes adjustments and repairs on automobile ignition systems, starters, generators, or any other electrical equipment.	Other employees.
Inspector, car-washing.....	Inspects the washing and polishing of automobiles in order to insure thorough work.	Do.
Manager, mechanical service.....	Manages and supervises mechanical servicing and repairing of automobiles.	Do.
Manager, personnel.....	Directs the personnel of an individual station, meets all customers, if possible, and endeavors to build up business by promoting good will. The manager is not responsible for the station's stock supply.	Managers.
Mechanic, automobiles.....	(See Automobile mechanic).....	Other employees.
Mechanic, pump and tank equipment.....	Does any mechanical work necessary to keep gasoline pumps, tanks, and other equipment in good condition.	Do.
Mechanical service manager.....	(See Manager, mechanical service).....	Do.
Operator.....	Is in charge of the station. Maintains records of work done, of stocks of gasoline, oil, and of other supplies on hand, received, and sold, and makes reports of same. Is also usually responsible for maintenance of normal stocks of gasoline, oil, etc.	Operators.
Operator's helper.....	Pumps gasoline into tank of car, checks oil in crank case, fills radiator with water, and often cleans windshield, headlight lenses, license plates, and tail-light lens. In some cases he also adjusts a mechanism on the pump which registers the amount of gasoline drawn, the license-plate number, and State where registered.	Operators' helpers.
Personnel manager.....	(See Manager, personnel).....	Managers.

Filling station term	Definition	Classified by bureau under—
Pitman.....	(See Greaser).....	Greasers.
Polisher.....	Uses special preparation or polishing material either with a cloth and chamois by hand or an electrically driven buffer to polish painted surface as well as nickel or chromium parts of automobile bodies.	Other employees.
Porter.....	Keeps the premises clean, and, in addition, may render free service to customers, such as putting water in radiator, air in tires, etc.	Porters.
Pump and tank mechanic.	(See Mechanic, pump and tank equipment).....	Other employees.
Refinishing man.....	Uses a mallet and other hand tools to remove dents, etc., from fenders or similar metal parts; emery or sandpaper to rub down scars, scratches, or other defects which require repainting; a spray gun or hand brush to refinish the defective spots with various coats, rubbing each as required, and matching the final colors with the original finish, so that the repaired spot is indiscernible.	Do
Relief man.....	Is usually employed to work in the place of employees on 7-day shifts, so that such employees may have one day off duty each week, or, he may be used entirely to relieve workers in emergencies.	Relief men.
Service driver.....	Goes after cars which are to be washed, greased, or serviced; usually drives the car from patron's residence to filling station and returns it to customer after necessary servicing has been done.	Other employees.
Service manager.....	(See Manager, mechanical service).....	Do.
Tank and pump mechanic.	(See Mechanic, pump and tank equipment).....	Do.
Tireman.....	Removes casing and inner tube from rim, tests inner tube in water to determine location of leak, and repairs same; places casing on spreader, examines for rim cuts or other defects; removes nails, pebbles, etc., from cuts in casing tread, reassembles tube, casing, and rim, inflates to proper air pressure, and replaces on automobile; or may put on new casings or put in new tubes, instead of repairing old ones.	Tiremen.
Trouble shooter.....	Auto mechanic, skilled usually in ignition and carburetor work, who responds to emergency calls from motorists experiencing motor trouble or stalled on the road, to make such minor repair or adjustment as may be necessary to get them on their way again.	Other employees.
Upholstery cleaner.....	(See Cleaner, upholstery).....	Do.
Utility man.....	Waits on customers, or fills in on work wherever help is needed.	Do.
Vacuum-cleaner operator.	(See Cleaner, upholstery).....	Do.
Washer, automobiles.....	(See Car washer).....	Car washers.
Water boy.....	(See Air and water boy).....	Other employees.

**APPENDIX B.—Motor-Vehicle Repair Garage Terms of Occupations,
with Definitions and Classification by Bureau of Labor Statistics**

Motor-vehicle repair garage term	Definition	Classified by bureau under—
Apprentice, auto mechanic.	Workman usually employed under supervision of skilled auto mechanics to learn duties of the trade, sometimes under contract to serve a specified-number of years.	Other employees.
Assembler, new cars....	Attaches batteries, fenders, bumpers, and other accessories to new cars received from factory.	Do.
Auto mechanic, general.	Skilled workman who makes general repairs on automobiles, trucks, and tractors.	Auto mechanics, general.
Automobile washer....	(See Car washer).....	Car washers and polishers.
Battery man.....	Tests battery to determine its condition, removes it from automobile when discharged, replaces it with a fully charged one, and charges or repairs displaced battery when necessary.	Battery and radiator men.
Blacksmith.....	Forges light and medium-sized forgings on an anvil in servicing and repairing automobiles.	Blacksmiths, machinists, and welders.
Body worker, metal....	Repairs damaged metal parts of automobile bodies by using a wooden or padded mallet with other hand tools to straighten or remove dents from such parts as fenders, hoods, etc.; or replaces them with new parts where necessary; also prepares surface of repaired parts for painter by performing such metal finishing operations as may be necessary.	Body workers and upholsterers.
Body worker, metal and wood.	In small shops both types of work are usually performed by the same mechanic. (For details, see Body worker, metal, and Body worker, wood.)	Do.
Body worker, wood....	Repairs defective parts of wooden frames of automobile bodies or replaces them with new parts.	Do.
Brake man.....	Tests, adjusts, relines, and repairs brakes depending upon their condition.	Auto mechanics, specialized.
Car greaser.....	(See Greaser).....	Greasers.
Car washer.....	Uses water under high pressure with a brush or chamois to wash and rub dirt loose from outside of car; also generally uses a brush, broom, or vacuum to clean inside of car.	Car washers and polishers.
Carburetor man.....	Adjusts, cleans, and repairs carburetors and their fittings.	Auto mechanics, specialized.
Caretaker.....	Takes care of garage premises after regular business hours, performing the duties of a watchman; also waits on incidental customers who request storage or minor service during the night.	Other employees.
Carpenter, building....	Makes minor repairs and alterations on building and assists in installation or rearrangement of equipment.	Do.
Chaser.....	Drives customer's car to vacant storage space and delivers it to customer when called for.	Chasers.
Courtesy man.....	Meets each customer, if possible, as cars are brought in for service, takes orders for work to be done, and endeavors to build up business by promoting good will.	Other employees.
Crib man.....	(See Tool-room man).....	Do.
Curtain repairer.....	(See Upholsterer).....	Body workers and upholsterers.
Cushion repairer.....	do.....	Do.
Diagnostician.....	Diagnoses causes of faulty functioning of mechanical parts where ordinary inspection fails to determine the cause. Diagnosis is sometimes necessary even after work specified by inspector has been finished. Diagnostician often does additional necessary work.	Inspectors and diagnosticians.
Dispatcher.....	Directs movements of car repairs through the shop and keeps a record of the progress of each repair job.	Other employees.
Doorman.....	Attaches tag to car as it is brought into the shop, enters car number, and gives stub to customer; checks this information as the car is taken out.	Do.
Driver, service parts....	Drives a truck or motor cycle to pick up from other garages or sources purchased parts needed for immediate use in repairing automobiles or to deliver from stock room parts needed by other garages.	Do.

Motor-vehicle repair garage term	Definition	Classified by bureau under—
Elevator operator.....	Operates an elevator used for hoisting or lowering passengers or automobiles from one floor to another.	Other employees
Errand boy.....	Carries messages or packages from place to place and does various odd jobs in the shop or office.	Do.
Estimator.....	Inspects cars brought in for service by customers and computes cost of service.	Do.
Fit-up man.....	(See Assembler, new cars).....	Do.
Foremen, working.....	Skilled workman who performs duties of a supervisory nature and in addition does some shopwork when necessary.	Foremen, working.
Gas-pump operator.....	Pumps gasoline into tank of car, checks oil in crank case, fills radiator with water if necessary, and often cleans windshield, headlight lenses, license plates, and tail-light lens.	Other employees.
Generator man.....	(See Ignition man).....	Auto mechanics, specialized.
Glazier.....	Cuts, fits, and installs glass in automobile windows and windshields.	Other employees.
Greaser.....	Oils and greases automobiles which are usually placed on a lift or over a pit, and changes motor oil. (Sometimes known as a pitman.)	Greasers.
Helper, mechanic's.....	Semiskilled workman who assists the various skilled mechanics in their work.	Helpers, mechanics'.
Ignition man.....	Does specialized work on ignition systems, starting motors, generators, and automobile wiring.	Auto mechanics, specialized.
Inspector.....	Examines defective cars, specifies kind of repairs to be made by the mechanic, and may give estimates of job costs; also inspects repair job when it is completed.	Inspectors and diagnosticians.
Janitor.....	Sweeps garage floors and keeps premises clean.....	Porters and janitors.
Keeper, stock.....	(See Stock keeper).....	Stock keepers.
Machinist.....	Operates lathes, drill presses, or any other machine tools necessary in the repair of metal parts of automobiles.	Blacksmiths, machinists, and welders.
Maintenance man, building.....	(See Carpenter, building).....	Other employees.
Manager, service.....	(See Service manager).....	Do.
Mechanic, auto, general.....	(See Auto mechanic, general).....	Auto mechanics, general.
Mechanic's helper.....	(See Helper, mechanic's).....	Helpers, mechanics'.
Metal worker, body.....	(See Body worker, metal).....	Body workers and upholsterers.
Order clerk.....	Makes up requisitions for supplies from stock room as requested by mechanics and customers and keeps a record of supplies issued.	Other employees.
Painter.....	Uses either hand brush or spray gun to paint, touch up, or repair the finish of automobiles and trucks.	Painters.
Pitman.....	(See Greaser).....	Greasers.
Polisher.....	Uses special preparation or polishing material either with a cloth and chamols by hand or an electrically driven buffer to polish painted surface as well as nickel or chromium parts of automobile bodies.	Car washers and polishers.
Porter.....	Cleans up after repair jobs and does any incidental work around garage which does not require skill.	Porters and janitors.
Pump operator.....	(See Gas-pump operator).....	Other employees.
Purchaser for service.....	Makes arrangements with other garages or shops for special work to be sublet to them.	Do.
Radiator man.....	Repairs and tests radiators.....	Battery and radiator men.
Refinisher.....	(See Painter).....	Painters.
Sander.....	Removes old paint by applying paint remover and later scraping the old paint off with a blunt knife, prepares surface for repainting by sanding, filing, or grinding, and sands the various new coats of paint as may be necessary.	Helpers, mechanics'.
Service man.....	Inspects, tests, and makes minor mechanical adjustments and repairs, often, almost entirely, at the curb where patrons with minor difficulties stop.	Service men.
Service manager.....	Supervises repair work done by mechanics to insure satisfactory service to customer.	Other employees.
Shipper.....	Fills, packs, and ships out-of-town orders for auto parts and accessories.	Do.
Stock clerk.....	Assists stock keeper by helping wait on trade, running errands for emergency purchases, and distributing or storing stock and supplies.	Stock clerks.
Stock keeper.....	Has charge of stock room, maintains records of materials received and given out on orders, and usually does the buying.	Stock keepers.

Motor-vehicle repair garage term	Definition	Classified by bureau under—
Sweeper.....	<i>(See Janitor)</i>	Porters and janitors.
Tire men.....	Removes casing and inner tube from rim, tests inner tube in water to determine location of leak and repairs same; places casing on spreader, examines for rim cuts, or other defects; removes nails, pebbles, etc., from cuts in casing tread; reassembles tube, casing and rim, inflates to proper air pressure, and replaces on automobile; or may put on new casings or put in new tubes, instead of repairing old ones.	Other employees.
Tool-room man.....	Has charge of shop tools, keeps them in order, and issues them to the various workmen as needed.	Do.
Touch-up man.....	<i>(See Painter)</i>	Painters.
Towman and wrecker..	Tows wrecked or disabled machines to the shop, and wrecks cast-off machines, salvaging the parts of value.	Other employees.
Trouble shooter.....	An auto mechanic, skilled usually in ignition and carburetor work, who responds to emergency calls from motorists experiencing motor trouble or whose cars are stalled on the road, to make such minor repairs or adjustments as may be necessary to get them on their way again.	Auto mechanics, specialized.
Upholsterer.....	Repairs seats, sides, backs, tops, curtain, or other upholstery.	Body workers and upholsterers.
Utility man.....	Semiskilled workman who assists the more skilled employees and fills in on work wherever needed.	Other employees.
Washer, automobiles..	<i>(See Car washer)</i>	Car washers and polishers.
Watchman.....	Policies the premises in and around the garage at specified intervals, when it is not open for business, to guard against fire, burglary, etc.	Other employees.
Welder.....	Operates acetylene or electric welding equipment to repair damaged parts of automobiles.	Blacksmiths, machinists, and welders.
Woodworker, body....	<i>(See Body worker, wood)</i>	Body workers and upholsterers.
Working foreman.....	<i>(See Foreman, working)</i>	Foremen, working.
Wrecker.....	<i>(See Towman and wrecker)</i>	Other employees.

LIST OF BULLETINS OF THE BUREAU OF LABOR STATISTICS

The following is a list of all bulletins of the Bureau of Labor Statistics published since July, 1912, except that in the case of bulletins giving the results of periodic surveys of the bureau only the latest bulletin on any one subject is here listed.

A complete list of the reports and bulletins issued prior to July, 1912, as well as the bulletins published since that date, will be furnished on application. Bulletins marked thus () are out of print.*

Conciliation and arbitration (including strikes and lockouts).

- *No. 124. Conciliation and arbitration in the building trades of Greater New York. [1913.]
- *No. 133. Report of the industrial council of the British Board of Trade on its inquiry into industrial agreements. [1913.]
- No. 139. Michigan copper district strike. [1914.]
- *No. 144. Industrial court of the cloak, suit, and skirt industry of New York City. [1914.]
- *No. 145. Conciliation, arbitration, and sanitation in the dress and waist industry of New York City. [1914.]
- *No. 191. Collective bargaining in the anthracite-coal industry. [1916.]
- *No. 198. Collective agreements in the men's clothing industry. [1916.]
- No. 233. Operation of the industrial disputes investigation act of Canada. [1918.]
- No. 255. Joint industrial councils in Great Britain. [1919.]
- No. 283. History of the Shipbuilding Labor Adjustment Board, 1917 to 1919.
- No. 287. National War Labor Board: History of its formation, activities, etc. [1921.]
- *No. 303. Use of Federal power in settlement of railway labor disputes. [1922.]
- No. 341. Trade agreement in the silk-ribbon industry of New York City. [1923.]
- No. 402. Collective bargaining by actors. [1926.]
- No. 468. Trade agreements, 1927.
- No. 481. Joint industrial control in the book and job printing industry. [1928.]

Cooperation.

- No. 313. Consumers' cooperative societies in the United States in 1920.
- No. 314. Cooperative credit societies (credit unions) in America and in foreign countries. [1922.]
- No. 437. Cooperative movement in the United States in 1925 (other than agricultural).
- No. 531. Consumers', credit, and productive cooperative societies, 1929.

Employment and unemployment.

- *No. 109. Statistics of unemployment and the work of employment offices in the United States. [1913.]
- *No. 172. Unemployment in New York City, N. Y. [1915.]
- *No. 183. Regularity of employment in the women's ready-to-wear garment industries. [1915.]
- *No. 195. Unemployment in the United States. [1916.]
- *No. 196. Proceedings of Employment Managers' Conference, held in Minneapolis, Minn., January 19 and 20, 1916.
- *No. 202. Proceedings of the conference of Employment Managers' Association of Boston, Mass., held May 10, 1916.
- *No. 206. The British system of labor exchanges. [1916.]
- *No. 227. Proceedings of Employment Managers' Conference, Philadelphia, Pa., April 2 and 3, 1917.
- *No. 235. Employment system of the Lake Carriers' Association. [1915.]
- *No. 241. Public employment offices in the United States. [1915.]
- *No. 247. Proceedings of Employment Managers' Conference, Rochester, N. Y., May 9-11, 1918.
- *No. 310. Industrial unemployment: A statistical study of its extent and causes. [1922.]
- No. 409. Unemployment in Columbus, Ohio, 1921 to 1925.
- No. 542. Report of the Advisory Committee on Employment Statistics. [1931.]
- No. 544. Unemployment-benefit plans in the United States and unemployment insurance in foreign countries. [1931.]
- No. 553. Fluctuations in employment in Ohio, 1914 to 1929.
- No. 555. Social and economic character of unemployment in Philadelphia, April, 1930.
- No. 574. Technological changes and employment in the United States Postal Service. [1932.]

Foreign labor laws.

- *No. 142. Administration of labor laws and factory inspection in certain European countries. [1914.]
- No. 494. Labor legislation of Uruguay. [1929.]
- No. 510. Labor legislation of Argentina. [1930.]
- No. 529. Workmen's compensation legislation of the Latin American countries. [1930.]
- No. 540. Labor legislation of Venezuela. [1931.]
- No. 554. Labor legislation of Paraguay. [1931.]
- No. 559. Labor legislation of Ecuador. [1931.]
- No. 569. Labor legislation of Mexico. [1932.]

Housing.

- *No. 158. Government aid to home owning and housing of working people in foreign countries. [1914.]
- No. 263. Housing by employers in the United States. [1920.]
- No. 295. Building operations in representative cities, 1920.
- No. 545. Building permits in principal cities of the United States in [1921 to] 1930.

Industrial accidents and hygiene.

- *No. 104. Lead poisoning in potteries, tile works, and porcelain-enameled sanitary ware factories. [1912.]
- No. 120. Hygiene of the painters' trade. [1913.]

Industrial accidents and hygiene—Continued.

- *No. 127. Dangers to workers from dusts and fumes, and methods of protection. [1913.]
- *No. 141. Lead poisoning in the smelting and refining of lead. [1914.]
- *No. 157. Industrial accident statistics. [1915.]
- *No. 165. Lead poisoning in the manufacture of storage batteries. [1914.]
- *No. 179. Industrial poisons used in the rubber industry. [1915.]
- No. 188. Report of British departmental committee on the danger in the use of lead in the painting of buildings. [1916.]
- *No. 201. Report of the committee on statistics and compensation insurance costs of the International Association of Industrial Accident Boards and Commissions. [1916.]
- No. 209. Hygiene of the printing trades. [1917.]
- *No. 219. Industrial poisons used or produced in the manufacture of explosives. [1917.]
- No. 221. Hours, fatigue, and health in British munition factories. [1917.]
- No. 230. Industrial efficiency and fatigue in British munition factories. [1917.]
- *No. 231. Mortality from respiratory diseases in dusty trades (inorganic dusts). [1918.]
- *No. 234. The safety movement in the iron and steel industry, 1907 to 1917.
- No. 236. Effects of the air hammer on the hands of stonecutters. [1918.]
- *No. 249. Industrial health and efficiency. Final report of British Health of Munitions Workers' Committee. [1919.]
- *No. 251. Preventable death in the cotton-manufacturing industry. [1919.]
- No. 256. Accidents and accident prevention in machine building. [1919.]
- No. 267. Anthrax as an occupational disease. [1920.]
- No. 276. Standardization of industrial accident statistics. [1920.]
- *No. 280. Industrial poisoning in making coal-tar dyes and dye intermediates. [1921.]
- *No. 281. Carbon monoxide poisoning. [1921.]
- No. 283. The problem of dust phthisis in the granite-stone industry. [1922.]
- No. 298. Causes and prevention of accidents in the iron and steel industry, 1910-1919.
- No. 306. Occupation hazards and diagnostic signs: A guide to impairments to be looked for in hazardous occupations. [1922.]
- No. 392. Survey of hygienic conditions in the printing trades. [1925.]
- No. 405. Phosphorus necrosis in the manufacture of fireworks and in the preparation of phosphorus. [1926.]
- No. 427. Health survey of the printing trades, 1922 to 1925.
- No. 428. Proceedings of the Industrial Accident Prevention Conference, held at Washington, D. C., July 14-16, 1926.
- No. 460. A new test for industrial lead poisoning. [1928.]
- No. 466. Settlement for accidents to American seamen. [1928.]
- No. 488. Deaths from lead poisoning, 1925-1927.
- No. 490. Statistics of industrial accidents in the United States to the end of 1927.
- No. 507. Causes of death, by occupation. [1930.]

Industrial relations and labor conditions.

- No. 237. Industrial unrest in Great Britain. [1917.]
- *No. 340. Chinese migrations with special reference to labor conditions. [1923.]
- *No. 349. Industrial relations in the West Coast lumber industry. [1923.]
- *No. 361. Labor relations in the Fairmont (W. Va.) bituminous-coal field. [1924.]
- No. 350. Postwar labor conditions in Germany. [1925.]
- No. 383. Works council movement in Germany. [1925.]
- No. 384. Labor conditions in the shoe industry in Massachusetts, 1920-1924.
- No. 399. Labor relations in the lace and lace-curtain industries in the United States. [1925.]
- No. 534. Labor conditions in the Territory of Hawaii, 1929-1930.

Labor laws of the United States (including decisions of courts relating to labor).

- *No. 211. Labor laws and their administration in the Pacific States. [1917.]
- No. 229. Wage-payment legislation in the United States. [1917.]
- No. 285. Minimum wage laws of the United States: Construction and operation. [1921.]
- No. 321. Labor laws that have been declared unconstitutional. [1922.]
- No. 322. Kansas Court of Industrial Relations. [1923.]
- No. 343. Laws providing for bureaus of labor statistics, etc. [1923.]
- No. 370. Labor laws of the United States, with decisions of courts relating thereto. [1925.]
- No. 408. Laws relating to payment of wages. [1926.]
- No. 548. Decisions of courts and opinions affecting labor, 1929-1930.
- No. 552. Labor legislation, 1930.

Proceedings of annual conventions of the Association of Governmental Officials in Industry of the United States and Canada. (Name changed in 1923 from Association of Governmental Labor Officials of the United States and Canada.)

- *No. 266. Seventh, Seattle, Wash., July 12-15, 1920.
- No. 307. Eighth, New Orleans, La., May 2-6, 1921.
- *No. 323. Ninth, Harrisburg, Pa., May 22-26, 1922.
- *No. 352. Tenth, Richmond, Va., May 1-4, 1923.
- *No. 389. Eleventh, Chicago, Ill., May 19-23, 1924.
- *No. 411. Twelfth, Salt Lake City, Utah, August 13-15, 1925.
- *No. 429. Thirteenth, Columbus, Ohio, June 7-10, 1926.
- *No. 455. Fourteenth, Paterson, N. J., May 31 to June 3, 1927.
- *No. 480. Fifteenth, New Orleans, La., May 21-24, 1928.
- No. 508. Sixteenth, Toronto, Canada, June 4-7, 1929.
- No. 530. Seventeenth, Louisville, Ky., May 20-23, 1930.
- No. 563. Eighteenth, Boston, Mass., May 18-22, 1931.

Proceedings of annual meetings of the International Association of Industrial Accident Boards and Commissions.

- No. 210. Third, Columbus, Ohio, April 25-28, 1916.
- No. 248. Fourth, Boston, Mass., August 21-25, 1917.
- No. 264. Fifth, Madison, Wis., September 24-27, 1918.
- *No. 273. Sixth, Toronto, Canada, September 23-26, 1919.
- No. 281. Seventh, San Francisco, Calif., September 20-24, 1920.
- No. 304. Eighth, Chicago, Ill., September 19-23, 1921.

Proceedings of annual meetings of the International Association of Industrial Accident Boards and Commissions—Continued.

- No. 333. Ninth, Baltimore, Md., October 9-13, 1922
- *No. 359. Tenth, St. Paul, Minn., September 24-26, 1923.
- No. 385. Eleventh, Halifax, Nova Scotia, August 26-28, 1924.
- No. 395. Index to proceedings, 1914-1924.
- No. 406. Twelfth, Salt Lake City, Utah, August 17-20, 1925.
- No. 432. Thirteenth, Hartford, Conn., September 14-17, 1926.
- *No. 456. Fourteenth, Atlanta, Ga., September 27-29, 1927.
- No. 485. Fifteenth, Paterson, N. J., September 11-14, 1928.
- No. 511. Sixteenth, Buffalo, N. Y., October 8-11, 1929.
- No. 536. Seventeenth, Wilmington, Del., September 22-26, 1930.
- No. 564. Eighteenth, Richmond, Va., October 5-8, 1931.
- No. 577. Nineteenth, Columbus, Ohio, September 26-29, 1932. (In press.)

Proceedings of annual meetings of the International Association of Public Employment Services.

- No. 192. First, Chicago, December 19 and 20, 1913; second, Indianapolis, September 24 and 25, 1914. third, Detroit, July 1 and 2, 1915.
- *No. 220. Fourth, Buffalo, N. Y., July 20 and 21, 1916.
- No. 311. Ninth, Buffalo, N. Y., September 7-9, 1921.
- No. 337. Tenth, Washington, D. C., September 11-13, 1922.
- No. 355. Eleventh, Toronto, Canada, September 4-7, 1923.
- No. 400. Twelfth, Chicago, Ill., May 19-23, 1924.
- No. 414. Thirteenth, Rochester, N. Y., September 15-17, 1925.
- No. 478. Fifteenth, Detroit, Mich., October 25-28, 1927.
- *No. 501. Sixteenth, Cleveland, Ohio, September 18-21, 1928.
- No. 538. Seventeenth, Philadelphia, Pa., September 24-27, 1929, and eighteenth, Toronto, Canada, September 9-12, 1930.

Productivity of labor.

- No. 356. Productivity costs in the common-brick industry. [1924.]
- No. 360. Time and labor costs in manufacturing 100 pairs of shoes, 1923.
- No. 407. Labor cost of production and wages and hours of labor in the paper box-board industry [1926.]
- *No. 412. Wages, hours, and productivity in the pottery industry, 1925.
- No. 441. Productivity of labor in the glass industry. [1927.]
- No. 474. Productivity of labor in merchant blast furnaces [1928.]
- No. 475. Productivity of labor in newspaper printing. [1929.]
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